

**UNITED STATES AIR FORCE**  
**Committee Staff Procurement Backup Book**  
**Fiscal Year (FY) 2008/2009 Budget Estimates**



**February 2007**

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

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OPR: SAF/FMB



**UNCLASSIFIED**

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**P-1M MODIFICATION REPORT - 08 PB (HQ USAF)**

01/26/2007

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
KC135R	P	C135R1	TANKER REPLACEMENT							20.7	50.6	40.6		111.9
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	0.0	0.0	0.0	20.7	50.6	40.6	0.0	111.9
<b>TOTAL FOR AIRCRAFT KC135R</b>				0.0	0.0	0.0	0.0	0.0	0.0	20.7	50.6	40.6	0.0	111.9

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

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01/26/2007

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
B-2	P-S	8880	ENGINE FAN BLADES SA		5.9	0.0	7.3							13.2
<b>TOTAL FOR CLASS P-S</b>				0.0	5.9	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	13.2
P		_7646	Proximity Sensor Logic Unit				2.1	3.1	1.7	0.3				7.2
		110024	ALTERNATE HIGH FREQ	47.6	8.2	10.1	5.4	7.7	6.7	2.7				88.4
		110025	MK82 JDAM / SMART BO	35.7	1.3									37.0
		110026	EHF SATCOM AND COM							80.5	139.2	88.1		307.8
		110028	F118 DIGITAL ELECTRO	9.1	0.8									10.0
		110030	AFT DECK CRACKS	26.8	0.1	2.4	2.5	10.6	14.0	14.3	29.7	21.1		121.3
		110031	B-2 TRAINERS SYSTEM	17.7	1.2	2.0		2.8	5.4	2.2	2.2	5.5		39.0
		110032	LINK 16/CID/IFR	140.5	21.9	11.8	4.5							178.7
		110033	RADAR SYSTEM MODIFI			159.0	270.6	79.1	28.2	26.5				563.5
		110035	SUPPORTABILITY MODS	9.9	6.5	1.4	4.2	8.6	7.7	5.4	4.3	7.9		56.0
		110039	OGADS Oxygen Monitor C		7.5									7.5
		8881	MODE S/5 IFF						13.5	10.8	5.5	3.6		33.5
		99999U	LOW COST RETROFIT M	6.5	1.3	0.8	2.1	2.5	2.4	2.7	2.4	2.6		23.3
		99999X	LOW COST MODIFICATI	11.5	0.6	1.5	2.1	3.1	2.6	2.8	2.3	2.9		29.4
		T8137	UHF SATCOM UPGRADE	81.7	6.0	3.4	15.4							106.5
		Z88888	REPROGRAMMINGS		0.0	0.1								0.1
<b>TOTAL FOR CLASS P</b>				387.0	55.4	192.5	308.8	117.4	82.3	148.2	185.7	131.7	0.0	1609.1
<b>TOTAL FOR AIRCRAFT B-2</b>				387.0	61.3	192.5	316.1	117.4	82.3	148.2	185.7	131.7	0.0	1622.3

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B-1	P	_3944	ALQ-161A PREPROCESS		5.6	18.7	10.3							34.7
		_8206	Mode S/Mode 5							8.5				8.5
		_9035	ALQ-161A Waveform Gene							5.3	7.0	3.3		15.6
		4280	FULLY INTEGRATED DAT				18.5	32.9	38.3	44.0	42.7	19.0	36.0	231.3
		4284	CITS UPGRADE				3.2	13.7	12.8	11.8	10.1	9.7	9.0	70.4
		4285	INS/GSS UPGRADE				10.4	18.4	16.1	18.7	1.0	1.8		66.5
		5048	WIND CORRECTED MUN	25.4	4.1									29.5
		5819	ENGINE UPGRADE	1.4	0.0	1.5	2.0	2.0	1.0	2.0	1.4	1.1	4.0	16.4
		5820	COMMUNICATION UPGR	0.1	0.0	1.6								1.7
		5822	WEAPONS UPGRADE	0.0	0.0	0.6								0.6
		6882	Digital Communications		18.5									18.5
		7152	AVIONICS UPGRADE	0.6	0.0	1.8								2.4
		7242	AN/ALQ-161A BAND 8 RF		2.5	16.7	6.4	9.9						35.5
		8411	RADAR IMPROVEMENT						59.9	59.8	31.6	44.1	0.0	195.5
		8525	AN/ALQ-161A JAMMER A	2.3	1.6	1.4								5.3
		8970	AN/ALQ-161A TAIL WARN	16.9	0.1									17.1
		8971	VERTICAL SITUATION DI					19.8	33.1	32.0	27.7	27.3	11.3	151.2
		8977	Utility Power Distribution Pa	2.2	1.0	1.1	0.3							4.7
		92296	External Hard Point Modific			8.8								8.8
		99999X	LOW COST MODIFICATI	2.8	0.0	0.8	2.0	2.0	2.0	2.0	2.0	2.0	4.0	19.6
		Z88888	REPROGRAMMINGS	0.0	0.0	-2.0								-2.0
<b>TOTAL FOR CLASS P</b>				<b>51.8</b>	<b>33.5</b>	<b>51.1</b>	<b>53.1</b>	<b>98.7</b>	<b>163.2</b>	<b>184.1</b>	<b>123.6</b>	<b>108.3</b>	<b>64.3</b>	<b>931.7</b>
		197500	MSOGS			2.0								2.0
<b>TOTAL FOR CLASS</b>				<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>

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<b>TOTAL FOR AIRCRAFT B-1</b>				51.8	33.5	53.1	53.1	98.7	163.2	184.1	123.6	108.3	64.3	933.7

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B-52	P	3309	AIRBORNE WIDEBAND T								7.4	24.1	77.2	108.7
		3310	CALCM INFLIGHT BEYON	5.9				55.7	61.1	70.1	77.3	50.8	13.2	334.1
		3311	FUEL ENRICHMENT MO	1.5	0.1									1.5
		4260	ADVANCED WEAPON IN	1.3	31.0	5.3	17.0	23.9	1.2					79.7
		4270	ECM IMPROVEMENT	156.6	28.4	10.2	0.0	0.0						195.2
		4693	AVIONICS MIDLIFE IMPR	51.1	27.3	10.0	0.0							88.4
		9709	GATM PHASE II							6.9	6.4	2.0		15.3
		99999X	LOW COST MODIFICATI	4.0	2.0	2.0	1.1	2.0	1.0	0.8	0.7	0.4		14.0
		Z88888	REPROGRAMMINGS		39.7	42.4								82.1
<b>TOTAL FOR CLASS P</b>				220.3	128.5	69.9	18.1	81.6	63.4	77.8	91.7	77.3	90.4	919.1
<b>TOTAL FOR AIRCRAFT B-52</b>				220.3	128.5	69.9	18.1	81.6	63.4	77.8	91.7	77.3	90.4	919.1

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F-117	P	31927	OMNIBUS ENGINE MODI	4.1	0.2	0.2								4.6
		31972	EXPANDED DATA TRAN	0.6	1.1									1.6
		31975	BROOKLYN BRIDGE	1.4	4.0									5.4
		31980	MISSION PLANNING SYS		0.1									0.1
		31984	DUAL RADIO	3.0	0.0									3.0
		99999S	SERVICE BULLETINS	18.3	0.8									19.1
		99999X	LOW COST MODIFICATI		1.5	1.8								3.3
		Z88888	REPROGRAMMINGS		0.0	0.0								0.0
<b>TOTAL FOR CLASS P</b>				<b>27.3</b>	<b>7.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.0</b>
<b>TOTAL FOR AIRCRAFT F-117</b>				<b>27.3</b>	<b>7.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.0</b>

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A-10	P	37120	DIGITAL DATA LINK		8.6		22.8	5.9	9.2	0.7	0.7			47.9
		7856	MODE S/5	7.1	6.8	7.3			8.1	5.9	4.6			39.7
		9601	ONBOARD OXYGEN GEN	2.5		6.5								9.0
		9803	A-10 Secure Line of Sight/B		6.2									6.2
		9804	A-10 Wing Replacement Pr			38.5	69.2	95.7	247.3	258.5	263.6	268.9		1,241.8
		9805	PRECISION ENGAGEME	74.0	43.3	54.5	75.0	44.0	41.4	9.4				341.6
		99999X	LOW COST MODIFICATI	0.2	0.0	0.0	0.0	0.0	0.0	0.0				0.3
		Z88888	REPROGRAMMINGS	0.0	7.0	0.0								7.0
<b>TOTAL FOR CLASS P</b>				83.7	72.0	106.9	167.1	145.6	306.0	274.5	268.9	268.9	0.0	1693.7
<b>TOTAL FOR AIRCRAFT A-10</b>				83.7	72.0	106.9	167.1	145.6	306.0	274.5	268.9	268.9	0.0	1693.7

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F-15	P	_1200	F-15C Avionics Replaceme					25.7	15.2					40.9
		_1202	F-15E AESA Radar						115.6	140.9	144.9	147.2		548.6
		_2222	32J Fuel Manifold Clamping		0.5	0.7	1.8	0.8						3.9
		10211B	SECONDARY POWER UP	13.1	0.0									13.1
		19203B	F100-220E ENGINE UPG	420.9	1.4									422.2
		6157	Antenna Test Station			8.0	5.0	4.5						17.5
		6158	F-15C/D APG-63(V)3 radar		72.2	71.7			76.3	121.5	131.8			473.5
		8265	PROGRAMMABLE ARMA	78.9	6.9	5.8								91.6
		8314	AIR DATA PROCESSOR	28.7	1.8	0.7								31.2
		8352	JOINT HELMET-MOUNTE	80.9	13.0	7.2								101.1
		8357	ADVANCED DISPLAY CO	45.0	30.1	19.0	7.5	3.7						105.2
		8662	AETC MTD UPGRADES-F	4.0	2.1	1.3								7.4
		8703	F-15 A/D DIGITAL VIDEO						6.4	22.8	8.7			37.9
		8705	F-15E DIGITAL VIDEO RE	1.1	8.9	3.3			12.4	22.0				47.6
		8742	TEWS INTERMEDIATE S		15.2	2.4	3.0		2.5	8.9				32.0
		8745	IFF A-D	76.6	17.4	27.4								121.3
		8746	IFF E	18.0	19.2	13.4								50.6
		8792	F-15C/D VHF Radio Retrofi				1.6							1.6
		99999E	MISC ENGINE UPDATE M	1.3	0.7	1.0		1.0						3.9
		99999U	LOW COST RETROFIT M	6.5	1.7	1.7	0.0	0.6	1.4	1.8				13.8
		99999X	LOW COST MODIFICATI	9.4	1.8	0.6	0.3	1.8	0.7	2.0	1.8	1.3		19.7
		Z88888	REPROGRAMMINGS		0.0	0.1								0.1
<b>TOTAL FOR CLASS P</b>				<b>784.3</b>	<b>192.8</b>	<b>164.3</b>	<b>19.2</b>	<b>38.1</b>	<b>230.4</b>	<b>319.9</b>	<b>287.2</b>	<b>148.5</b>	<b>0.0</b>	<b>2184.8</b>
		8754	A-D IFF MODE 5					9.9	13.0	7.9				30.8
		8755	E IFF MODE 5					10.2	13.2	8.8				32.2

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<b>TOTAL FOR CLASS</b>				0.0	0.0	0.0	0.0	20.1	26.2	16.7	0.0	0.0	0.0	63.0
<b>TOTAL FOR AIRCRAFT F-15</b>				784.3	192.8	164.3	19.2	58.2	256.6	336.6	287.2	148.5	0.0	2247.8

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F-16	P-S	173009	F110 DIGITAL ENGINE C	156.8	8.3	3.6								168.7
		F19419	F110-100 HPT C-CLIP BA	6.1	0.3	0.2	0.2	0.1						7.0
		F19424	F110 ENGINE SERVICE L	38.2	48.0	42.7	50.1	53.9	54.7	55.7	16.9			360.2
<b>TOTAL FOR CLASS P-S</b>				201.1	56.5	46.5	50.3	54.0	54.7	55.7	16.9	0.0	0.0	535.8
P		3450	ALE-47	46.5	0.2									46.7
		4260	ADVANCED WEAPON IN	41.4	4.9	4.2	1.6	0.2						52.3
		602043	BLOCK 42 ANG RE-ENGI	89.2	20.7	12.0								121.9
		602149	MMC Upgrade		5.4		29.8	37.7	25.6	9.4	11.4	9.4		128.6
		602150	MODULAR MISSION COM	326.5	69.3	77.7	36.8	24.9	5.4					540.7
		6022	PRE BLK 40 STRUCTURA	195.7	0.9									196.6
		602241	F-16A STRUCTURE IMPR	16.9	0.2									17.1
		6023	FALCON STAR	100.7	58.6	86.1	112.3	96.7	73.6	62.0	22.4	10.8		623.2
		602530	BLK 30 LANDING LIGHT		4.1	0.1								4.2
		603035	COMMERCIAL CENTRAL	19.8	4.5		0.5							24.8
		604050	EMBEDDED GPS/INS (EG				27.9	21.4	7.4	7.8				64.5
		610230	-COLOR DISPLAYS - BLK	3.4	6.4									9.8
		610250	COLOR DISPLAYS - CCIP	177.3	41.8	34.1	18.3	16.5	3.6					291.6
		612130	ADVANCED IDENTIFICAT		3.5									3.5
		612150	AIR-TO-AIR INTERROGA	113.0	6.8									119.7
		612151	MODE 5 IDENTIFICATION						30.0	39.8				69.8
		612152	MODE S IDENTIFICATIO			8.4	9.0	10.1	11.5	6.9	1.0			46.9
		618210	BLK 40/50 SECURE LINE			9.1	5.0	1.1						15.1
		618230	BLK 30 SECURE LINE OF			2.6								2.6
		6300	ON BOARD OXYGEN GE	27.1	0.4									27.4
		650050	JOINT HELMET MOUNTE	176.0	49.8	21.0	8.4	4.7	0.9					260.9

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
		660050	HTS PYLONS	9.8	7.1	2.0								18.9
		661650	LINK 16 - CCIP	137.1	14.3	12.6	6.7	5.5	1.4					177.6
		661651	F-16 TACTICAL DATA LIN	76.0	17.0	19.0	2.3							114.3
		8662	AETC MTD UPGRADES-F	17.0	21.7	14.7	17.8	18.3	18.8	19.0	19.4	19.8		166.5
		99999E	MISC ENGINE UPDATE M	9.8	0.3	0.2	1.2	0.7	0.8	1.0	0.6	0.7		15.3
		99999U	LOW COST RETROFIT M	6.3	0.1	0.2								6.7
		99999X	LOW COST MODIFICATI	10.1	0.0	0.3	1.2	0.7	0.8	1.0	0.6	0.7		15.4
		Z88888	REPROGRAMMINGS		23.6	15.6								39.2
<b>TOTAL FOR CLASS P</b>				1599.5	361.7	319.9	279.0	238.4	179.7	146.9	55.4	41.2	0.0	3221.8
<b>TOTAL FOR AIRCRAFT F-16</b>				1800.6	418.2	366.4	329.3	292.4	234.4	202.6	72.3	41.2	0.0	3757.6

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
F-22	P	F22001	COMMON CONFIGURATI	75.6	4.1	71.9	190.3	217.3	176.1	253.0	52.0	63.6	292.9	1,396.8
		F22003	INCREMENT 3.1				19.2	61.7	88.9	92.8	61.7	7.2	4.4	336.0
		F22004	LOW COST MOD (Air Vehi	4.1	2.0	1.9	1.9	1.9	1.9	1.9	2.0	2.0		19.8
		F22006	F-22 Reliability and Maintai		29.0	35.7	32.4	29.0	29.0	29.0	30.0	28.0		242.1
		F22013	Trainer Low Cost Mod			2.0								2.0
		F22014	F119 Engine Modifications		7.5	19.9	33.7	27.0	29.1	29.8	26.9	19.7		193.7
		F22017	Weapon System Evaluation					3.8	6.6	18.3	31.9	27.1	43.8	131.4
		F22018	Emergency Oxygen Hose					0.1	1.2	3.1	5.7	5.7	14.5	30.3
		F22019	INCREMENT 3.2								55.4	131.9	1,602.7	1,790.0
		F22020	Urgent Requirements				4.4	4.7	5.0	5.4	5.9	6.3		31.8
		Z88888	REPROGRAMMINGS		10.3	14.1								24.4
<b>TOTAL FOR CLASS P</b>				<b>79.7</b>	<b>52.9</b>	<b>145.6</b>	<b>281.9</b>	<b>345.6</b>	<b>337.9</b>	<b>433.3</b>	<b>271.4</b>	<b>291.6</b>	<b>1958.4</b>	<b>4198.2</b>
<b>TOTAL FOR AIRCRAFT F-22</b>				<b>79.7</b>	<b>52.9</b>	<b>145.6</b>	<b>281.9</b>	<b>345.6</b>	<b>337.9</b>	<b>433.3</b>	<b>271.4</b>	<b>291.6</b>	<b>1958.4</b>	<b>4198.2</b>

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-5	P	6032	COMPARTMENT FLOOR	5.6			0.8	1.1	0.6	0.8	0.9	0.9		10.7
		6038	AVIONICS MODERNIZATI	308.4	77.8	54.8	94.7	96.2	79.5	76.0	78.2	76.0	21.9	963.4
		6154	C-5 RELIABILITY ENHAN		10.9	76.9	186.6	443.2	724.5	830.0	801.7	806.8	4,575.4	8,455.9
		6154A	C-5 RERP AP		19.7	66.5	66.7	97.6	120.8	133.6	133.6	133.6	590.8	1,362.9
		8629	LARGE AIRCRAFT INFRA			28.8	48.7	46.1	34.8	5.3	5.4	5.5		174.7
		8662	AETC MTD UPGRADES-F	2.0	1.8									3.8
		8719	EMERGENCY DC POWE	20.1	1.4									21.5
		8763	MADARS III	8.8			1.2	1.0						11.0
		99999X	LOW COST MODIFICATI	4.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.9
		Z88888	REPROGRAMMINGS	0.4	0.1	0.5								1.0
<b>TOTAL FOR CLASS P</b>				349.6	111.7	227.6	398.7	685.3	960.2	1045.7	1019.9	1022.9	5188.1	11009.8
<b>TOTAL FOR AIRCRAFT C-5</b>				349.6	111.7	227.6	398.7	685.3	960.2	1045.7	1019.9	1022.9	5188.1	11009.8

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
C-5 AP		C5 AP	C-5 Advance Procurement		19.7	66.7	66.7	97.6	120.8	133.6	133.6	133.6	133.6	905.9
<b>TOTAL FOR CLASS</b>				0.0	19.7	66.7	66.7	97.6	120.8	133.6	133.6	133.6	133.6	905.9
<b>TOTAL FOR AIRCRAFT C-5 AP</b>				0.0	19.7	66.7	66.7	97.6	120.8	133.6	133.6	133.6	133.6	905.9

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C-17	P	_1058	Mission Computer Replace				0.6	7.3	13.6	15.2	15.4	15.7	16.4	84.3
		_1155	RNP - RNAV/VNAV Capabi							21.8	0.5	0.5	2.0	24.9
		_1587	CVR and SFDR Backup Po				22.5	18.0	18.9	19.2	19.6	19.4	19.4	117.4
		_1823	M1A2 Loading Capability							24.0	39.0	111.0	389.0	563.0
		_1847	Next Generation Wireless R								0.6	1.5	9.1	11.2
		_2394	Demand Assigned Multiple								3.1	3.1	16.7	22.9
		_2590	ELT Frequency Change					0.9	2.8	2.3	2.2			8.3
		_2633	MFOQA						3.4	3.4	2.6			9.4
		_2703	IFF GATM Enhanced Mode				0.6	3.6						4.2
		_2746	On Board Loose Equipment					0.6	1.0	1.1	1.2	1.1	0.9	5.9
		_3781	Fourth Life Raft Addition					2.1	6.1	2.0				10.1
		_5268	Airborne Networking								19.9	36.7		56.5
		_6461	External Iridium Antenna						2.0	3.1	3.2	3.3	6.7	18.4
		_7655	LOX Bottle Protection		2.1									2.1
		_780	Improved Omni-Directional									1.0	35.4	36.4
		_8962	Block 13 to 17 Retrofit		97.4	83.1	67.0	143.2	175.6	124.3	56.5	28.3		775.5
		0399	AIRLIFT DEFENSIVE SYS	4.3	6.1	0.5	0.1							11.0
		6026	400 POUND PARATROOP	11.5	3.9	0.6								16.0
		6401	GATM - AUTOMATIC DE						36.8	0.8	1.2	1.2		40.0
		6402	OBIGGS II		22.0	12.4	14.5	29.6	47.5	53.2	54.3	55.4	59.9	348.8
		6407	GATM-VHF DATA LINK (M								0.9	1.2	15.6	17.7
		6409	AERIAL DELIVERY SYST							31.1	39.0	111.0	389.0	570.1
		6412	EXTENDED RANGE RET	41.6	28.7	17.9	26.7	49.5	82.6	93.3	95.2	97.1	201.8	734.5
		6415	CREW ARMOR PLATING							33.6	16.8	17.2	40.9	108.5
		8629	LARGE AIRCRAFT INFRA	274.8	81.8	133.9	99.6	142.3	198.4	21.5	31.5	126.8		1,110.6

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		9714	STATION KEEPING FOLL	17.3	0.2									17.5
		99999X	LOW COST MODIFICATI			2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0	18.0
		TAWS	TERRAIN AWARENESS &	36.1	2.3									38.4
		Z88888	REPROGRAMMINGS	-7.1	4.0	0.1								-3.0
<b>TOTAL FOR CLASS P</b>				378.5	248.5	250.5	211.2	403.6	589.7	451.7	404.3	633.7	1206.9	4778.5
<b>TOTAL FOR AIRCRAFT C-17</b>				378.5	248.5	250.5	211.2	403.6	589.7	451.7	404.3	633.7	1206.9	4778.5

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C-21	P	_8995	RVSM (Reduced Vertical S		7.1	0.4								7.5
		8996	COMBAT SUPPORT OFFI				13.0	10.4						23.3
		99999S	SERVICE BULLETINS	3.6	0.0	0.8	0.3	0.1	0.4	0.3	0.3	0.3		6.1
		99999X	LOW COST MODIFICATI	3.9	0.0	0.2	0.6	0.7	0.1	0.1	0.1	0.1		5.9
		Z88888	REPROGRAMMINGS	0.1	0.0	0.0								0.1
<b>TOTAL FOR CLASS P</b>				7.6	7.1	1.3	13.9	11.1	0.6	0.4	0.4	0.4	0.0	42.9
<b>TOTAL FOR AIRCRAFT C-21</b>				7.6	7.1	1.3	13.9	11.1	0.6	0.4	0.4	0.4	0.0	42.9

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C-32	P	9606	COMMUNICATIONS UPD	72.5	4.0									76.5
		9608	Aux Fuel tank		30.2									30.2
		9612	Winglets			5.0								5.0
		99999S	SERVICE BULLETINS	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		0.3
		99999SG	SERVICE BULLETINS - A				0.8	0.9	0.9	0.9	1.0	1.0		5.6
		99999X	LOW COST MODIFICATI	0.4	0.1	0.1								0.6
		99999XG	LOW COST MODS - ANG				0.8	0.8	0.8	0.8	0.8	0.8		4.8
		Z88888	REPROGRAMMINGS	0.2	0.0	0.0								0.2
<b>TOTAL FOR CLASS P</b>				73.1	34.4	5.2	1.6	1.7	1.7	1.8	1.8	1.8	0.0	123.1
<b>TOTAL FOR AIRCRAFT C-32</b>				73.1	34.4	5.2	1.6	1.7	1.7	1.8	1.8	1.8	0.0	123.1

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C-37	P	99999S	SERVICE BULLETINS	0.7	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3		3.1
		99999X	LOW COST MODIFICATI	2.3	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2		3.2
		Z88888	REPROGRAMMINGS	-0.8	0.0	0.0								-0.8
<b>TOTAL FOR CLASS P</b>				2.1	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.0	5.5
<b>TOTAL FOR AIRCRAFT C-37</b>				2.1	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.0	5.5

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GLID00	P	6198	GLIDER PARTS LICENSU		2.6									2.6
		99999X	LOW COST MODIFICATI		0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.3
<b>TOTAL FOR CLASS P</b>				0.0	3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	3.9
<b>TOTAL FOR AIRCRAFT GLID00</b>				0.0	3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	3.9

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T-6	P	37225	OBOGS LOW PRESSURE				0.5	0.4	0.4					1.3
		37226	LANDING GEAR UPGRAD				1.3	2.1	0.7	2.2	5.0	5.2		16.5
		37227	IDARS-MFOQA				1.0							1.0
		9847	Avionics Obsolesence			0.5	1.8	1.6	2.2		5.1	5.2		16.5
		9848	Trim Actuator Redesign			0.6	0.6	0.8	0.2					2.2
		9854	OIL PRESSURE WARNIN	0.4	0.7	1.5	0.9							3.4
		9857	TRAFFIC ALERT AND CO				9.1	9.2	10.0	5.9	0.0			34.3
		9858	INTER-SEAT SEQUENCE	0.7	1.0	0.5	0.3							2.4
		9871	COCKPIT UPGRADES	1.1	2.5	1.0	1.1	0.3	0.0	0.0	0.0			5.9
		9872	Anti-Suffocation Valve (AS	0.5	0.8	0.9	0.2							2.5
		9873	CANOPY FRACTURE INT					1.8	1.8	1.9	1.9			7.3
		99999X	LOW COST MODIFICATI	3.9	1.1	1.3	0.2	5.1	2.2	2.0	0.2	2.1		18.0
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.0
<b>TOTAL FOR CLASS P</b>				6.5	6.1	6.1	17.1	21.3	17.5	11.9	12.2	12.4	0.0	111.2
<b>TOTAL FOR AIRCRAFT T-6</b>				6.5	6.1	6.1	17.1	21.3	17.5	11.9	12.2	12.4	0.0	111.2

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T-1	P	99999X	LOW COST MODIFICATI		0.2	0.2	0.0	0.0	0.0	0.1	0.3	0.3		1.1
		Z88888	REPROGRAMMINGS	-3.0	0.0	0.0								-3.0
<b>TOTAL FOR CLASS P</b>				-3.0	0.2	0.2	0.0	0.0	0.0	0.1	0.3	0.3	0.0	-1.9
<b>TOTAL FOR AIRCRAFT T-1</b>				-3.0	0.2	0.2	0.0	0.0	0.0	0.1	0.3	0.3	0.0	-1.9

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T-38	P-S	99999A	LOW COST SAFETY MOD	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1
<b>TOTAL FOR CLASS P-S</b>				0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	P	37228	T-38 IMPROVED BRAKE					9.9	9.7	5.6	5.7	5.7	29.8	66.4
		6029	AVIONICS UPGRADE	439.8	29.6	40.3	0.8	0.0						510.6
		6034	T-38 PROPULSION MOD	303.6	141.8	78.3	105.4	65.8	37.9					732.8
		6087	T-38 ESCAPE SYSTEM U	22.9	38.8	24.5	24.6	24.8	20.0					155.6
		99999X	LOW COST MODIFICATI	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.0
		Z88888	REPROGRAMMINGS	305.7	0.1	0.1								305.9
<b>TOTAL FOR CLASS P</b>				1072.0	212.3	143.2	130.8	100.5	67.6	5.6	5.7	5.7	29.8	1773.2
<b>TOTAL FOR AIRCRAFT T-38</b>				1072.1	212.3	143.2	130.8	100.5	67.6	5.6	5.7	5.7	29.8	1773.3

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
T-43	P	99999S	SERVICE BULLETINS	3.5	1.5	2.1	2.2	2.2	2.3	2.3	2.4	2.4		20.9
		99999X	LOW COST MODIFICATI	0.7	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1		1.2
		Z88888	REPROGRAMMINGS	0.2	0.0	0.0								0.2
<b>TOTAL FOR CLASS P</b>				4.4	1.6	2.1	2.2	2.3	2.3	2.4	2.4	2.5	0.0	22.3
<b>TOTAL FOR AIRCRAFT T-43</b>				4.4	1.6	2.1	2.2	2.3	2.3	2.4	2.4	2.5	0.0	22.3

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KC-10	P-S	99999A	LOW COST SAFETY MOD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1
<b>TOTAL FOR CLASS P-S</b>				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
P		_1689	Aircraft Modernization Progr			0.2		0.0			48.7	46.5	630.2	725.6
		7725	THRUST REVERSER AIR	39.7	11.5									51.2
		99999S	SERVICE BULLETINS	27.7	5.9	4.8	1.9	1.9	1.9	1.9	2.5	5.1		53.7
		99999X	LOW COST MODIFICATI	3.3	2.3	1.7	0.0	0.0	0.0	0.0	1.2	1.9		10.4
		Z88888	REPROGRAMMINGS	0.8	0.0	0.0								0.8
<b>TOTAL FOR CLASS P</b>				71.5	19.7	6.7	1.9	1.9	1.9	1.9	52.4	53.5	630.2	841.7
<b>TOTAL FOR AIRCRAFT KC-10</b>				71.5	19.7	6.7	1.9	1.9	1.9	1.9	52.4	53.5	630.2	841.8

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C-12	P	6140	ELECTRONIC FLIGHT IN	31.7	6.0	0.7								38.4
		99999S	SERVICE BULLETINS	2.1	0.1	0.1	0.4	0.4	0.3	0.3	0.3	0.3		4.4
		99999X	LOW COST MODIFICATI	1.7	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2		2.8
		Z88888	REPROGRAMMINGS	1.4	0.0	0.0								1.4
<b>TOTAL FOR CLASS P</b>				37.0	6.2	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.0	47.0
<b>TOTAL FOR AIRCRAFT C-12</b>				37.0	6.2	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.0	47.0

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C-20	P	99999S	SERVICE BULLETINS	1.3	0.0	0.4	0.2	0.2	0.1	0.1	0.1	0.1		2.5
		99999X	LOW COST MODIFICATI	7.9	0.4	0.1	0.4	0.4	0.5	0.5	0.5	0.5		11.1
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.0
<b>TOTAL FOR CLASS P</b>				9.2	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.0	13.6
<b>TOTAL FOR AIRCRAFT C-20</b>				9.2	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.0	13.6

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C-25	P	_6638	Airborne Information Manag				27.0	59.8	15.0	13.0				114.8
		9332	Forward Lower Lobe		11.9									11.9
		99999S	SERVICE BULLETINS	10.6	0.9	1.0	1.4	1.5	1.2	1.2	1.0	1.0		19.7
		99999X	LOW COST MODIFICATI	3.3	0.1	0.1	0.0	0.3	0.1	0.1	0.2	0.2		4.2
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.0
<b>TOTAL FOR CLASS P</b>				14.0	12.8	1.0	28.4	61.5	16.3	14.3	1.2	1.2	0.0	150.6
<b>TOTAL FOR AIRCRAFT C-25</b>				14.0	12.8	1.0	28.4	61.5	16.3	14.3	1.2	1.2	0.0	150.6

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C-40	P	99999S	SERVICE BULLETINS	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
		99999X	LOW COST MODIFICATI	2.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.8
<b>TOTAL FOR CLASS P</b>				2.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	3.9
		Z88888	REPROGRAMMINGS	0.0	0.0	-0.0								-0.0
<b>TOTAL FOR CLASS</b>				0.0	0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.0
<b>TOTAL FOR AIRCRAFT C-40</b>				2.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	3.9

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C-130	P-S	99999A	LOW COST SAFETY MOD	0.0	0.0	0.0	0.2	1.8	1.9	1.9	0.0	0.0		5.8
<b>TOTAL FOR CLASS P-S</b>				0.0	0.0	0.0	0.2	1.8	1.9	1.9	0.0	0.0	0.0	5.8
P		11130	PODDED RECONNAISSA	20.6	3.9	2.3	0.5	0.5	0.5	0.6	0.6	0.6		30.0
		17605B	AUTOPILOT/GCAS	248.9	0.5	0.5	0.7							250.7
		18600B	ELECTRICAL SYSTEM U	95.3	1.9	0.2								97.4
		6040	ENGINES	25.1	0.6									25.7
		8220	ALR-69 (RWR)	49.4	0.6	27.8	54.6	42.2	21.1	9.2	9.4	9.6		224.0
		8455	INSTALLATION OF AN/AP	62.9	9.4	9.6	0.6	0.6						83.1
		8517	C-130 AVIONICS MODER				113.3	351.9	265.5	260.8	281.9	288.0	2,699.9	4,261.2
		8526	ENHANCED TCAS (TCAS	164.0	21.2	6.0								191.2
		8561	SYNCHROPHASER WIRE	20.7	2.3	1.2								24.2
		8562	C-130 GENERATOR DISC	5.9	0.4									6.3
		8577	ALE-47 CHAFF AND FLA	36.6	4.1	0.5								41.2
		8578	C-130 SYSTEMS/STRUCT	26.8	30.2	88.5	115.6	92.6	123.6	132.0	71.9	73.5	604.9	1,359.6
		8591	ALR-69 UPGRADE			6.3	10.4	10.6	1.7					29.0
		8629	LARGE AIRCRAFT INFRA	135.0	7.2	15.5	73.7	60.1	2.5	1.1	1.1	1.1		297.1
		8651	AAR-47 SENSOR UPGRA	22.3	9.1									31.3
		8678	HC-130 SIMULATOR	0.8	28.3			0.2						29.3
		8726	USM-464 TESTER MODIF	6.2	3.7									10.0
		9120	AIRBORNE FIRE FIGHTIN	18.2	10.1									28.3
		9122	APN-241 RADAR - AFSO	11.1	3.2	0.6								14.9
		9123	AC-130 KILL CHAIN ARC-		6.2									6.2
		9126	AC-130 LINK 16 GUNSHIP		10.8	10.0	2.7	0.6						24.1
		9127	MACHINE-TO-MACHINE	4.9	1.4									6.3
		9130	AERIAL SPRAY SYSTEM		2.0	0.5								2.5

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		9131	ASAR FOR 109th AW	2.0	1.0	1.0								4.0
		9134	NOISE CANCELLATION S		1.1	1.3								2.4
		9135	AC-130 OUTER WING RE						0.8	2.2	2.2	1.2		6.4
		92292	C-130 WINDSCREEN			2.0								2.0
		92299	AFSOC SIMULATOR UPG		4.1	1.2	6.3	0.6						12.2
		99999M	MISC SIMULATOR UPDA			0.0	0.0	0.0	1.9	1.9	0.0	0.0		3.8
		99999S	SERVICE BULLETINS	0.4		0.0	0.0	0.0	1.9	1.9	0.0	0.0		4.2
		99999X	LOW COST MODIFICATI	7.3	1.0	0.0	1.9	1.9	1.9	1.9	0.5	0.4		16.9
		SCOUT	ANG SENIOR SCOUT	42.5	8.0	7.6	3.9	4.0	4.1	4.1	4.2	4.3		82.6
		Z88888	REPROGRAMMINGS	2.7	7.8	0.1								10.6
<b>TOTAL FOR CLASS P</b>				1009.5	180.2	182.6	384.2	565.9	425.5	415.7	371.8	378.6	3304.8	7218.8
<b>TOTAL FOR AIRCRAFT C-130</b>				1009.5	180.2	182.6	384.4	567.7	427.4	417.6	371.8	378.6	3304.8	7224.6

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C-130J	P	_1151	C-130J Block 9.0 Upgrade									89.0	137.8	226.8
		_1377	BLOCK 5.4	41.8	4.1									45.9
		_1411	Sensor Cant				1.7	2.4	0.5					4.6
		_1701	C-130J BLOCK 6.0 UPGR			17.9	21.9	1.5						41.3
		_2529	Pure Airblast Fuel Nozzle				20.4	0.0						20.4
		_2612	Avionics System and Struct				10.1	17.0	6.9					34.0
		_5222	BLOCK 8.0							36.2	71.0	10.1		117.3
		_5296	Wind Gust Brake				6.2	8.0	8.7	1.5				24.5
		_5448	Formation Positioning Syste						18.2	20.3	17.4	7.6		63.5
		_6298	C-130J BLOCK 7.0 UPGR					35.6	46.5	21.6	5.2			109.0
		8629	LARGE AIRCRAFT INFRA						39.6	15.2	8.7	8.9		72.4
		99999X	LOW COST MODIFICATI	3.1	0.8	1.0	2.0	2.0	2.0	2.0	2.0	2.0		16.9
		Z88888	REPROGRAMMINGS	0.0	1.0	0.0								1.0
<b>TOTAL FOR CLASS P</b>				44.9	5.9	18.9	62.3	66.6	122.5	96.9	104.3	117.6	137.8	777.6
<b>TOTAL FOR AIRCRAFT C-130J</b>				44.9	5.9	18.9	62.3	66.6	122.5	96.9	104.3	117.6	137.8	777.6

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C-135	P-S	99999A	LOW COST SAFETY MOD	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.5
<b>TOTAL FOR CLASS P-S</b>				0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
	P	8653	BLOCK 45					2.1	5.3	15.8	37.2	45.5	195.8	301.8
		8654	ENHANCED MODE S				4.5	5.3	4.0	8.9	4.0			26.8
		8655	FUEL SHUT OFF VALVE				0.3	1.5	1.5	1.5	1.6	1.3		7.7
		9709	GATM PHASE II	399.9	81.4	72.5	103.3	122.5	132.1	8.8	0.0			920.4
		9738	CONTROL COLUMN BRE	12.9	9.0	11.7	8.4	3.0						45.0
		9815	EMERGENCY VISION AS	0.5	2.6									3.1
		99999X	LOW COST MODIFICATI	14.4	0.7	2.0	2.0	1.2	0.2	0.4	0.4	0.6		21.9
		Z88888	REPROGRAMMINGS	2.4	0.0	0.0								2.4
<b>TOTAL FOR CLASS P</b>				430.1	93.6	86.2	118.5	135.6	143.1	35.4	43.3	47.4	195.8	1329.1
<b>TOTAL FOR AIRCRAFT C-135</b>				430.4	93.6	86.2	118.5	135.6	143.1	35.4	43.3	47.4	195.8	1329.6

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CCALL	P	1001	COMPASS CALL		29.5	46.6	45.3	24.9	20.0	55.0	26.4	30.3		278.0
<b>TOTAL FOR CLASS P</b>				0.0	29.5	46.6	45.3	24.9	20.0	55.0	26.4	30.3	0.0	278.0
<b>TOTAL FOR AIRCRAFT CCALL</b>				0.0	29.5	46.6	45.3	24.9	20.0	55.0	26.4	30.3	0.0	278.0

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C-29	P	C2901	CFIN A/C ATCALs	15.7	3.7									19.4
		Z88888	REPROGRAMMINGS	0.0	0.0									0.0
<b>TOTAL FOR CLASS P</b>				15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5
<b>TOTAL FOR AIRCRAFT C-29</b>				15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
DARP	P	_2504	COBRA BALL			2.7	3.4	3.6	4.0	4.0	4.3	4.7		26.6
		4263	RIVET JOINT		99.5	72.6	96.5	98.3	100.7	102.9	166.1	169.4		905.9
		4265	COMBAT SENT		8.9	5.6	6.2	6.3	6.2	6.2	6.2	6.0		51.6
		Z88888	REPROGRAMMINGS	-1.7	0.2	8.5								7.1
<b>TOTAL FOR CLASS P</b>				-1.7	108.6	89.5	106.1	108.1	110.8	113.1	176.6	180.1	0.0	991.2
<b>TOTAL FOR AIRCRAFT DARP</b>				-1.7	108.6	89.5	106.1	108.1	110.8	113.1	176.6	180.1	0.0	991.2

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.



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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
E-3	P	50001P	TSI	24.5	4.3	2.2	2.9	6.1	6.1	2.8	3.0	3.1		55.0
		50001T	BLOCK 40/45 UPGRADE				2.7	37.3	69.5	160.9	110.6	107.0		488.0
		7225	NEXT GENERATION IDE							7.1	24.5	23.8		55.5
		7267	NAVWAR			2.8	4.5	6.5						13.7
		7268	INTEGRATED DAMA GAT	27.2	32.4	30.6	33.1	20.8	1.4					145.4
		8662	AETC MTD UPGRADES-F		0.1	0.5								0.6
		9707	RM&A MODS	50.4	10.0	22.1	11.1	17.3	9.7	12.1	12.6	15.0		160.4
		9709	E-3 AVIONICS MODERNI									42.6		42.6
		Z88888	REPROGRAMMINGS	-0.4	2.0	6.2								7.8
<b>TOTAL FOR CLASS P</b>				101.7	48.8	64.3	54.3	87.9	86.8	183.0	150.8	191.5	0.0	969.1
<b>TOTAL FOR AIRCRAFT E-3</b>				101.7	48.8	64.3	54.3	87.9	86.8	183.0	150.8	191.5	0.0	969.1

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## P-1M MODIFICATION REPORT - 08 PB (HQ USAF)

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
E-4	P	3410	NPES (NC2AIS) E-4B	5.5	0.8	0.6	0.6	0.6	0.7	0.7	0.7	0.7		10.9
		4381	E-4B NATIONAL AIRBOR	86.7	11.4									98.1
		4383A	Message Processing Syste				3.9	4.8	0.3					9.0
		4387	SENIOR LEADERS COM	63.6	2.8									66.4
		4389	C-3 UHF DIGITIZATION					2.5	2.4					4.8
		4390	E-4B KG-3X MODERNIZA				1.5	0.1						1.6
		4391	SHF MUX UPGRADE							0.3	0.4			0.7
		4392	HIGH SPEED DATA 256 (	8.4	5.1									13.5
		4393	STU III Replacement					12.7						12.7
		4394	Enhanced Mode S				2.6	0.4	0.3					3.3
		4395	Configuration Update - 012							2.5				2.5
		4397	Configuration Update - 167						2.5					2.5
		4399	MilStar Crypto						1.9	0.5				2.4
		4400	Family of Advanced Beyond								1.8	4.6		6.4
		4401	Presidential National Voice								0.7	1.3		2.0
		4402	Crypto Update					2.0						2.0
		9709	GATM PHASE II	8.3	0.7									9.0
		9709D	E-4B COMMUNICATION							3.5	8.0	5.0		16.5
		99999S	SERVICE BULLETINS	42.3	4.6	3.0	9.0	3.4	6.1	7.8	6.4	8.8		91.4
		99999X	LOW COST MODIFICATI	15.4	2.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0		30.9
		Z88888	REPROGRAMMINGS	-4.7	44.7	0.5								40.5
<b>TOTAL FOR CLASS P</b>				225.5	72.1	5.6	19.7	28.4	16.0	17.3	19.9	22.4	0.0	427.1
<b>TOTAL FOR AIRCRAFT E-4</b>				225.5	72.1	5.6	19.7	28.4	16.0	17.3	19.9	22.4	0.0	427.1

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TOTAL PROG includes Prior Year and Cost To Go dollars.

## P-1M MODIFICATION REPORT - 08 PB (HQ USAF)

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
E-8C	P	38199	JSTARS Re-engining			122.7	46.1	63.2	182.4	194.2	129.0	17.9		755.5
		38200	RELIABILITY, MAINTAINA	56.2	2.1	3.1	3.7	4.7	5.8	5.9	6.9	5.3		93.6
		38202	CSACI (COMBINED SATC	42.7	6.6									49.3
		38203	KILL CHAIN ENHANCEM	29.2	11.0	6.3	1.5	2.0	2.1	2.1	2.1	3.6		59.8
		38205	JTRS INTEGRATION					10.7	11.9	9.8	4.0	4.0		40.5
		38206	Communications Navigation	8.6	15.0									23.5
		38208	Affordable Moving Surface			6.1	28.4	0.8						35.3
		Z88888	REPROGRAMMINGS	-3.3	0.0	-0.6								-3.9
<b>TOTAL FOR CLASS P</b>				133.3	34.6	137.6	79.7	81.4	202.1	212.1	142.0	30.8	0.0	1053.6
<b>TOTAL FOR AIRCRAFT E-8C</b>				133.3	34.6	137.6	79.7	81.4	202.1	212.1	142.0	30.8	0.0	1053.6

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**P-1M MODIFICATION REPORT - 08 PB (HQ USAF)**

01/26/2007

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
H-1	P-S	8846	UH-1N TAIL BOOM REPL		1.0	5.3	5.1	3.5	0.8	0.3				16.0
<b>TOTAL FOR CLASS P-S</b>				0.0	1.0	5.3	5.1	3.5	0.8	0.3	0.0	0.0	0.0	16.0
	P	_1135	UH-1N SIMULATOR UPG				8.7	0.5						9.2
		_2802	HUEY II MODERNIZATIO	5.9	28.3	31.4	7.7	7.9	17.1	1.7	1.0	1.0		101.9
		_6019	FORWARD LOOKING INF	0.9	2.6									3.5
		8839	NIGHT VISION INSTRUM		1.0	2.8								3.9
		99999X	LOW COST MODIFICATI	2.6	0.8	0.7	0.6	1.4	0.9	0.6	1.6	1.6		10.8
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.0
<b>TOTAL FOR CLASS P</b>				9.3	32.8	35.0	17.0	9.8	18.0	2.3	2.6	2.6	0.0	129.4
<b>TOTAL FOR AIRCRAFT H-1</b>				9.3	33.8	40.3	22.1	13.3	18.8	2.6	2.6	2.6	0.0	145.4

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
HH-60	P	_1072	Dual Enginer Contingency	3.4	4.8	2.4								10.6
		8254	ALTITUDE HOLD AND HO		9.2									9.2
		8496	KIRTLAND SIM UPGRAD	2.5	11.5	3.2	19.6	0.5						37.3
		8560	SERVICE LIFE EXTENSIO	10.4	1.0	4.0								15.4
		99999S	SERVICE BULLETINS						6.6	4.7	4.8	4.9		21.0
		99999X	LOW COST MODIFICATI	0.9	0.0	0.0			0.0	0.0				0.9
		ARR	701C ENGINE AND GEAR	56.6	12.5	1.4								70.5
		T8415	UPGRADE COMMUNICA	134.0	21.1	5.7								160.7
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.0
<b>TOTAL FOR CLASS P</b>				207.8	60.0	16.7	19.6	0.5	6.6	4.7	4.8	4.9	0.0	325.6
<b>TOTAL FOR AIRCRAFT HH-60</b>				207.8	60.0	16.7	19.6	0.5	6.6	4.7	4.8	4.9	0.0	325.6

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
HAEUAV	P	470001	GH Aircraft Mods			0.0	24.0	104.3	110.3	121.9	103.9	57.1		521.6
		470003	GH Ground Station Mods			4.6	0.3	2.2	0.5	6.7	6.7	0.5		21.5
<b>TOTAL FOR CLASS P</b>				0.0	0.0	4.6	24.3	106.6	110.8	128.6	110.5	57.6	0.0	543.0
<b>TOTAL FOR AIRCRAFT HAEUAV</b>				0.0	0.0	4.6	24.3	106.6	110.8	128.6	110.5	57.6	0.0	543.0

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## P-1M MODIFICATION REPORT - 08 PB (HQ USAF)

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
OTHER	P	_9783	Link-16 Support and Sustai	2.0	3.0	2.8	0.0	9.7	46.3	99.9	104.2	75.8		343.8
		1000	COMBAT AIR FORCES R			1.0	4.9	0.6						6.5
		4501	EHF SATCOM			6.0			100.5	230.0	242.9	278.1	1,162.2	2,019.7
		8668	Advanced Targeting Pod M	8.0	0.8	0.8	0.9	0.9	0.9	0.9	0.9	1.0		15.1
		8669	Full Combat Mission Trainin			10.6	51.8							62.4
		8728	DEPOT MAINTENANCE (	0.7	0.3	0.3								1.2
		8729	Theatre Airborne Reconnai	27.6	19.9									47.5
		8730	ROLL-ON BEYOND LINE-	1.1		11.5	14.6	12.6	26.3	26.6	27.3	27.9		147.9
		9860	JOINT TACTICAL RADIO		2.9	49.6	25.5	68.6	176.5	290.0	284.9	263.1		1,161.0
		99999A	LOW COST SAFETY MOD	0.0	0.0	0.0	0.0	0.0						0.0
		99999J	MISCELLANEOUS LOW C	3.4	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.3
		99999X	LOW COST MODIFICATI	0.0	0.0	0.0	0.0	0.0						0.0
		CMWS	COMMON MISSILE WAR	0.3	0.2	0.2								0.8
		E900	E-9A TELEMETRY SYSTE	10.2	0.3	0.1								10.6
		E901	Sea Surveillance Radar Up				4.2	5.1	0.1	0.1				9.5
		MFOQA	Military Flight Operations Q				7.5	10.7	4.0					22.2
		STNGR7	F-16 STING R7 POD UPG	13.4	20.7	7.3								41.4
		T8137	UHF SATCOM UPGRADE	211.1	2.6	3.7								217.4
		Z88888	REPROGRAMMINGS	0.2	0.4	0.0								0.6
<b>TOTAL FOR CLASS P</b>				278.0	51.2	94.1	109.5	108.3	354.8	647.7	660.3	646.0	1162.2	4112.2
		99999F	LOW COST MODIFICATI		0.0	0.0	0.0	0.0	0.0	0.0				0.0
		C32	Operational Airlift Support		9.8									9.8
		EWPod	Multi-Platform Electronic Eq							10.5				10.5
<b>TOTAL FOR CLASS</b>				0.0	9.8	0.0	0.0	0.0	0.0	10.5	0.0	0.0	0.0	20.3

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
<b>TOTAL FOR AIRCRAFT OTHER</b>				278.0	61.0	94.1	109.5	108.3	354.8	658.2	660.3	646.0	1162.2	4132.5

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
PRDT	P	PRDT02	PREDATOR A/B MODIFIC		29.9	58.0	74.7	136.4	128.8	132.7	97.6	95.0		753.1
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0								0.0
<b>TOTAL FOR CLASS P</b>				0.0	29.9	58.0	74.7	136.4	128.8	132.7	97.6	95.0	0.0	753.1
<b>TOTAL FOR AIRCRAFT PRDT</b>				0.0	29.9	58.0	74.7	136.4	128.8	132.7	97.6	95.0	0.0	753.1

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
MQ-9	P	8679	PRDTB2 MQ-9				20.6	24.8	30.5	31.8	31.3	31.8		170.8
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	20.6	24.8	30.5	31.8	31.3	31.8	0.0	170.8
<b>TOTAL FOR AIRCRAFT MQ-9</b>				0.0	0.0	0.0	20.6	24.8	30.5	31.8	31.3	31.8	0.0	170.8

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
CV-22	P	8791	BLOCK B UPGRADE		3.5		14.6	19.4	18.6	4.1	7.4	6.6		74.2
		99999X	LOW COST MODIFICATI	0.3	0.1	1.4	1.9	1.9	1.9	1.9	1.9	1.9		13.1
		Z88888	REPROGRAMMINGS	0.0	0.0	-0.9								-0.9
<b>TOTAL FOR CLASS P</b>				0.3	3.6	0.4	16.5	21.3	20.5	6.0	9.3	8.5	0.0	86.4
<b>TOTAL FOR AIRCRAFT CV-22</b>				0.3	3.6	0.4	16.5	21.3	20.5	6.0	9.3	8.5	0.0	86.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$61.340	\$192.578	\$316.055	\$117.439	\$82.304	\$148.225	\$185.664	\$131.684	

This line item funds modifications to the B-2 aircraft. The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The primary modification budgeted FY08 and FY09 is the Radar System modifcaiton. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	8880	ENGINE FAN BLADES SAFET	5.9	0.0	7.3							13.2
<b>TOTAL FOR CLASS P-S</b>			5.9	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	13.2
P	_7646	Proximity Sensor Logic Unit PR			2.1	3.1	1.7	0.3				7.2
	110024	ALTERNATE HIGH FREQUEN	8.2	10.1	5.4	7.7	6.7	2.7				88.4
	110025	MK82 JDAM / SMART BOMB	1.3									37.0
	110026	EHF SATCOM AND COMPUT						80.5	139.2	88.1		307.8
	110028	F118 DIGITAL ELECTRONIC	0.8									10.0
	110030	AFT DECK CRACKS	0.1	2.4	2.5	10.6	14.0	14.3	29.7	21.1		121.3
	110031	B-2 TRAINERS SYSTEM UPG	1.2	2.0		2.8	5.4	2.2	2.2	5.5		39.0
	110032	LINK 16/CID/IFR	21.9	11.8	4.5							178.7
	110033	RADAR SYSTEM MODIFICATI		159.0	270.6	79.1	28.2	26.5				563.5
	110035	SUPPORTABILITY MODS	6.5	1.4	4.2	8.6	7.7	5.4	4.3	7.9		56.0
	110039	OGADS Oxygen Monitor Contro	7.5									7.5
	8881	MODE S/5 IFF					13.5	10.8	5.5	3.6		33.5
	99999U	LOW COST RETROFIT MODS	1.3	0.8	2.1	2.5	2.4	2.7	2.4	2.6		23.3
	99999X	LOW COST MODIFICATIONS	0.6	1.5	2.1	3.1	2.6	2.8	2.3	2.9		29.4
	T8137	UHF SATCOM UPGRADE	6.0	3.4	15.4							106.5
	Z88888	REPROGRAMMINGS	0.0	0.1								

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

	P-1 SHOPP LIST ITEM NO. 23	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$61.340	\$192.578	\$316.055	\$117.439	\$82.304	\$148.225	\$185.664	\$131.684

This line item funds modifications to the B-2 aircraft. The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The primary modification budgeted FY08 and FY09 is the Radar System modifcaiton. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
<b>TOTAL FOR CLASS P</b>			55.4	192.5	308.8	117.4	82.3	148.2	185.7	131.7	0.0	1609.0
<b>TOTAL FOR WEAPON SYSTEM B-2</b>			61.3	192.5	316.1	117.4	82.3	148.2	185.7	131.7	0.0	1622.2

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

	P-1 SHOPP LIST ITEM NO. 23	PAGE NO. 2	
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(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										7.331
PROCUREMENT (3010)									20	6.613
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.299								0.619
TOTAL COST (BP-1100)									20	7.232
(Totals may not add due to rounding)		0.299								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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





**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-99	6	14.798										
FY-04	2	4.332										
FY-05			[2]	4.607								
FY-06					[3]	7.178						
FY-07							[1]	2.650				
FY-08									[2]	5.051		
FY-09											[2]	5.236
FY-10												
TOTAL INSTALL	8	19.130	2	4.607	3	7.178	1	2.650	2	5.051	2	5.236
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	10	47.586	3	8.232	2	10.139	1	5.353	2	7.660	1	6.732
INSTALLATION QTY	8		2		2		2		2		2	





(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										149.910
PROCUREMENT (3010)										
INSTALL KITS									45	31.256
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	0.863
SUPPORT-EQUIP										
OGC										0.919
INSTALLATION OF HARDWARE										
FY-03		12 KITS							[12]	0.873
FY-04		22 KITS							[22]	1.371
FY-05		11 KITS							[11]	1.690
TOTAL INSTALL									45	3.934
TOTAL COST (BP-1100)									45	36.972
(Totals may not add due to rounding)										
INSTALLATION QTY									45	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																	2	7	6	4	6	7	5	5	3			
																	6	5	6	6	6	6	6	5	5			



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04		252 KITS										
FY-08		22 KITS										
FY-09		22 KITS										
FY-11		1 KITS										
FY-12		5 KITS										
FY-13		6 KITS										
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	252	26.770		0.084		2.354	22	2.477	22	10.572		14.015
INSTALLATION QTY												





UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: B-2 TRAINERS SYSTEM UPGRADE MN-110031

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**Description/Justification**

This effort modifies the B-2 Training System to ensure concurrency with the jet and to improve the training value it provides. The Training System provides initial qualification, proficiency, continuation, requalification, mission rehearsal, and upgrade training for B-2 aircrews, maintainers, and weapons loaders. It includes but is not limited to the following training elements at Whiteman AFB: three Weapon System Trainers (WSTs); a Mission Trainer (MT); four Cockpit Procedure Trainers (CPTs); five maintenance training classrooms each consisting of a Computerized Maintenance Training System (CMTS), six computer-based training (CBT) Weapon System Training Aids (WSTAs), and an instructor-operator station; a Weapons Loading Trainer (WLT); a Crew Escape System Maintenance Trainer (CESMT); a Flight Control System Trainer (FCST); and a Training System Support Center. This effort includes, but is not limited to, updates to training devices' hardware and computers, simulation software, courseware lessons and academics materials, instructional system design architectures, and engineering drawings and system documentation. These upgrades are ongoing and necessary to ensure concurrency with the B-2 weapon system and to train new operational and warfighter employment requirements. Funded efforts include, but are not limited to, upgrade of the tools required to support the Next-Generation EWIR (electronic warfare integrated reprogramming) system (NGES), updates to courseware and simulation associated with conventional and guided weapons delivery, expanded crypto keyfill training, upgrade the ECE (electronic combat environment) threat database tools, expanded "freeplay" capability on the CMTS, upgrade WST simulation to provide weapons as powered up upon completion of initial conditions, upgrade the Defensive Management System simulation and the DMS alternative/emergency procedures courseware, enhancements to the Mission Generation System (MGS) and an upgrade of current processors. The quantities and delivery dates have not been included because of the wide variety of upgrade and modification efforts on-going to the various elements of the Training System.

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

**Development Status**

Development of Trainer Upgrades is a continuous process relative to the needs of each funded effort. Some efforts will not require RDT&E funds, while others will require some design and test activities.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				5.500						3.243		3.261
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		17.744		1.166		2.000				2.818		5.435
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		17.744		1.166		2.000				2.818		5.435
INSTALLATION QTY												

**(Continued)**

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		5.464		2.198						19.666
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER		2.186		2.198		5.494				39.041
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)		2.186		2.198		5.494				39.041
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 28 Months

Follow-On Lead Time: 24 Months

**Milestones**

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

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: LINK 16/CID/IFR MN-110032

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**Description/Justification**

The Link 16/Center Instrument Display (CID)/In-Flight Replanner (IFR) Program adds a Link 16 capability to the B-2, a modern 8x10 inch display and the capability for the aircrew to replan in-flight mission segments based on target and threat changes. Link 16 is a secure and anti-jam DOD standardized Tactical Digital Information Link - J (TADIL-J). Link 16 provides a tactical secure digital data communications link to improve situational awareness for the crew. Link 16 capability will include the integration of a Government Furnished Property (GFP) Link 16 Multifunctional Information Distribution System (MIDS) terminal, a new antenna, cables, filters, and other associated hardware. Also in support of the Link 16/CID/IFR capability, a control and display unit, the aircraft batteries, the ground-based mission planning system, and the ground-based B-2 training system will be upgraded. New aircraft software, as well as upgrades to the existing software will be incorporated. One kit will be purchased with Engineering and Manufacturing Development (EMD) funds to accomplish development testing and evaluation (DT&E) and one partial kit will be acquired to bring the EMD kit to a production configuration. The Link 16 program will bring the training system, including all aircrew and maintenance trainers (including the Weapons Load Trainer) to full Link 16/CID/IFR capability. To do this, the training system must be rehoused on new general-purpose computers to provide improved capacity. Other Government Cost (OGC) funding includes proposal preparation and Link 16 MIDS terminal support. The first 3 production kits are EMD test strings retrofitted to a production representative kit and installed with procurement funds. FY03 and FY04 production funds are in the B-2 Program Element Code (PEC), 11127F and FY05 - FY08 production funds are in the Tactical Data Networks (TDN) System Program Office (SPO) PEC, 27446F.

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

**Development Status**

EMD began in FY00 and will end in FY07. FY00 to FY04 RDT&E funds are in the B-2 PEC, 64240F and FY05 to FY07 RDT&E funds are in the Tactical Data Networks (TDN) System Program Office PEC, 27446F.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		209.815		1.693								
PROCUREMENT (3010)												
INSTALL KITS	19	53.005	1	3.675								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.979										
SIM/TRAINER		70.860		0.208		0.110						
SUPPORT-EQUIP		0.089										
OGC		6.262		5.396		2.826		4.456				
OTHER												
INSTALLATION OF HARDWARE												
FY-04 9 KITS	2	8.255	[6]	12.661	[1]	0.741						
FY-05 10 KITS					[10]	7.400						
FY-06 1 KITS					[1]	0.741						
TOTAL INSTALL	2	8.255	6	12.661	12	8.882						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	19	140.450	1	21.940		11.818		4.456				
INSTALLATION QTY	2		6		12							



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: RADAR SYSTEM MODIFICATION MN-110033

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**Description/Justification**

The currently fielded B-2 radar system, including the radar, defensive management system (DMS) and transponder, operates within a portion of the electromagnetic spectrum where the U.S. Government is designated as a secondary user. Secondary user status means that the B-2 radar system cannot interfere with primary users. Interference with primary users by a secondary user invokes statutory penalties. Due to the planned expansion of primary users in the currently fielded radar system frequency band, in the near future the B-2 will no longer be able to operate without high probability of interference with primary users. In order to ensure the continued operation of the B-2 weapon system, the B-2 radar system must be modified to allow operation in another portion of the spectrum where the U.S. Government is guaranteed primary user status. The B-2 radar must vacate its current frequency by a classified, near-term date (NTD). During the System Development and Demonstration (SDD) phase, the design, fabrication and test of new and modified components of the B-2 radar system will be accomplished. In addition, the designated B-2 test vehicle will be modified with the new system, and units will be produced to modify six operational B-2s with demonstration unit RMP systems. Early operational input from these units will contribute to completion of design activity and also provide Air Combat Command with continuing training capability after the classified near term date. Modification of the training system will be accomplished at the operational base and other locations as required. This effort includes updating the aircrew and maintenance trainers and academics/courseware to reflect the functionality of the radar. The SDD phase extends through 2009 to accommodate an extensive flight test program needed to fully qualify all radar modes. The Production and Deployment phase is divided into Low Rate Initial Production (LRIP) and Full Rate Production (FRP). As a result, 14 operational B-2s will be modified with production funding and the SDD units will be retrofitted to production configuration as required. Life of Type buys may be implemented when appropriate. The modifications are expected to begin in FY07 and will take place at the operational base, Whiteman AFB MO, and other locations as required with some PDM installs planned.

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

**Development Status**

Component Advanced Development was started in FY03.  
System Development and Demonstration began in Aug 2004.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		412.964		193.016		114.161		68.163		14.876		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					4	155.296	8	264.116	2	68.244		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES										2.256		14.577
OGC						3.672		6.533		3.098		1.402

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-07			4						[3]	5.543	[1]	2.035
FY-08			8								[5]	10.174
FY-09			2									
TOTAL INSTALL									3	5.543	6	12.209
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					4	158.968	8	270.649	2	79.141		28.188
INSTALLATION QTY									3		6	



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: SUPPORTABILITY MODS MN-110035

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**Description/Justification**

This modification covers programs including but not limited to Nozzle Bay Doors (NBD), Thin to Thick Tape (T2T), Intermediate Section (IMS) Door modification and MagRAM picture framing, Advanced Topcoat System (ATS), High Temperature Ceramic Repair Material, Adhesive Materials, Tile Protection System (TPS), RF Diagnostics, Tailpipe Maintenance Material Improvements (TMMI), and low observable materials to include but not limited to, conductive, absorptive, and resistive materials. The current Nozzle Bay Door configuration results in a large Radar Cross Section (RCS) impact. The gaps on the door are filled with a fairing material, and then recoated with paint. The combination of fairing material and paint does not perform its intended function and an alternate material configuration is required. Based on historical data, MS-182 (thick tape) is not prone to cracking and tenting. Replacement of MSA-936 (Thin Tape) with MS-182 in the upper and lower forward center section (FCS), 280 mate, engine door vents, lower aft center section (ACS) and the backbone will reduce the aircraft signature degradation caused by thin tape. The IMS doors are the third highest signature driver for the fleet. The IMS Door Redesign program will transition the NBD design to the remaining eight IMS doors per aircraft. Installations will be performed by 509 BW personnel. Additionally, a band of magnetic radar absorbing material (MagRAM "picture frame"), bonded on the aircraft just outside of the IMS doors will improve the signature performance of the IMS door blade seals. Because of the fragility of the blade seals on the IMS doors, they are often damaged, and even slight damage can cause serious RCS implications. By adding a narrow band of MagRAM around the perimeter of the doors ("picture frame") the affects of slightly damaged blade seals can be minimized. These picture frames will be applied to the aircraft by 509 BW personnel. Improved adhesive materials include new high temperature composite materials that would reduce maintenance hours. These programs would change the engineering drawings and PDM work specification to alter where the current materials are located. Hot Trailing Edge (HTE) thermal protection tiles continue to experience high damage rates caused by tailpipe ejected debris. This damage requires immediate repair or more severe damage to the underlying structure will rapidly occur. Small areas of damage are repaired with surfacing material but this is limited to 10% of the tile surface area to preclude affecting the electrical performance of the HTE System. The TPS will provide a tile protective cover and/or Air Dam fabricated from a durable high temperature material in conjunction with Shoulder Protection could prevent tile damage during routine operational use and be removed for LO critical missions. It is expected that this would greatly extend the service life of the current tile design with a corresponding reduction in tile related maintenance hours. TMMI will produce a reliable ceramic repairable material and maintenance process that will reduce ceramic repair cycle times and decrease MMHs on aircraft TP Liner repairs. Since this Mod encompasses several programs, the number of installs will not be representative of the number of aircraft affected. Each modification will go on each of the 21 aircraft. Various lead times are required for the different modifications causing various contracting and delivery dates.

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

**Development Status**

The Supportability Mod Program captures a family of projects. Development on many of the projects is complete while efforts continue on other projects. Development efforts will continue to work to mature LO materials and technologies.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.300		12.281		0.928		7.306		4.019		4.191
PROCUREMENT (3010)												
INSTALL KITS		5.650		6.519		1.318		4.133		8.293		7.364
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		4.282										
OGC						0.050		0.101		0.305		0.353



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		9.932		6.519		1.368		4.234		8.598		7.717
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		5.030		5.087		2.958				43.100
PROCUREMENT (3010)										
INSTALL KITS		5.198		1.392		0.483				40.350
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP				2.785		6.903				13.970
OGC		0.177		0.169		0.475				1.630
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)		5.375		4.346		7.861				55.950
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

		<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>						
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									21	5.823
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.377
SIM/TRAINER									[35]	0.315
SUPPORT-EQUIP										
MOD OF SPARES										0.946
OGC										0.041
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									21	7.502

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		09/06
Delivery Date (Month/CY)		06/07

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: ENGINE FAN BLADES SAFETY MOD MN-8880

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F              Team POWER

**Description/Justification**

Incorporates a stage 1 fan blade redesign. The stage 1 fan blades exhibit high levels of stress due to the inlet distortion. Combine a FOD event with the elevated inlet distortion stress and the combination could result in the loss of an airfoil and a catastrophic in-flight emergency. The potential also exists for a Class A event as a result of an uncontained titanium fire initiated by the airfoil release. The current set of fan blades (24) is replaced with a new blade set incorporating airfoil changes to address FOD resistance and aircraft inlet distortion induced stress. HQ USAF/SE has designated the stage 1 fan blade as a safety modification. The blade set can be replaced at the base level and depot. 120 engines and 6 fan sections to be modified.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	5.931			[61]	6.790				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC							0.043	0.473				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				5.931		0.043		7.263				

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	12.721
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.516
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										13.237

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 2 Months

Follow-On Lead Time: 1 Months

Milestones

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



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.667		2.346		2.390				22.597
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										0.035
SUPPORT-EQUIP										0.698
OGC		0.049		0.096		0.194				
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		2.716		2.442		2.584				23.330

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>											
Delivery Date (Month/CY)															



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**Description/Justification**

These funds are required to support B-2 modifications that are low in cost, but essential to the B-2 baseline aircraft's reliability, availability & maintainability. Planned mods include, but are not limited to the following: Actuator Remote Terminal, Time Transfer Unit on Aircraft Power, Enhanced Diagnostic Aid (EDNA), Weapons Bay Video Camera, Back Up Miniature Airborne GPS Receiver (MAGR), Intercom Jack, Flight Deck Power Panel, Fold Down Table, Microwave Oven, Digital Video Recorder, Overflow Tank Drain, Multi-Display Unit (MDU), Weapons Bay Door (WBD) Drive Shaft, Crew Entry Door (CED) Actuator System, Mid Duct Liner Hanger Brackets, Auxiliary Power Unit (APU) Exhaust Eductor, Milti Functional Information Distribution System (MIDS), Battery Access Panel, MIDS Tactical Air Navigation (TACAN) Card, Generator Control Unit (GCU) Cold Start, Actuator Remote Terminal (ART) Electronically Erasable Programmable Read-Only Memory (EEPROM), Airborne Time Transfer Unit (ATTU) on A/C Power, MIDS Power Down, Defensive Management System (DMS) Pump Panels and Automatic Test System (ATS). The funds will also be used to cover other low cost aircraft and support equipment (SE) mods as they are identified.

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

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		11.494		0.600		1.519		2.031		3.007		2.485
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.027		0.048		0.078		0.102
TOTAL COST (BP-1100)		11.494		0.600		1.546		2.079		3.085		2.587
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.727		2.234		2.744				28.841
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.082		0.079		0.136				0.552
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		2.809		2.313		2.880				29.393

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>											
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: UHF SATCOM UPGRADE MN-T8137

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**Description/Justification**

This effort replaces the current Ultra High Frequency/Very High Frequency (UHF/VHF) line-of-sight (ARC-215) radios with the Airborne Integrated Terminal (AIT) radio (2 per shipset bought under the AITG program and installed by user) along with a newly developed RF switch/bus unit (RFSU) and LNA (low noise amplifier)/Diplexer. The existing UHF low observable (LO) antenna will also be replaced with an improved gain UHF SATCOM antenna. This upgrade will provide Air Combat Command (ACC) with secure, long range voice and data SATCOM capability, as well as interoperability with other Have Quick II users (allowing the B-2 to participate as part of the total force package) and 8.33KHz spacing on VHF for Eurocontrol. MILSATCOM paid for seven (7) A/C install costs (these 7 A/C are not included in the 13 A/C total reported in this P3A). In FY08, equipment will be engineered and procured to correct deficiencies with the RFSU. Installs of the RFSU will be accomplished organically. The initial lead time for the corrected RFSU's from contract award to delivery is approximately 2 months.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		116.840										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		2.630										
EQUIPMENT	20	49.111					21	7.097				
EQUIP NONREC		0.477						7.978				
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	12.531										
SUPPORT-EQUIP		7.730		0.800		3.447						
OGC		3.636		0.200				0.289				
INSTALLATION OF HARDWARE												
FY-01	4 KITS											
FY-02	8 KITS	5.597										
FY-03	8 KITS		[6]	4.960								
FY-08	21 KITS											
TOTAL INSTALL	7	5.597	6	4.960								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	20	81.712		5.960		3.447	21	15.364				
INSTALLATION QTY	6		7									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										116.840
PROCUREMENT (3010)										
INSTALL KITS										2.630
KITS NONRECUR									41	56.208
EQUIPMENT										8.455
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[3]	12.531
SUPPORT-EQUIP										11.977
OGC										4.125
INSTALLATION OF HARDWARE										
FY-01		4 KITS								
FY-02		8 KITS							[7]	5.597
FY-03		8 KITS							[6]	4.960
FY-08		21 KITS								
TOTAL INSTALL									13	10.557
TOTAL COST (BP-1100)									41	106.483
(Totals may not add due to rounding)										
INSTALLATION QTY									13	

Method of Implementation: COMBINATION

Initial Lead Time: 21 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$33.456	\$53.061	\$53.125	\$98.725	\$163.161	\$184.114	\$123.601	\$108.345

This line item funds modifications to the B-1B aircraft and associated simulators and equipment. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The primary modifications budgeted in FY08/09 is the Fully Integrated Data Link mod. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_3944	ALQ-161A PREPROCESSOR	5.6	18.7	10.3							34.7
	_8206	Mode S/Mode 5						8.5				8.5
	_9035	ALQ-161A Waveform Generator						5.3	7.0	3.3		15.6
	4280	FULLY INTEGRATED DATA LI			18.5	32.9	38.3	44.0	42.7	19.0	36.0	231.3
	4284	CITS UPGRADE			3.2	13.7	12.8	11.8	10.1	9.7	9.0	70.4
	4285	INS/GSS UPGRADE			10.4	18.4	16.1	18.7	1.0	1.8		66.5
	5048	WIND CORRECTED MUNITIO	4.1									29.5
	5819	ENGINE UPGRADE	0.0	1.5	2.0	2.0	1.0	2.0	1.4	1.1	4.0	16.4
	5820	COMMUNICATION UPGRADE	0.0	1.6								1.7
	5822	WEAPONS UPGRADE	0.0	0.6								0.6
	6882	Digital Communications	18.5									18.5
	7152	AVIONICS UPGRADE	0.0	1.8								2.4
	7242	AN/ALQ-161A BAND 8 RF SO	2.5	16.7	6.4	9.9						35.5
	8411	RADAR IMPROVEMENT UPG					59.9	59.8	31.6	44.1	0.0	195.5
	8525	AN/ALQ-161A JAMMER ALLO	1.6	1.4								5.3
	8970	AN/ALQ-161A TAIL WARNING	0.1									17.1
	8971	VERTICAL SITUATION DISPL				19.8	33.1	32.0	27.7	27.3	11.3	151.2
	8977	Utility Power Distribution Panels	1.0	1.1	0.3							4.7
	92296	External Hard Point Modification		8.8								8.8

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

	P-1 SHOPP LIST ITEM NO. 24	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$33.456	\$53.061	\$53.125	\$98.725	\$163.161	\$184.114	\$123.601	\$108.345	

This line item funds modifications to the B-1B aircraft and associated simulators and equipment. The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The primary modifications budgeted in FY08/09 is the Fully Integrated Data Link mod. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
	99999X	LOW COST MODIFICATIONS	0.0	0.8	2.0	2.0	2.0	2.0	2.0	2.0	4.0	19.6
	Z88888	REPROGRAMMINGS	0.0	-2.0								
<b>TOTAL FOR CLASS P</b>			33.5	51.1	53.1	98.7	163.2	184.1	123.6	108.3	64.3	933.6
	197500	MSOGS		2.0								2.0
<b>TOTAL FOR CLASS</b>			0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
<b>TOTAL FOR WEAPON SYSTEM B-1</b>			33.5	53.1	53.1	98.7	163.2	184.1	123.6	108.3	64.3	935.6

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

	P-1 SHOPP LIST ITEM NO. 24	PAGE NO. 2	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: ALQ-161A PREPROCESSORE AVIONICS CONTROL UNIT MN\_3944

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

**Description/Justification**

Modification replaces the existing, obsolete ALQ-161A computer processor with the same form/fit computer used in the B-1 computer upgrade modification. The Preprocessor Avionics Control Unit (PACU) replacement increases processor speed from 1 million instructions per second to 15 million instructions per second and memory from 0.25MB to 16MB. This increased speed and memory allows use of more robust and effective signal processing algorithms to defeat the threat. Supportability is significantly improved through commonality with the computer upgrade computers, elimination of diminishing manufacturing source issues with the current 1980 vintage computer, and use of modern software development tools.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		18.288		7.014		7.209		12.418				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			7	2.253	33	14.991	23	4.686	4			
EQUIP NONREC				2.000		0.509						
CHANGE ORDERS				0.050		0.400		0.530				
DATA				0.750		0.260		0.200				
SIM/TRAINER												
SUPPORT-EQUIP						0.900		3.406				
MOD OF SPARES						0.924						
OGC				0.566		0.748		1.490				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			7	5.619	33	18.732	23	10.312	4			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										44.929
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									67	21.930
EQUIP NONREC										2.509
CHANGE ORDERS										0.980
DATA										1.210
SIM/TRAINER										
SUPPORT-EQUIP										4.306
MOD OF SPARES										0.924
OGC										2.804
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									67	34.663

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

	<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)				02/06	01/07	12/07
Delivery Date (Month/CY)				08/07	07/08	06/09



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: MSOGS MN-197500

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: B-1 Class  
PE 11126F Team

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

**Description/Justification**

The molecular sieve oxygen generation system (MSOGS) on the B-1 aircraft produces aircrew oxygen continuously using engine bleed air. The recent doubling in failure rate of the MSOGS has been attributed directly to the high moisture climate conditions found on Diego Garcia, Guam and other tropical forward operating locations (FOLs) where B-1s are based for conducting operational combat missions. The MSOGS internal water removal device is inadequate for protecting the unit in tropical climates. An improved, high efficiency water separator is required to remove water from the MSOGS and subsequently increase aircraft availability by restoring acceptable operational life of the MSOGS. Non-recurring engineering, prototypes, qualification testing, and 8 production upgrade kits will be procured to support the B-1 fleet. Remaining upgrade kits for fleet are unfunded.

Aircraft Breakdown: Active 8, Reserve , ANG , Total 8

**Development Status**

Initial development under review to comply with Congressional add

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.971						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					8	1.971						
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.971
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									8	1.971
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: FULLY INTEGRATED DATA LINKS MN-4280

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

The B-1 Fully Integrated Data Link (FIDL) modification provides Link 16 line of sight and beyond line of sight (JTIDS Range Extension (JRE)) data link capabilities to significantly improve combat situational awareness and command and control connectivity with theater forces. In addition, this modification replaces displays at the rear cockpit crewstations with color, multi-functional displays required to utilize the data links; to enhance management of multiple, precision weapons; and in particular, airborne retargeting.

Note 1: Two (2) test aircraft are being modified as a part of the development program and funded with RDT&E funds.

Note 2: Funds from JTRS I&I MN 6881 were combined into this modification when JTRS I&I funds were moved to PE11126F in the FY08 PB.

Note 3: The RDT&E line reflects the sum of RDT&E funds for the B-1 FIDL program funded from both the B-1 PE64226F and the Bomber Tactical Datalink PE27446F.

Aircraft Breakdown: Active 65, Reserve 0, ANG 0, Total 65

**Development Status**

Pre-System Demonstration and Development began in FY04. SDD began in FY05

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		60.443		73.959		71.955		46.076		2.202		
PROCUREMENT (3010)												
INSTALL KITS							6	4.020	13	8.700	14	9.550
KITS NONRECUR								0.800				
EQUIPMENT							[6]	9.180	[13]	19.900	[14]	20.900
EQUIP NONREC								1.397				
CHANGE ORDERS												
DATA								0.500		0.565		
SIM/TRAINER							[14]	1.690	[15]	2.500		
SUPPORT-EQUIP								0.900		1.209		2.991
ICS												0.830
INSTALLATION OF HARDWARE												
FY-08			6 KITS								[4]	3.980
FY-09			13 KITS									
FY-10			14 KITS									
FY-11			13 KITS									
FY-12			12 KITS									
FY-13			2 KITS									
FY-14			5 KITS									
TOTAL INSTALL											4	3.980
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							6	18.487	13	32.874	14	38.251
INSTALLATION QTY											4	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										254.635
PROCUREMENT (3010)										
INSTALL KITS	13	9.050	12	8.500	2	1.420	5	3.575	65	44.815
KITS NONRECUR										0.800
EQUIPMENT	[13]	19.800	[12]	18.700	[2]	3.120	[5]	7.850	[65]	99.450
EQUIP NONREC										1.397
CHANGE ORDERS										
DATA						0.452		1.000		2.517
SIM/TRAINER									[29]	4.190
SUPPORT-EQUIP						0.700		0.700		6.500
ICS		1.249		1.238		0.803				4.120
INSTALLATION OF HARDWARE										
FY-08 6 KITS	[2]	1.990							[6]	5.970
FY-09 13 KITS	[12]	11.940	[1]	1.020					[13]	12.960
FY-10 14 KITS			[13]	13.260	[1]	1.040			[14]	14.300
FY-11 13 KITS					[11]	11.440	[2]	2.160	[13]	13.600
FY-12 12 KITS							[12]	13.000	[12]	13.000
FY-13 2 KITS							[2]	2.200	[2]	2.200
FY-14 5 KITS							[5]	5.500	[5]	5.500
TOTAL INSTALL	14	13.930	14	14.280	12	12.480	21	22.860	65	67.530
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	13	44.029	12	42.718	2	18.975	5	35.985	65	231.319
INSTALLATION QTY	14		14		12		21		65	

Method of Implementation: DEPOT

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

**Milestones**

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

**Installation Schedule**

	<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>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	4											
Input	3	4	3	4	4	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3								
Output	3	4	4	3	3	4	3	4	3	4	3	3	3	4	3	4	3	3	3	3												

01/26/2007  
 FY 2008 PB  
 Modification Title and No: CITS UPGRADE MN-4284

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

This effort addresses a reliability and maintainability issue with the potential to ground fleet aircraft as early as FY08. This modification provides new computer hardware and the software rehost for the B-1 Central Integrated Test System (CITS), the CITS Dedicated Processor (CDP) and the CITS Control Display (CDP). Current CITS processor is at maximum memory/throughput. The upgraded system will enhance diagnostic capabilities, improve turnaround time, and reduce maintenance costs. Two test aircraft will be modified with RDT&E funds.

Aircraft Breakdown: Active 65, Reserve 0, ANG 0, Total 65

**Development Status**

Development began in FY05.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.800		8.052		14.287		1.615				
PROCUREMENT (3010)												
INSTALL KITS							3	0.453	13	2.005	14	2.215
KITS NONRECUR EQUIPMENT							[3]	0.842	[13]	3.876	[14]	4.388
EQUIP NONREC								0.486		1.041		
CHANGE ORDERS								1.000		2.000		
DATA								0.200	[1]	2.500	[1]	2.500
SIM/TRAINER								0.100		1.045		
SUPPORT-EQUIP								0.150		0.625		0.566
OGC												
INSTALLATION OF HARDWARE												
FY-08	3	KITS							[3]	0.655		
FY-09	13	KITS									[13]	3.146
FY-10	14	KITS										
FY-11	14	KITS										
FY-12	12	KITS										
FY-13	9	KITS										
TOTAL INSTALL									3	0.655	13	3.146
TOTAL COST (BP-1100)									3	3.231	13	13.747
(Totals may not add due to rounding)											14	12.815
INSTALLATION QTY									3		13	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										33.754
PROCUREMENT (3010)										
INSTALL KITS	14	2.263	12	1.968	9	1.676			65	10.580
KITS NONRECUR										
EQUIPMENT	[14]	4.171	[12]	3.645	[9]	3.101			[65]	20.023
EQUIP NONREC										
CHANGE ORDERS										1.527
DATA		1.000							[3]	4.000
SIM/TRAINER										5.200
SUPPORT-EQUIP										1.145
OGC		0.526		0.046		0.427		4.000		6.340
INSTALLATION OF HARDWARE										
FY-08 3 KITS									[3]	0.655
FY-09 13 KITS									[13]	3.146
FY-10 14 KITS	[14]	3.836							[14]	3.836
FY-11 14 KITS			[14]	4.430					[14]	4.430
FY-12 12 KITS					[12]	4.481			[12]	4.481
FY-13 9 KITS							[9]	5.000	[9]	5.000
TOTAL INSTALL	14	3.836	14	4.430	12	4.481	9	5.000	65	21.548
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	14	11.796	12	10.089	9	9.685		9.000	65	70.363
INSTALLATION QTY	14		14		12		9		65	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	Quarter	<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>			
		1	2	3	4	1	2	3	4	1	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

01/26/2007  
FY 2008 PB  
Modification Title and No: INS/GSS UPGRADE MN-4285

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

This effort addresses a reliability and maintainability issue with the potential to ground fleet aircraft as early as FY08. Modification provides for replacement of the high maintenance/high cost Inertial Navigation System (INS) and Gyro Stabilization System (GSS) line replaceable units (LRUs) with high reliability, high accuracy dual ring laser Inertial Navigation Unit (INU). Modified system permits deletion of the unsupported Gyro Stabilization System as the dual Inertial Navigation Unit system provides the functions of the GSS. The modification will be performed in Increments: Increment 1, Gyro Stabilization System Replacement and Increment 2, Inertial Navigation System Replacement. GSS procurement of 67 units begins in FY08 and concludes in FY11. INS procurement of 67 units begins in FY11 and ends in FY14. INS articles are unfunded in FY11-14 and will be addressed in the upcoming POM.

Aircraft Breakdown: Active 134, Reserve 0, ANG 0, Total 134

**Development Status**

Development begins in FY06

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)				9.653		14.180		34.166		19.256		1.837	
PROCUREMENT (3010)													
INSTALL KITS							17	3.451	20	5.750	15	4.724	
KITS NONRECUR													
EQUIPMENT							[17]	4.853	[20]	6.062	[15]	4.061	
EQUIP NONREC													
CHANGE ORDERS										0.694		0.694	
DATA								0.176					
SIM/TRAINER							[1]	0.764	[1]	0.445			
SUPPORT-EQUIP													
OGC								1.196		2.189		2.817	
INSTALLATION OF HARDWARE													
FY-08			17	KITS					[17]	3.268			
FY-09			20	KITS							[20]	3.767	
FY-10			15	KITS									
FY-11			39	KITS									
FY-12			23	KITS									
FY-13			15	KITS									
FY-14			5	KITS									
TOTAL INSTALL									17	3.268	20	3.767	
TOTAL COST (BP-1100)								17	10.440	20	18.408	15	16.063
(Totals may not add due to rounding)													
INSTALLATION QTY									17		20		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.894								79.986
PROCUREMENT (3010)										
INSTALL KITS	39	4.847	23		15		5		134	18.772
KITS NONRECUR EQUIPMENT	[39]	5.200	[23]		[15]		[5]		[134]	20.176
EQUIP NONREC										
CHANGE ORDERS		0.694								2.082
DATA									[2]	0.176
SIM/TRAINER										1.209
SUPPORT-EQUIP										
OGC		5.319				1.803				13.324
INSTALLATION OF HARDWARE										
FY-08 17 KITS									[17]	3.268
FY-09 20 KITS									[20]	3.767
FY-10 15 KITS	[15]	2.684							[15]	2.684
FY-11 39 KITS			[39]	1.024					[39]	1.024
FY-12 23 KITS					[23]				[23]	
FY-13 15 KITS							[15]		[15]	
FY-14 5 KITS							[5]		[5]	
TOTAL INSTALL	15	2.684	39	1.024	23		20		134	10.743
TOTAL COST (BP-1100)	39	18.744	23	1.024	15	1.803	5		134	66.482
(Totals may not add due to rounding)										
INSTALLATION QTY	15		39		23		20		134	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)	12/07	12/08	12/09	12/10			
Delivery Date (Month/CY)	12/08	12/09	12/10	12/11			

Installation Schedule

	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													4	5	5	3	5	5	3	5	5	5	5	3	4	3	5	10	10	10	3	9
Output														4	5	5	3	5	5	5	5	5	3	4	3	4	3	5	10	10	10	10
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	5	6	6	6	3	4	4	4	4	4	4	5																				
Output	9	5	6	6	6	3	4	4	4	4	5																					



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: WIND CORRECTED MUNITIONS DISPENSER MN-5048

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

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

Aircraft Breakdown: Active 47, Reserve 0, ANG 0, Total 47

**Development Status**

EMD started in FY96 and completed in FY03.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		75.439										
PROCUREMENT (3010)												
INSTALL KITS	47	13.911										
KITS NONRECUR												
EQUIPMENT	47	8.740										
EQUIP NONREC		1.239										
CHANGE ORDERS		0.376										
DATA		0.176		0.428								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.684		0.343								
GFE												
INSTALLATION OF HARDWARE												
FY-00	3	0.278										
FY-03			[12]	0.916								
FY-04			[32]	2.444								
TOTAL INSTALL	3	0.278	44	3.360								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	47	25.404		4.131								
INSTALLATION QTY	3		44									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										75.439
PROCUREMENT (3010)										
INSTALL KITS									[47]	13.911
KITS NONRECUR										
EQUIPMENT									47	8.740
EQUIP NONREC										1.239
CHANGE ORDERS										0.376
DATA										0.604
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.027
GFE										
INSTALLATION OF HARDWARE										
FY-00		3 KITS							[3]	0.278
FY-03		12 KITS							[12]	0.916
FY-04		32 KITS							[32]	2.444
TOTAL INSTALL									47	3.638
TOTAL COST (BP-1100)									47	29.535
(Totals may not add due to rounding)										
INSTALLATION QTY									47	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

	Quarter	<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																																	
Output																																	
Input	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Output																																	
Input														8	14	22																	
Output														3	11	11	19																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: ENGINE UPGRADE MN-5819

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

Models of Aircraft Affected: B-1B

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

PE 0101126F Team POWER

**Description/Justification**

To provide means to maintain, enhance and/or support the numerous components of the GE F101 and supporting system in the B-1. This mod includes miscellaneous small modifications to improve performance and reduce maintenance requirements for engines. FY04 funds are for the Engine Bleed Air Distribution System (EBADS) Flapper Valve Assembly mod. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. As of Aug 06, current engine upgrades include EBADS Flapper Valve Assembly (FY04 and 05), and Engine Feed Line Replacements (FY07).

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

As Required

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.381		0.000		1.459		1.999		1.999		1.025
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.381				1.459		1.999		1.999		1.025

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.999		1.380		1.121		3.998		16.361
TOTAL COST (BP-1100)		1.999		1.380		1.121		3.998		16.361
(Totals may not add due to rounding)		1.999		1.380		1.121		3.998		16.361

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: COMMUNICATION UPGRADE MN-5820

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

To provide means to maintain, enhance and/or support the growing data, voice, link, and E-tool systems and networks on the B-1 that are vital to continued success as the premier rapid, responsive, precision firepower and ground dominance platform. This mod includes miscellaneous small modifications to improve performance and reduce maintenance requirements for communications systems. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. As of Aug 06, current Communication upgrades include Night Vision Imaging System and Utility Power Crew Station Receptacles.

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

**Development Status**

as required

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												
TOTAL COST (BP-1100)		0.070		0.000		1.594						
(Totals may not add due to rounding)		0.070				1.594						

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										1.664
TOTAL COST (BP-1100)	<hr/>									1.664
(Totals may not add due to rounding)										1.664

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: Digital Communications MN-6882

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

**Description/Justification**

The digital communications upgrade provides for replacement of a currently installed Ultra High Frequency (UHF) Satellite Communications (SATCOM) beyond line of sight datalink radio system with a Demand Assigned Multiple Access (DAMA) compliant, UHF SATCOM radio. The current system is a temporary modification installed in support of combat operations in Southwest Asia which is not DAMA compliant and severely limits accessibility to SATCOM channels. In addition, the current system utilizes a system unique datalink which is not interoperable with standard, joint UHF SATCOM systems. The digital communications upgrade will install a radio which is in the current DoD inventory and will use the Joint Range Extension (JRE) protocols for the datalink to ensure interoperability with tri-service platforms. The 2 test B-1's will be modified with the equivalent modification which includes the same radios and JRE protocols as a part of the Fully Integrated Datalink program using RDT&E funds.

NOTE: This is a Congressional Add program for FY06.

Aircraft Breakdown: Active 65, Reserve , ANG , Total 65

**Development Status**

Development begins in FY06 and will be completed in FY07.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)				3.189		0.050						
PROCUREMENT (3010)												
INSTALL KITS			65	9.650								
KITS NONRECUR EQUIPMENT			[65]	5.650								
EQUIP NONREC CHANGE ORDERS												
DATA				0.400								
SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06		65 KITS	[65]	2.801								
TOTAL INSTALL			65	2.801								
TOTAL COST (BP-1100) (Totals may not add due to rounding)			65	18.501								
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										3.239
PROCUREMENT (3010)										
INSTALL KITS									65	9.650
KITS NONRECUR										
EQUIPMENT									[65]	5.650
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.400
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06           65 KITS									[65]	2.801
TOTAL INSTALL									65	2.801
TOTAL COST (BP-1100)									65	18.501
(Totals may not add due to rounding)										
INSTALLATION QTY									65	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		10/06
Delivery Date (Month/CY)		09/07

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													10	17	19	19
Output													6	19	20	20



01/26/2007  
 FY 2008 PB  
 Modification Title and No: AVIONICS UPGRADE MN-7152

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

To provide means to maintain, enhance and/or support the numerous avionics Line Replaceable Units (LRUs), Shop Replaceable Units (SRUs), and supporting infrastructure in the B-1. This mod includes small modifications to improve performance and reduce maintenance requirements. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. As of Aug 06, current Avionics upgrade programs include Waveguide Segments Replacement (FY05), and AFCS NVIS Filter Assembly (FY07).

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

**Development Status**

As Required

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.627		0.000		1.785						
TOTAL COST (BP-1100)		0.627				1.785						
(Totals may not add due to rounding)		0.627				1.785						

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										2.412
TOTAL COST (BP-1100)										2.412
(Totals may not add due to rounding)										2.412

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: AN/ALQ-161A BAND 8 RF SOURCE MN-7242

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

The Digital Radio Frequency (RF) Memory (DRFM) provides receiving capability in the Band 8 frequency range and also contains the Digital RF memory for the Band 6 and 7 transmitters. This modification corrects deficiencies in the RF Source that limits the jamming capability against certain threats. In addition, the DRFM has numerous diminishing manufacturing sources (DMS), and this modification replaces unsupported receive section circuit cards with redesigned, supportable cards. Note: This modification was entitled Band 8 RF Source in the FY03 President's budget request. This modification is intended for the fleet of 67 aircraft; the remaining 6 aircraft will be modified pending additional funding.

Aircraft Breakdown: Active 61, Reserve 0, ANG 0, Total 61

**Development Status**

Development began in FY03 and completed in FY05.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.862		3.488		0.854						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					42	9.570	12	2.900	7	1.225		
EQUIP NONREC				0.422		0.500		0.500		2.070		
CHANGE ORDERS						0.600		0.500		1.200		
DATA				0.784		0.400		0.200		1.200		
SIM/TRAINER												
SUPPORT-EQUIP				0.226		2.300		1.200		1.800		
MOD OF SPARES				0.300		1.900		0.500		1.200		
OGC				0.588		1.438		0.595		1.200		
PMA				0.146								
TOTAL COST (BP-1100)				2.466	42	16.708	12	6.395	7	9.895		
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										24.204
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									61	13.695
EQUIP NONREC										3.492
CHANGE ORDERS										2.300
DATA										2.584
SIM/TRAINER										
SUPPORT-EQUIP										5.526
MOD OF SPARES										3.900
OGC										3.821
PMA										0.146
TOTAL COST (BP-1100)									61	35.464
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

01/26/2007  
 FY 2008 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Modification Title and No: AN/ALQ-161A JAMMER ALLOCATION LOGIC SUBSYSTEM MN-8525

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

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

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

**Development Status**

Development completed.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		3.224										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	30	2.299	21	1.574	16	1.384						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC												
TOTAL COST (BP-1100)	30	2.299	21	1.574	16	1.384						
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										3.224
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									67	5.257
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										
TOTAL COST (BP-1100)									67	5.257
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: VERTICAL SITUATION DISPLAYS MN-8971

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

This effort addresses a reliability and maintainability issue with the potential to ground fleet aircraft as early as FY08. Modification provides for the replacement of the pilot and co-pilot primary flight displays, known as vertical situation displays (VSD). The current monochrome VSDs and original "steam gauge" primary flight instruments are becoming unsupportable and spares are no longer procurable due to obsolescence and diminishing manufacturing sources. This VSD modification includes the addition of a second display at each of the two pilot stations to incorporate all of the primary flight controls and to meet flight safety standards. These displays will also provide front crew situational awareness, enhancing the ability to avoid threats and to strike emerging targets. These new color displays will use commercial and non-developmental hardware components. Two (2) test aircraft are modified as a part of the development program and funded with RDT&E funds; 65 modified in production for a total of 67 A/C.

Aircraft Breakdown: Active 65, Reserve 0, ANG 0, Total 65

**Development Status**

Development began in FY06 and completes in FY09.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)				8.382	[2]	12.530		37.903		27.285			
PROCUREMENT (3010)													
INSTALL KITS									13	1.343	14	1.513	
KITS NONRECUR EQUIPMENT									[13]	16.955	[14]	18.959	
EQUIP NONREC CHANGE ORDERS													
DATA										0.780		0.997	
SIM/TRAINER											[4]	4.800	
SUPPORT-EQUIP										0.725		4.869	
ICS												0.300	
OGC													
PROGRAM MNGMT													
INSTALLATION OF HARDWARE													
FY-09			13	KITS							[4]	1.700	
FY-10			14	KITS									
FY-11			14	KITS									
FY-12			12	KITS									
FY-13			12	KITS									
TOTAL INSTALL											4	1.700	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)										13	19.803	14	33.138
INSTALLATION QTY												4	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	86.100
PROCUREMENT (3010)										
INSTALL KITS	14	1.573	12	1.374	12	1.395			65	7.198
KITS NONRECUR										
EQUIPMENT	[14]	19.609	[12]	17.135	[12]	17.421			[65]	90.079
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.310		0.270		0.600				2.957
SIM/TRAINER	[2]	3.728							[6]	8.528
SUPPORT-EQUIP				2.027		1.787				9.408
ICS		0.600		0.600		0.500				2.000
OGC										
PROGRAM MNGMT										
INSTALLATION OF HARDWARE										
FY-09 13 KITS	[9]	3.947							[13]	5.647
FY-10 14 KITS	[5]	2.193	[9]	4.076					[14]	6.269
FY-11 14 KITS			[5]	2.264	[9]	4.216			[14]	6.480
FY-12 12 KITS					[3]	1.405	[9]	4.755	[12]	6.160
FY-13 12 KITS							[12]	6.505	[12]	6.505
TOTAL INSTALL	14	6.140	14	6.340	12	5.621	21	11.260	65	31.061
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	14	31.960	12	27.746	12	27.324		11.260	65	151.231
INSTALLATION QTY	14		14		12		21		65	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: Utility Power Distribution Panels Installation MN-8977

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

This program is to install the Utility Power Distribution Panel (UPDP) on 67 aircraft to provide power to support ground test equipment. The UPDP has been installed on two aircraft. One kit was installed via T-2 Install and one of the 66 kits was installed during the kit proof in Dec 05. This capability will improve aircraft turn-around time and reduce the amount of support equipment required on deployment. Development and production have been completed and all kits besides one have been delivered to the main operating bases. 654th CLSS, a depot contract field team will install the kits and perform ops checks. They estimate the UPDP can be installed on three aircraft per month beginning in March 2006. The program should complete in December 2007.

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

**Development Status**

Completed

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	66	2.109										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.130										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-03           59 KITS			[24]	1.019	[35]	1.139						
FY-04           7 KITS							[7]	0.262				
TOTAL INSTALL			24	1.019	35	1.139	7	0.262				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	66	2.239		1.019		1.139		0.262				
INSTALLATION QTY			24		35		7					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									66	2.109
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.130
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-03		59 KITS							[59]	2.158
FY-04		7 KITS							[7]	0.262
TOTAL INSTALL									66	2.420
TOTAL COST (BP-1100)									66	4.659
(Totals may not add due to rounding)										
INSTALLATION QTY									66	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1	5	9	9	8	9	9	7				
Output																	1	5	9	9	8	9	9	7				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: External Hard Point Modification MN-92296

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

Models of Aircraft Affected: B-1

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

Previous software modifications have removed all nuclear capability of the B-1. However, some residual non-functional nuclear hardware remain in the aircraft. The external hard points modification removes the remaining nuclear hard point attachments on the B-1. This includes all 8 pairs of external hard point attachments as well as the nuclear wiring in the three internal weapons bays. The modification effort will take place at Davis-Monthan AFB beginning in 2007. The modification effort will take approximately 3 years to complete and will modify all 67 aircraft in the B-1 fleet. This effort has been coordinated through the START Treaty Compliance Review Group and has received final certification from the Office of Secretary of Defense Acquisitions, Technology and Logistics. This modification is intended for the fleet of 67 aircraft; the remaining 25 aircraft will be modified pending additional funding.

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

**Development Status**

Development begins in FY07.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					42	7.887						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP							0.420					
ENG SUPPORT							0.400					
OGC							0.020					
INSTALLATION OF HARDWARE												
FY-07			42 KITS		[1]	0.070		[41]				
TOTAL INSTALL					1	0.070		41				
TOTAL COST (BP-1100)					42	8.797						
(Totals may not add due to rounding)												
INSTALLATION QTY					1			41				

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	7.887
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.420
ENG SUPPORT										0.400
OGC										0.020
INSTALLATION OF HARDWARE										
FY-07			42 KITS						[42]	0.070
TOTAL INSTALL									42	0.070
TOTAL COST (BP-1100)									42	8.797
(Totals may not add due to rounding)										
INSTALLATION QTY									42	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	6	12	13	10							
Output									1	2	12	13	13	1						

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

These modifications are low cost upgrades that address safety, reliability, maintainability, and/or improved system performance issues on the B-1 aircraft, support equipment, and simulators/trainers. FY05-FY09 funds are reserved for mission essential B-1 low cost modifications to ensure readiness and B-1B operational requirements. As of Jan 06, current modifications include EBADS Check Valves (FY04), and ECS Pressure Sensor Replacement (FY05 and 07).

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

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.827		0.000		0.822		1.999		1.999		1.999
46U921												
OTHER REPROG												
CONT LIAB												
ECP (PYLONS)												
TOTAL COST (BP-1100)		2.827				0.822		1.999		1.999		1.999
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.999		1.999		1.999		3.998		19.641
46U921										
OTHER REPROG										
CONT LIAB										
ECP (PYLONS)										
TOTAL COST (BP-1100)		1.999		1.999		1.999		3.998		19.641
(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-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-52					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$128.478	\$69.890	\$18.091	\$81.601	\$63.417	\$77.775	\$91.727	\$77.307	

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. The primary modifications for FY08 and FY09 is the Advanced Weapon Integration and Conventional Inflight Beyond line of sight mod in FY09. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	3309	AIRBORNE WIDEBAND TER							7.4	24.1	77.2	108.7
	3310	CALCM INFLIGHT BEYOND LI				55.7	61.1	70.1	77.3	50.8	13.2	334.1
	3311	FUEL ENRICHMENT MODIFI	0.1									1.5
	4260	ADVANCED WEAPON INTEG	31.0	5.3	17.0	23.9	1.2					79.7
	4270	ECM IMPROVEMENT	28.4	10.2	0.0	0.0						195.2
	4693	AVIONICS MIDLIFE IMPROVE	27.3	10.0	0.0							88.4
	9709	GATM PHASE II						6.9	6.4	2.0		15.3
	99999X	LOW COST MODIFICATIONS	2.0	2.0	1.1	2.0	1.0	0.8	0.7	0.4		14.0
	Z88888	REPROGRAMMINGS	39.7	42.4								
<b>TOTAL FOR CLASS P</b>			128.5	69.9	18.1	81.6	63.4	77.8	91.7	77.3	90.4	836.9
<b>TOTAL FOR WEAPON SYSTEM B-52</b>			128.5	69.9	18.1	81.6	63.4	77.8	91.7	77.3	90.4	836.9

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

	P-1 SHOPP LIST ITEM NO. 25	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

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

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

**Description/Justification**

CONNECT Phase A, CIBRR, will upgrade the B-52 digital and voice communication capabilities, install an on-board client/server network architecture to support distributed processing and control functions, integrate the Intel Broadcast System/Receiver (IBS/R) for improved intelligence/threat data, and install new Multi-Functional Color Displays (MFCDs). In addition, flight simulator and maintenance trainers will be modified to incorporate CONECT functionality. This phase will provide the B-52 fleet with a machine-to-machine capability supporting aircraft retasking and weapons retargeting of CALCM and J-series weapons, a limited IP-based UHF BLOS capability, and improved situational awareness. Flight simulators and maintenance trainers will be upgraded to include CIBRR functionality for training of aircrews and maintenance personnel.

The Air Force plans to reduce B-52 Total Aircraft Inventory (TAI) from 76 to 56 in FY08. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

Aircraft Breakdown: Active 47, Reserve 9, ANG 0, Total 56

**Development Status**

Development began in FY05

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		15.359		20.653		71.379		37.643		44.459		22.237
PROCUREMENT (3010)												
INSTALL KITS									12	6.639	12	6.903
KITS NONRECUR												
EQUIPMENT									[12]	31.593	[12]	32.847
EQUIP NONREC										4.170		3.409
CHANGE ORDERS										0.299		1.835
DATA										8.083		4.741
SIM/TRAINER												
SUPPORT-EQUIP										3.217		2.181
OGC		5.935								1.665		1.434
INSTALLATION OF HARDWARE												
FY-09			12 KITS						[0]		[12]	7.785
FY-10			12 KITS									
FY-11			12 KITS									
FY-12			12 KITS									
FY-13			8 KITS									
TOTAL INSTALL											12	7.785
TOTAL COST (BP-1100)		5.935							12	55.666	12	61.135
(Totals may not add due to rounding)												
INSTALLATION QTY											12	



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.094		12.887		3.119				252.830
PROCUREMENT (3010)										
INSTALL KITS	12	7.180	12	7.465	8	5.178			56	33.365
KITS NONRECUR										
EQUIPMENT	[12]	34.163	[12]	35.522	[8]	24.639			[56]	158.764
EQUIP NONREC		2.787		1.920		1.520				13.806
CHANGE ORDERS		3.372		3.996		2.414		0.629		12.545
DATA		4.757								17.581
SIM/TRAINER	[3]	4.809	[13]	19.738	[6]	9.118	[5]	7.496	[27]	41.161
SUPPORT-EQUIP		4.442								9.840
OGC		1.768		1.970		1.248		0.260		14.280
INSTALLATION OF HARDWARE										
FY-09 12 KITS									[12]	7.785
FY-10 12 KITS	[12]	6.837							[12]	6.837
FY-11 12 KITS			[12]	6.660					[12]	6.660
FY-12 12 KITS					[12]	6.653			[12]	6.653
FY-13 8 KITS							[8]	4.830	[8]	4.830
TOTAL INSTALL	12	6.837	12	6.660	12	6.653	8	4.830	56	32.765
TOTAL COST (BP-1100)	12	70.115	12	77.271	8	50.770		13.215	56	334.107
(Totals may not add due to rounding)										
INSTALLATION QTY	12		12		12		8		56	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input	3	3	3	3	3	3	3	3	3	3	2																					
Output	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2																	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

**Description/Justification**

The B-52H Advanced Weapons Integration (AWI) program is responsible for the improvement of conventional warfare capability. This program will build combat capabilities improving survivability and lethality by incorporating applicable smart weapons/sensor technology on the B-52H.

AWI will install aircraft-to-weapons interface hardware (Integrated Weapons Interface Units (IWIU)) and produce aircrew and maintenance technical and training data. This mod also upgrades simulators and trainers. The IWIU effort will modify a total of 108 Stub Pylons (54 shipsets of 2 pylons per aircraft, not tied to fleet size). \$10.1M of FY06 funds will be used in addition to the FY07 funding to start the IWIU effort in FY07.

Additionally this program will provide Litening Targeting Pod integration efforts including: Group A, Group B (ALE-25 pylons) and Alternate Mission Equipment (AME).

Group A: To date, 49 B-52s have the associated Group A wiring required to employ a Litening Pod. 22 of the 49 B-52s are currently scheduled to be retired between FY07 and FY08. This effort will Group A wire 29 aircraft which includes replacements for the 22 wired aircraft on the retiree list. In all, 78 B-52 will have the Litening Targeting Pod Group A wiring.

Group B: The Targeting Pod Integration will also modify 23 additional ALE-25 pylons to compliment the 17 ALE-25 pylons previously modified to carry targeting pods (not tied to fleet size).

AME: Lastly the Litening Targeting Pod integration effort will procure 56 sets of AME to replace obsolete AGM-142 AME and provide a fleet wide capability. The Litening AME consists of an Integrated Handle Control (IHC), a monitor and an Advanced Guided Weapon Control Panel (AGWCP).

The Air Force plans to reduce B-52 TAI from 76 to 56 in FY08. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

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

**Development Status**

Weapons integration software development for some weapons is being accomplished through individual weapons programs.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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				0.450		0.100		0.258		0.777		0.156
SIM/TRAINER			[9]	1.733								
SUPPORT-EQUIP												
CHANGE ORDERS		0.532										
GVT FLT TST SPPRT		0.400		0.137								
OGC		0.141		0.658								0.506
T.O. Printing		0.037		0.075								
INTEGRATED WEAPONS INTERFACE UNIT (IWIU)			[22]	4.507	[9]	2.301	[32]	7.383	[45]	10.889		

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SP/HSAB Pylon Kits			[22]	4.552	[9]	2.319	[32]	7.453	[45]	10.806		
KIT PROOF							[1]	0.618				
IWIU INSTALL			[22]	0.141			[8]	0.055	[32]	0.223	[45]	0.321
PMA		0.124		1.018		0.447		1.115		1.141		0.199
OTHER		0.026		0.302		0.105		0.109		0.109		0.057
ALTERNATE MISSION EQUIP (AME)			[56]	9.020								
AME NONRECUR				3.057								
Rehost AGWCP Functions				3.073								
Aircraft Wiring Kits			[29]	0.149								
INSTALL KITS			[30]	0.307								
ALE-25 Pylon Kits			[23]	1.531								
ALE-25 Refurb/Wiring			[23]	0.263								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.260		30.973		5.271		16.991		23.945		1.239
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										1.741
SIM/TRAINER									[9]	1.733
SUPPORT-EQUIP										
CHANGE ORDERS										0.532
GVT FLT TST SPPRT										0.537
OGC										1.305
T.O. Printing										0.112
INTEGRATED WEAPONS INTERFACE										
UNIT (IWIU)									[108]	25.079
SP/HSAB Pylon Kits									[108]	25.130
KIT PROOF									[1]	0.618
IWIU INSTALL									[107]	0.740
PMA										4.044
OTHER										0.708
ALTERNATE MISSION EQUIP (AME)									[56]	9.020
AME NONRECUR										3.057
Rehost AGWCP Functions										3.073
Aircraft Wiring Kits									[29]	0.149
INSTALL KITS									[30]	0.307
ALE-25 Pylon Kits									[23]	1.531
ALE-25 Refurb/Wiring									[23]	0.263
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										79.680
INSTALLATION QTY										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

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

**Installation Schedule**

		<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																	
Output																0	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: ECM IMPROVEMENT MN-4270

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

**Description/Justification**

The ALQ-172 modification is an improvement to six core Line Replaceable Units (LRUs), converting the LRUs to a standard configuration. The modification incorporates new circuit cards with Erasable Programmable Read-Only Memory, gate array modules, and Yttrium Iron Garnet Frequency Oscillator Mixers (YIGFOMs). The modification will significantly increase processor memory and system Mean-Time-Between-Failure (MTBF). Additionally, the modification adds a new Control Display Unit (CDU). Support equipment includes the following: EW Test equipment, Hot Mock-ups, and Enhanced Maintenance Test Sets for depot and organizational level maintenance. Training systems include the upgrade of four Electronic Warfare Simulators, and three Weapon System Trainers.

Program P3 clarifications:

- (C1) As outlined in the FY07PB, the Air Force plans to reduce the B-52 fleet from 76 to 56 aircraft. As a result of these actions some clarifications are required to understand the ECMI P3.
- To support a fleet size of 56, a total of 72 hardware installs are required. With the identification of the tail numbers slotted for retirement, 16 of those aircraft had the ECMI mod previously complied with. To fully support a 56 aircraft fleet size, total installs for hardware must equate to 72 (56 + 16), thus the discrepancy between a 56 fleet size and the documented 72 total installs.
  - Prior to the FY07PB direction, the program had previously procured 72 total kits. No kit shortage issues exist within the Group B "EQUIPMENT" line of the P3 since these items can be removed from the retirement slotted tail numbers. All excess "EQUIPMENT" line item components will be used to satisfy all required spares pools. However, kit shortages do exist in the Group A "INSTALL KIT" line since these cannot be reconstituted after installation. Therefore to accommodate these shortages additional Group A kits are being procured. These program costs are captured in the FY06 "INSTALL KITS" and "KITS NONRECUR" lines of the P3.
  - As a result of the FY07PB direction, not all FYDP funding was adjusted to support the 56 fleet size pending final congressional decision expected in late 2006. As a result of this, funding to support a fleet size greater than 56 was retained within the programs funding line.
- (C2) In reference to the YIGFOMs, this requirement was an Engineering Change Proposal to the original program. All associated YIGFOM procurement costs are captured in the FY04-06 "CHANGE ORDERS" line. FY04 costs support the non-recurring effort and FY05-06 represent the actual procurements.
- (C3) The "RETROFIT" line includes the costs of two required program elements. a.) Spare upgrade costs for 240 Line Replaceable Units (LRUs), and (2) the costs to repair all 653 Kit/Spare LRU assets prior to receiving the ECMI upgrade.
- (C4) FY07 "KITS NONRECUR" costs represent the costs associated with final TCTO incorporation.

Note: One aircraft funded with 3600 (trial install kit) in 1999

Aircraft Breakdown: Active 63, Reserve 9, ANG 0, Total 72

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)	1	5.160										
PROCUREMENT (3010)												
INSTALL KITS	71	6.313										
KITS NONRECUR		2.865	[6]	0.595		0.650						
EQUIPMENT	71	64.638										
EQUIP NONREC												
CHANGE ORDERS		16.653		12.843								
DATA		4.432		2.033		0.000						
SIM/TRAINER	7	6.721										
SUPPORT-EQUIP		21.571		4.436		4.368						
OGC		9.329		0.504		0.710						

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
FLIGHT TEST		2.685										
RETROFIT		18.673		7.174		1.500						
OTHER						1.626						
INSTALLATION OF HARDWARE												
FY-97	1 KITS		1									
FY-00	2 KITS	0.600										
FY-01	12 KITS	0.752										
FY-02	6 KITS	0.507										
FY-03	8 KITS	0.632										
FY-04	23 KITS	0.215	[14]	0.856	[6]	0.720						
FY-05	20 KITS				[12]	0.630	[8]	0.000				
TOTAL INSTALL		32 2.706	14	0.856	18	1.350	8					
TOTAL COST (BP-1100)		72 156.586		28.441		10.204						
(Totals may not add due to rounding)												
INSTALLATION QTY		33	14		18		7					





UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: AVIONICS MIDLIFE IMPROVEMENTS (AMI) MN-4693

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

**Description/Justification**

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

Procurement and upgrades to applicable training systems are required in support of the AMI modification. Effort supports the procurement and upgrade of (3) Weapon System Trainers, (5) Bomb-Nav Station Trainers, (2) Offensive Station Mission Trainers, (3) Electro-optical Visual System Maintenance Trainer and (1) grounded GB-52 trainer.

Procurement and upgrades to applicable support equipment items are required to support the AMI modification. Effort supports procurement and upgrade of (9) Radar System Testers and 45 B-52 Information Download and Decoding Systems.

**Program P3 Clarifications:**

As outlined in the FY07PB, the Air Force plans to reduce the B-52 fleet from 76 to 56 aircraft. As a result of these actions some clarifications are required to understand the AMI P3.

- To support a fleet size of 56, a total of 59 hardware installs are required. With the identification of the tail numbers slotted for retirement, 3 of those aircraft had the AMI mod previously complied with. To fully support a 56 aircraft fleet size, total installs for hardware must equate to 59 (56 + 3), thus the discrepancy between a 56 fleet size and the documented 59 total installs.
- Prior to the FY07PB direction, the program had previously procured 81 total kits. No kit shortage issues exist within the program. All excess "EQUIPMENT" line item components will be used to satisfy all required spares pools.
- As a result of the FY07PB direction not all FYDP funding was adjusted to support the 56 fleet size pending final congressional decision expected in late 2006. As a result of this, funding to support a fleet size greater than 56 was retained within the programs funding line.

FY07 "EQUIPMENT NONREC" costs are in support of final procurement of data

transfer cartridges. These costs were previously captured in the "EQUIPMENT" cost line.

Aircraft Breakdown: Active 52, Reserve 7, ANG 0, Total 59

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	188.935										
PROCUREMENT (3010)												
INSTALL KITS	45	2.820	36	2.160	0	0.000						
KITS NONRECUR		3.000		1.700		1.600						
EQUIPMENT	45	23.850	[36]	18.900	[0]	0.000						
EQUIP NONREC		13.230		0.600		2.400						
CHANGE ORDERS				0.000		0.000						
DATA		0.100		0.000		1.350						
SIM/TRAINER	10	2.450	[1]	0.475	[1]	1.450						
SUPPORT-EQUIP		2.885		0.000		0.150						
OGC		2.559		0.326		1.348						
OTHER						0.000						

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04	3	0.225										
FY-05			[42]	3.150								
FY-06					[12]	1.676						
TOTAL INSTALL	3	0.225	42	3.150	12	1.676						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	45	51.119	36	27.311		9.974						
INSTALLATION QTY	2		25		32							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	188.935
PROCUREMENT (3010)										
INSTALL KITS									81	4.980
KITS NONRECUR										6.300
EQUIPMENT									[81]	42.750
EQUIP NONREC										16.230
CHANGE ORDERS										
DATA										1.450
SIM/TRAINER									[12]	4.375
SUPPORT-EQUIP										3.035
OGC										4.233
OTHER										
INSTALLATION OF HARDWARE										
FY-04		3 KITS							[3]	0.225
FY-05		42 KITS							[42]	3.150
FY-06		36 KITS							[12]	1.676
TOTAL INSTALL									57	5.051
TOTAL COST (BP-1100)									81	88.404
(Totals may not add due to rounding)										
INSTALLATION QTY									59	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-99</u>			<u>FY-00</u>			<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>			<u>FY-04</u>			<u>FY-05</u>			<u>FY-06</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																										
Output																					1	1	0	5	10	10
																					1	1	0	3	6	8
Quarter	1	2	3	4	1	2	3	4																		
Input	10	8	10	4	0	0	0	0																		
Output	9	7	12	4	4	4	0	0																		

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

**Description/Justification**

These are low cost mods necessary for reliability, maintainability, improved system performance, and reduced logistics costs.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		3.957		1.999		1.999		1.100		1.990		1.043
TOTAL COST (BP-1100)		3.957		1.999		1.999		1.100		1.990		1.043
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.760		0.697		0.429				13.974
TOTAL COST (BP-1100)		0.760		0.697		0.429				13.974
(Totals may not add due to rounding)		0.760		0.697		0.429				13.974

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-117				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$7.699	\$2.015	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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 FY08/09 is in support of low cost modifications. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	31927	OMNIBUS ENGINE MODIFICA	0.2	0.2								4.6
	31972	EXPANDED DATA TRANSFE	1.1									1.6
	31975	BROOKLYN BRIDGE	4.0									5.4
	31980	MISSION PLANNING SYSTEM	0.1									0.1
	31984	DUAL RADIO	0.0									3.0
	99999S	SERVICE BULLETINS	0.8									19.1
	99999X	LOW COST MODIFICATIONS	1.5	1.8								3.3
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			7.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0
<b>TOTAL FOR WEAPON SYSTEM F-117</b>			7.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0

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

	P-1 SHOPP LIST ITEM NO. 26	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: BROOKLYN BRIDGE MN-31975

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

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F Team POWER

**Description/Justification**

The existing F117A outboard elevon actuator support structure (also referred to as the Brooklyn Bridge) has become a chronic maintenance burden. The top plate of the current elevon actuator structure must be removed each time the actuator has to be removed and replaced driving excess labor and materials costs. The revised Brooklyn Bridge plate will, by its shape, enable the actuator to be removed and replaced without removing the plate. An additional issue is that the flexing of the wing in flight causes an elongation of the fastener holes in the current top plate of the actuator support structure. If inspection reveals out of spec holes, then either the fastener must be drilled out, the hole 'next-sized' and re-fastened or the plate must be replaced. The new bridge structure resolves this issue through better design and stiffer materials. There is a requirement for 6 kits to be installed in the production program. Brooklyn Bridge is currently not a safety of flight issue. 16 kits were purchased before the decision to cancel was fully implemented.

Aircraft Breakdown: Active 6, Reserve 0, ANG 0, Total 6

**Development Status**

One year development program accomplished in FY04.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		0.221										
PROCUREMENT (3010)												
INSTALL KITS	16	1.129										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD INDUC/CHECKOUT			[5]	2.130								
DEPOT												
PMA				1.049								
INSTALLATION OF HARDWARE												
FY-05	16 KITS	0.250	[5]	0.815								
TOTAL INSTALL		1	0.250	5	0.815							
TOTAL COST (BP-1100)		16	1.379		3.994							
(Totals may not add due to rounding)												
INSTALLATION QTY		1		5								



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										0.221
PROCUREMENT (3010)										
INSTALL KITS									16	1.129
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD INDUC/CHECKOUT									[5]	2.130
DEPOT										
PMA										1.049
INSTALLATION OF HARDWARE										
FY-05           16 KITS									[6]	1.065
TOTAL INSTALL									6	1.065
TOTAL COST (BP-1100)									16	5.373
(Totals may not add due to rounding)										
INSTALLATION QTY									6	

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

Quarter	<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
Input										1				2	3					
Output										1							2	3		

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F

Team POWER

**Description/Justification**

These are low-cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs. Two examples of low cost mods are Portable GPS Signal Repeater and Flight line Laser Ranging Cover. The purpose of this project is to respond to pop-up, low-cost requirements. For this reason the P3A does not identify kit quantity, install schedule, or milestones for each individual low cost modification.

FY07: These funds have been reserved for retirement activity pending determination of costs to accomplish physical retirement, disposition of facilities and equipment, and reallocation/separation of contractor personnel

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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				1.532		1.759						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				1.532		1.759						
(Totals may not add due to rounding)												
INSTALLATION QTY												



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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A-10					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$72.001	\$106.940	\$167.107	\$145.584	\$306.043	\$274.513	\$268.860	\$268.866	

This line item funds modifications to the A-10 aircraft. The A-10 is a twin engine, single seat, close air support aircraft capable of delivering a full range of air-to-ground munitions as well as self defense air-to-air missiles. The primary modifications budgeted in FY08 and FY09 is the Precision Engagement and teh A-10 Wing Replacement mod. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	37120	DIGITAL DATA LINK	8.6		22.8	5.9	9.2	0.7	0.7			47.9
	7856	MODE S/5	6.8	7.3			8.1	5.9	4.6			39.7
	9601	ONBOARD OXYGEN GENER		6.5								9.0
	9803	A-10 Secure Line of Sight/Beyo	6.2									6.2
	9804	A-10 Wing Replacement Progra		38.5	69.2	95.7	247.3	258.5	263.6	268.9		1,241.8
	9805	PRECISION ENGAGEMENT	43.3	54.5	75.0	44.0	41.4	9.4				341.6
	99999X	LOW COST MODIFICATIONS	0.0	0.0	0.0	0.0	0.0	0.0				0.3
	Z88888	REPROGRAMMINGS	7.0	0.0								
<b>TOTAL FOR CLASS P</b>			72.0	106.9	167.1	145.6	306.0	274.5	268.9	268.9	0.0	1686.6
<b>TOTAL FOR WEAPON SYSTEM A-10</b>			72.0	106.9	167.1	145.6	306.0	274.5	268.9	268.9	0.0	1686.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 27	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: DIGITAL DATA LINK MN-37120

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

Models of Aircraft Affected: A/OA-10

Center: ESC - Hanscom AFB, MA

PE 0207445F Team MOBIL

**Description/Justification**

The Situational Awareness Data Link (SADL) is an airborne version of the Enhanced Position and Location Reporting Systems (EPLRS) that will be installed into the A/OA-10 fleet in conjunction with the Precision Engagement (PE) modification (PEC 0207131F, MN-9805) under Digital Data Link (DDL), MN-37120.

Provides direct digital connectivity to mounted & dismounted Tactical Air Control Party/Joint Tactical Air Controller (TACP/JTAC) via Variable Message Frequency (VMF).

The SADL modification will provide a jam-resistant, secure, digital data link for joint forces communications connectivity. SADL enables two-way digital transmission of precise target coordinates, location of friendly forces, targets/threats and other pertinent mission data via friendly command and control forces.

SADL kit installations require an A/OA-10C aircraft modified with PE. Therefore, SADL kit/install schedule is aligned with PE install schedule to the maximum extent possible.

SADL RDT&E is funded under the Fighter Tactical Data Link (TDL) Program Element Code (PEC) 0207445F. FY06 SADL Group A Kits (aircraft wiring, antenna switch, mounting hardware) and installation was also funded in PEC 0207445F. Advanced Communications Systems, PEC 0207423F, funded procurement of the SADL radio (Group B) in FY06. Beginning in FY08, A/OA-10 DDL modifications and Group A/B will be funded from TDL PEC 0207445F.

Aircraft Breakdown: Active 108, Reserve 45, ANG 96, Total 249

**Development Status**

The A/OA-10 requires both SADL and Link 16 capability. To meet this requirement, initial development, system and software engineering, Group A development, porting of the EPLRS waveform, and testing necessary to integrate to a Link 16 capability is provided via TDL PEC 0207445F.

The initial contract for preliminary engineering was awarded in May- 04. Due to the delay of Joint Tactical Radio System (JTRS), the OSD Interoperability Senior Review Panel (ISRP) concurred with using SADL, with the EPLRS waveform, as an interim A/OA-10 data link solution.

The SADL receiver/transmitter (R/T) is a non-developmental item currently in use on other platforms. Testing is planned for Oct 06-May 07. Fielding begins in Sep 07 to support AEF requirements.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)			[13]	18.089		22.800		2.423		0.988		
PROCUREMENT (3010)												
INSTALL KITS			90	3.330			73	2.971	32	1.302	50	2.035
KITS NONRECUR				1.549								
EQUIPMENT							[73]	1.927	[32]	0.845	[50]	1.320
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[6]	1.200			[28]	6.262				
OGC				0.062				3.175		0.397		0.449
EQUIP NONREC								0.944		1.073		

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06	90	KITS	[78]	2.498			[12]	1.294				
FY-08	73	KITS					[73]	6.239				
FY-09	32	KITS							[32]	2.248		
FY-10	50	KITS									[50]	5.390
FY-11	2	KITS										
FY-12	2	KITS										
TOTAL INSTALL			78	2.498			85	7.533	32	2.248	50	5.390
TOTAL COST (BP-1100)			90	8.639			73	22.812	32	5.865	50	9.194
(Totals may not add due to rounding)												
INSTALLATION QTY					78		85		32		50	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[13]	44.300
PROCUREMENT (3010)										
INSTALL KITS	2	0.081	2	0.081					249	9.800
KITS NONRECUR										1.549
EQUIPMENT	[2]	0.053	[2]	0.053					[159]	4.198
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[34]	7.462
OGC		0.356		0.354						4.793
EQUIP NONREC										2.017
INSTALLATION OF HARDWARE										
FY-06			90 KITS						[90]	3.792
FY-08			73 KITS						[73]	6.239
FY-09			32 KITS						[32]	2.248
FY-10			50 KITS						[50]	5.390
FY-11	[2]	0.216	2 KITS						[2]	0.216
FY-12			2 KITS	[2]	0.216				[2]	0.216
TOTAL INSTALL	2	0.216	2	0.216					249	18.101
TOTAL COST (BP-1100)	2	0.706	2	0.704					249	47.920
(Totals may not add due to rounding)										
INSTALLATION QTY	2		2						249	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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									20	20	19	19	21	21	21	22	8	8	8	8	12	12	13	13					2							
Output											19	19	21	21	21	22	8	8	8	8	12	12	13	13							2					



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: MODE S/5 MN-7856

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

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

**Description/Justification**

Mode S is a civilian mode for Identify Friend or Foe (IFF) systems. It provides more detailed flight information about an aircraft to ground controllers and other aircraft than currently available. Europe has set a deadline of 31 Mar 09 for aircraft flying through European airspace to be equipped with Mode S or risk having those aircraft denied European air space. Mode 5 is a secure military only IFF mode used in combat to identify friendly aircraft to prevent fratricide. Mode 5 is being developed by DoD to replace Mode 4. All combat aircraft are required to have Mode 5 by 2015.

This program will upgrade the entire A/OA-10 fleet of 356 aircraft with both Mode S and Mode 5 in time to meet both European and DoD requirements and fund 19 spares.

The A/OA-10 Mode S/5 program will be accomplished in three spirals. The first spiral will remove and replace the existing IFF transponder with a Mode S equipped transponder and adapter plate. Using the current IFF control panel and the new transponder the pilot will be able to turn the Mode S on and off exactly the same as the current mode is operated. This spiral allows us to initiate production and show annual progress meeting European requirements as mandated. Spiral 1 system provides detailed information like heading, location, and altitude tied to a specific aircraft tail number to the air traffic controllers. Spiral 2 will add the capability to tie the Spiral 1 information from the aircraft to a specific flight plan.

Additionally, Spiral 2 will bring primary control of the IFF system into the up front controller and digital displays being installed in the A/OA-10 Precision Engagement (PE) program. The IFF control capability will be released with a subsequent A/OA-10 PE operational flight program around 3QFY07. As the A/OA-10 completes PE, it will fully comply with European airspace requirements. A/OA-10s based in Europe will have this upgrade complete prior to 31 Mar 09.

Spiral 3 integrates Mode 5 capability. DoD development of Mode 5 is scheduled to complete near the end of 2007. A/OA-10 will begin to integrate this capability in 2010. In this upgrade, the IFF transponders installed during Spiral 1 will be returned to the manufacturer for installation of a new card and updated software. This spiral will replace the current IFF control panel with a new one providing a full backup control to the up front controller and digital displays.

Aircraft Breakdown: Active 203, Reserve 51, ANG 102, Total 356

**Development Status**

The APX-119 is a non-developmental item being used on other platforms. RDT&E funding in FY10 will integrate Mode 5 on the A/OA-10.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												3.046
PROCUREMENT (3010)												
INSTALL KITS	28	0.183	[119]	0.357	[102]	0.306					[52]	4.246
KITS NONRECUR EQUIPMENT	28	1.375	119	5.950	102	5.100					52	2.860
EQUIP NONREC				0.000								
CHANGE ORDERS		3.133		0.268		0.032						0.182
DATA		2.166										
SIM/TRAINER												
SUPPORT-EQUIP		0.210										
OGC				0.254		1.886						0.800
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	28	7.067	119	6.829	102	7.324					52	8.088

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										3.046
PROCUREMENT (3010)										
INSTALL KITS	[32]	4.007	[42]	2.068					[375]	11.167
KITS NONRECUR										
EQUIPMENT	32	1.760	42	2.310					375	19.355
EQUIP NONREC										
CHANGE ORDERS		0.023		0.012						3.650
DATA										2.166
SIM/TRAINER										
SUPPORT-EQUIP										0.210
OGC		0.081		0.165						3.186
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	32	5.871	42	4.555					375	39.734

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 2 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: ONBOARD OXYGEN GENERATING SYSTEM (OBOGS) MN-9601

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

Models of Aircraft Affected:

Center: OO-ALC

PE 0207131F

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. Initial funding for the program was appropriated in FY02 as Congressional Plus-up. An additional \$6.5M Congressional Plus-up was appropriated in FY07.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

3010 funds are for integration efforts which will include evaluation of existing OBOGS and determining whether the system meets aircraft requirements. The effort shall not require major modification to the aircraft structure, wiring, or avionics. The integration effort shall include an Integrated Master Plan/Integrated Master Schedule (IMP/IMS) qualified prototype and coordination of testing through the and test plans shall be coordinated with the A-10 SPO. Also, an Indefinite Delivery/Indefinite Quantity (ID/IQ) table will be part of the proposal. This effort is to integrate a replacement for the current liquid oxygen system. The ID/IQ table will provide a framework for future procurement as funds become available.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		1.875			[2]	4.875						
EQUIPMENT												
EQUIP NONREC		0.625			[2]	1.625						
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.500				6.500						
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									[3]	6.750
EQUIPMENT										
EQUIP NONREC									[3]	2.250
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										9.000
(Totals may not add due to rounding)										
INSTALLATION QTY										

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: A-10 Secure Line of Sight/Beyond Line of Sight MN-9803  
 Models of Aircraft Affected: A/OA-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**

In Jan 05, USCENTCOM identified an urgent need request (UNR) for a Secure Line-of-Sight (SLOS) / Beyond Line-of-Sight (BLOS) capability for the A/OA-10. The system provides a robust, secure, two-way, frequency selectable SLOS/BLOS communications capability to fully integrate with coalition combat forces.

The AN/ARC-210 has the capability to transmit and receive on multiple secure frequencies. The ARC-210's capability to reprogram voice communications in-flight provides a reliable means for disseminating real-time updates with isolated forces. The ARC-210 provides a highly reliable, easily maintained capability to enhance Close Air Support and Combat Search and Rescue missions.

In response to the UNR, FY06 RDT&E funding was provided from Warfighter Rapid Acquisition Program (WPAP) using Program Element Code (PEC) 0203761F (\$1.4M), along with a Congressional add from Global War on Terrorism (GWOT) using PEC 0207131F (\$1.2M).

Integration of BLOS capability on the A/OA-10 first requires integration of the SLOS capability. The Air Force internally sourced funds to procure wiring harnesses and connectors (Group A kits) for 356 A/OA-10s and 51 ARC-210s radios and antennae (rotatable Group B kits) to provide an immediate SLOS capability.

Aircraft Breakdown: Active 203, Reserve 51, ANG 102, Total 356

**Development Status**

The ARC-210 radio is a non-development item already flying on other aircraft platforms. SLOS capabilities are interoperable with other aircraft. System Installation started late Oct 06. The BLOS capability is under analysis for integration into the A/OA-10, with an expected completion by early Jan 07. This initial capability will be a stand-alone system and not require an aircraft Operational Flight Program (OFP) update for the near term. Full integration into the Precision Engagement aircraft is expected with a future OFP suite.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)			[12]	1.200								
PROCUREMENT (3010)												
INSTALL KITS			356	0.183								
KITS NONRECUR												
EQUIPMENT			[51]	4.335								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.790								
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES			[5]	0.332								
OGC				0.546								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			356	6.186								

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[12]	1.200
PROCUREMENT (3010)										
INSTALL KITS									356	0.183
KITS NONRECUR										
EQUIPMENT									[51]	4.335
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.790
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES									[5]	0.332
OGC										0.546
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									356	6.186

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: A-10 Wing Replacement Program MN-9804

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

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

**Description/Justification**

The cost of sustaining the thin-skin wings has exceeded its economic limit. It is more cost effective to replace them. To increase the aircraft service life, aging A/OA-10 thin-skin wings must be replaced with thick-skin wings similar to those used on the later lots of production aircraft. The replacement wings can meet the A/OA-10 operational requirement to extend the A/OA-10 aircraft's service life to 16,000 hours.

The Wing Replacement program will procure replacement wings for the A/OA-10. In addition, the replacement wings will incorporate reliability and maintainability improvements to known fatigue critical locations. A prime contractor will be selected through a full and open competition in 3QFY07 to produce the replacement wings. Since the replacement wings will be installed as part of the O&M-funded Scheduled Structural Inspections (SSI) starting in FY10, there are no APAF-funded installation costs.

Wing Replacement production transitions from a 3-year to a 2-year lead time during FY08. The 33 month lead time for the FY08 buy reflects an average for the FY08 kit buy only. Subsequent lead time for FY09-13 buys will be 24 months.

Aircraft Breakdown: Active 90, Reserve 36, ANG 57, Total 183

**Development Status**

3-D model of the wing structure is in work and on schedule to support the wing replacement program starting in FY07.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)						5.695							
PROCUREMENT (3010)													
INSTALL KITS					2	0.012	6	0.038	12	0.074	37	0.234	
KITS NONRECUR													
EQUIPMENT					[2]	38.471	[6]	62.244	[12]	87.640	[37]	237.213	
EQUIP NONREC													
CHANGE ORDERS								5.000		6.000		6.500	
DATA								0.062					
SIM/TRAINER													
SUPPORT-EQUIP													
OGC						0.047		1.898		2.032		3.393	
INSTALLATION OF HARDWARE													
FY-07		2 KITS										[2]	
FY-08		6 KITS										[2]	
FY-09		12 KITS											
FY-10		37 KITS											
FY-11		42 KITS											
FY-12		42 KITS											
FY-13		42 KITS											
TOTAL INSTALL												4	
TOTAL COST (BP-1100)						2	38.530	6	69.242	12	95.746	37	247.340
(Totals may not add due to rounding)													
INSTALLATION QTY													4

**(Continued)**

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										5.695
PROCUREMENT (3010)										
INSTALL KITS	42	0.269	42	0.277	42	0.284			183	1.188
KITS NONRECUR										
EQUIPMENT	[42]	251.239	[42]	261.311	[42]	267.092			[183]	1205.210
EQUIP NONREC										
CHANGE ORDERS		4.000								21.500
DATA										0.062
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		3.012		2.013		1.490				13.885
INSTALLATION OF HARDWARE										
FY-07 2 KITS									[2]	
FY-08 6 KITS	[4]								[6]	
FY-09 12 KITS	[12]								[12]	
FY-10 37 KITS			[37]						[37]	
FY-11 42 KITS					[42]				[42]	
FY-12 42 KITS							[42]		[42]	
FY-13 42 KITS							[42]		[42]	
TOTAL INSTALL	16		37		42		84		183	
TOTAL COST (BP-1100)	42	258.520	42	263.601	42	268.866			183	1241.845
(Totals may not add due to rounding)										
INSTALLATION QTY	16		37		42		84		183	

Method of Implementation: DEPOT

Initial Lead Time: 39 Months

Follow-On Lead Time: 24 Months

**Milestones**

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

**Installation Schedule**

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



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: PRECISION ENGAGEMENT MN-9805

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

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

**Description/Justification**

The Precision Engagement (PE) Program, MN-9805 is a hardware and software modification to the A/OA-10.

The PE modification integrates: MIL-STD 1760 Bus, Joint Direct Attack Munition (JDAM), Wind Corrected Munitions Dispenser (WCMD), LITENING and SNIPER advanced targeting pods, Digital Stores Management System (DSMS), and DC power upgrade. The DSMS replaces the current Armament Control Panel (ACP) (television monitor) and the Interstation Control Unit (ICU) with Multi-functional Color Displays (MFCD) and replaces the current stick and throttle with improved Hands on Throttle and Stick (HOTAS) capable controls reducing the "heads down" time in the cockpit. The ICU will be replaced with a new processor; the Central Interface Control Unit (CICU). The PE modification also incorporates Situational Awareness Data Link (SADL) into the A-10. This program does not purchase JDAM/WCMD munitions, targeting pods or their associated support equipment. Once the A/OA-10A is modified with PE, it will be designated as the A/OA-10C.

OSD Interoperability Senior Review Panel (ISRP) approved SADL as an interim system for the A/OA-10 fleet due to delays with the JTRS program. The SADL modification integrates, tests, and fields an integrated battlefield air picture, an integrated ground picture, and legacy data link waveform through the addition of a digital data link system. The SADL development and modification efforts are funded under the Fighter Tactical Data Link (TDL) Program Element Code (PEC) 0207445F.

Subsequent Operational Flight Programs (OFPs) for the A/OA-10C may include: a moving map, BRU-57 Smart Rack, Small Diameter Bomb (SDB), and additional data link waveforms. Improvements will enhance situational awareness, enable the A/OA-10C to carry two smart weapons on a single parent station, and expand combat data link capability.

Aircraft Breakdown: Active 175, Reserve 39, ANG 90, Total 304

**Development Status**

PE hardware and software are currently in combined developmental/operational testing. Initial Operational Test and Evaluation (IOT&E) is expected to complete 3Q FY08.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		69.013		32.937		10.955		1.942				
PROCUREMENT (3010)												
INSTALL KITS	116	17.102	68	10.012	25	4.425	66	9.236	29	5.716		
KITS NONRECUR EQUIPMENT	116	36.579	[68]	20.025	[25]	10.322	[66]	21.550	[29]	13.336		
EQUIP NONREC		5.075										
CHANGE ORDERS						0.923		1.345		0.000		
DATA						0.630		0.657		0.369		0.702
SIM/TRAINER	2	0.593	[4]	1.117	[9]	3.378	[2]	0.577				
SUPPORT-EQUIP	20	2.231	[20]	1.535	[30]	2.254	[20]	1.600	[10]	0.860	[10]	0.900
ICS				0.100		1.000		1.500		1.500		1.200
OGC		10.143		0.549		3.790		7.290		4.328		4.092
OTHER												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04	5	2.231										
FY-05												
FY-06			[20]	9.996	[70]	27.780	[21]	8.998				
FY-07									[16]	6.968		
FY-08									[25]	10.887		
FY-09											[66]	29.205
FY-10											[12]	5.310
TOTAL INSTALL	5	2.231	20	9.996	70	27.780	73	31.278	41	17.855	78	34.515
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	116	73.954	68	43.334	25	54.502	66	75.033	29	43.964		41.409
INSTALLATION QTY	5		20		70		73		41		78	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										114.847
PROCUREMENT (3010)										
INSTALL KITS									304	46.491
KITS NONRECUR										
EQUIPMENT									[304]	101.812
EQUIP NONREC										5.075
CHANGE ORDERS										2.268
DATA		0.153								2.511
SIM/TRAINER									[17]	5.665
SUPPORT-EQUIP									[110]	9.380
ICS		0.250								5.550
OGC		1.360								31.552
OTHER										
INSTALLATION OF HARDWARE										
FY-04									[5]	2.231
FY-05									[111]	46.774
FY-06									[68]	29.248
FY-07									[25]	10.887
FY-08									[66]	29.205
FY-09									[29]	12.952
TOTAL INSTALL									17	7.642
TOTAL COST (BP-1100)										9.405
(Totals may not add due to rounding)									304	341.601
INSTALLATION QTY									17	304

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 13 Months

Follow-On Lead Time: 13 Months

Milestones

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

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	4	1	4	0	4	12	17	17	18	18	18	18	18	19	18	18
Output																	4	1	4	0	4	12	17	17	18	18	18	18	18	19	18	18
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	11	10	10	10	19	19	20	20	15	2																						
Output	18	11	10	10	10	19	19	20	20	15	2																					

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$192.791	\$164.300	\$19.165	\$58.222	\$256.625	\$336.627	\$287.240	\$148.517

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 FY08/09 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY08/09 is the Advanced Display Core Processor and Avionics Replacement. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_1200	F-15C Avionics Replacement				25.7	15.2					40.9
	_1202	F-15E AESA Radar					115.6	140.9	144.9	147.2		548.6
	_2222	32J Fuel Manifold Clamping Sys	0.5	0.7	1.8	0.8						3.9
	10211B	SECONDARY POWER UPGR	0.0									13.1
	19203B	F100-220E ENGINE UPGRAD	1.4									422.2
	6157	Antenna Test Station		8.0	5.0	4.5						17.5
	6158	F-15C/D APG-63(V)3 radar upg	72.2	71.7			76.3	121.5	131.8			473.5
	8265	PROGRAMMABLE ARMAME	6.9	5.8								91.6
	8314	AIR DATA PROCESSOR	1.8	0.7								31.2
	8352	JOINT HELMET-MOUNTED C	13.0	7.2								101.1
	8357	ADVANCED DISPLAY CORE	30.1	19.0	7.5	3.7						105.2
	8662	AETC MTD UPGRADES-FIEL	2.1	1.3								7.4
	8703	F-15 A/D DIGITAL VIDEO REC					6.4	22.8	8.7			37.9
	8705	F-15E DIGITAL VIDEO RECO	8.9	3.3			12.4	22.0				47.6
	8742	TEWS INTERMEDIATE SUPP	15.2	2.4	3.0		2.5	8.9				32.0
	8745	IFF A-D	17.4	27.4								121.3
	8746	IFF E	19.2	13.4								50.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$192.791	\$164.300	\$19.165	\$58.222	\$256.625	\$336.627	\$287.240	\$148.517	

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 FY08/09 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY08/09 is the Advanced Display Core Processor and Avionics Replacement. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
	8792	F-15C/D VHF Radio Retrofit			1.6							1.6
	99999E	MISC ENGINE UPDATE MOD	0.7	1.0		1.0						3.9
	99999U	LOW COST RETROFIT MODS	1.7	1.7	0.0	0.6	1.4	1.8				13.8
	99999X	LOW COST MODIFICATIONS	1.8	0.6	0.3	1.8	0.7	2.0	1.8	1.3		19.7
	Z88888	REPROGRAMMINGS	0.0	0.1								
<b>TOTAL FOR CLASS P</b>			192.8	164.3	19.2	38.1	230.4	319.9	287.2	148.5	0.0	2184.7
	8754	A-D IFF MODE 5				9.9	13.0	7.9				30.8
	8755	E IFF MODE 5				10.2	13.2	8.8				32.2
<b>TOTAL FOR CLASS</b>			0.0	0.0	0.0	20.1	26.2	16.7	0.0	0.0	0.0	63.0
<b>TOTAL FOR WEAPON SYSTEM F-15</b>			192.8	164.3	19.2	58.2	256.6	336.6	287.2	148.5	0.0	2247.7

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 28	PAGE NO. 2	
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01/26/2007  
 FY 2008 PB  
 Modification Title and No: F-15C Avionics Replacement MN-\_1200

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: C/D

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

**Description/Justification**

The F-15 MSIP cockpit remains relatively unchanged since its fielding in 1975. Since its initial fielding additional capabilities have been added that have completely filled the available console space. Therefore there is no space to incorporate control for the 8.33 KHz channel spacing of the VHF radio required for operation in Europe or any future additional capabilities. A proposed solution to the lack of console space is incorporation of an Avionics Control Unit (ACU) into the F-15 MSIP aircraft. The ACU will perform a similar function to the Upfront Control Unit (UFC) in the F-15E. FY 2011 installation funding to be addressed in future budgets.

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

**Development Status**

Development funds are budgeted for FY07 and FY08 to develop any new parts which may be required and to integrate the ACU with the F-15C/D OFP. Development expected to be completed late in FY08 to support production start-up in FY09Q2.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						4.900		10.086				
PROCUREMENT (3010)												
INSTALL KITS									160	4.800	72	2.225
KITS NONRECUR										0.500		
EQUIPMENT									[160]	11.616	[72]	5.385
EQUIP NONREC										1.000		
CHANGE ORDERS										0.356		0.137
DATA										1.162		0.539
SIM/TRAINER												
SUPPORT-EQUIP										0.581		0.270
ICS										0.348		0.161
TRAINING										0.232		0.108
DEPOT												4.039
OGC										0.272		0.126
INSTALLATION OF HARDWARE												
FY-09				160 KITS					[14]	4.800	[120]	
FY-10				72 KITS								2.225
TOTAL INSTALL									14	4.800	120	2.225
TOTAL COST (BP-1100)									160	25.667	72	15.215
(Totals may not add due to rounding)												
INSTALLATION QTY									14		120	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										14.986
PROCUREMENT (3010)										
INSTALL KITS									232	7.025
KITS NONRECUR										0.500
EQUIPMENT									[232]	17.001
EQUIP NONREC										1.000
CHANGE ORDERS										0.493
DATA										1.701
SIM/TRAINER										
SUPPORT-EQUIP										0.851
ICS										0.509
TRAINING										0.340
DEPOT										4.039
OGC										0.398
INSTALLATION OF HARDWARE										
FY-09		160 KITS							[160]	4.800
FY-10		72 KITS							[72]	2.225
TOTAL INSTALL									232	7.025
TOTAL COST (BP-1100)									232	40.882
(Totals may not add due to rounding)										
INSTALLATION QTY									98	232

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)					12/08	01/10
Delivery Date (Month/CY)					09/09	10/10

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</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																												
Output																	14	30	30	30	30	25	25	25	23	25	25	23



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: 32J Fuel Manifold Clamping System MN-\_2222

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

Models of Aircraft Affected: F-15 A-D

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

**Description/Justification**

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

The support equipment funding provides retrofit kits to modify existing Digital Electronic Engine Control (DEEC)/Engine Diagnostic Unit Functional Testers to be compatible with the introduction of the new series Group VI Digital Electronic Engine Control. Modifications are required to ensure base maintenance sustainability at both the Organizational, and Avionics Intermediate Shop level.

This was a new start in FY 2006. Installation of this modification is funded and performed at the depot level.

Aircraft Breakdown: Active 680, Reserve , ANG 722, Total 1402

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			99	0.289	292	0.379	820	1.534	341	0.673		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.000								
SIM/TRAINER												
SUPPORT-EQUIP				0.213		0.250		0.100				
OGC						0.117		0.183		0.114		
INSTALLATION OF HARDWARE												
FY-06			99	KITS								
FY-07			292	KITS		[99]						
FY-08			820	KITS			[292]					
FY-09			341	KITS					[820]			
TOTAL INSTALL						99		292		820		[341]
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			99	0.502	292	0.746	820	1.817	341	0.787		
INSTALLATION QTY					99		292		820		341	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1552	2.875
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.563
OGC										0.414
INSTALLATION OF HARDWARE										
FY-06		99 KITS							[99]	
FY-07		292 KITS							[292]	
FY-08		820 KITS							[820]	
FY-09		341 KITS							[341]	
TOTAL INSTALL									1,552	
TOTAL COST (BP-1100)									1,552	3.852
(Totals may not add due to rounding)										
INSTALLATION QTY									1,552	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</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									99								292				820								341			
Output										99				170	122						205	205	205		205	85	85		86	85		

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: F100-220E ENGINE UPGRADE MN-19203B

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

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**Description/Justification**

This effort modifies the F100-PW-100/-200 engine and spare modules to the F100-PW-220E configuration. The -220E includes the core, Low Pressure Turbine (LPT), augmentor, and fan modules as well as the gear pump and digital electronic engine control (DEEC) system. It will be equivalent to the new production -220 engine. Maintenance benefits include no engine trim, automated diagnostics, 23% fewer organizational-scheduled inspections, and 86% increased availability. Benefits include avoidance of six class A mishaps. Operational benefits include 32% faster idle-to-max transient, nominal 10% thrust improvement, full envelope capability, unrestricted throttle movement, automatic secondary control and 225 knot air start capability. Install plan utilizes scheduled Depot Overhaul (O&M) funding as negotiated with the using command, and labor at the field production facility. The quantities line represent the number of engines identified in the 'EQUIPMENT' line only and doesn't include the number of spare modules identified in the 'MOD OF SPARES' line. The INSTALLATION OF HARDWARE dollars represent the costs of the labor for modifying items associated with the engine upgrade kits purchased in the previous FY. Concurrent with the transition of installation from Kadena AFB, Japan to Eglin AFB, FL, installation has moved from field installation, which was paid for by the organization of the field to depot field team installation, which is paid for by the program.

Aircraft Breakdown: Active 255, Reserve 0, ANG 39, Total 294

**Development Status**

Completed.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	294	391.144										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	4	2.954										
MOD OF SPARES	98	9.209										
OGC		5.430										

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-93	18	KITS	18									
FY-94	18	KITS	18									
FY-97	23	KITS	23	3.255								
FY-98	22	KITS	22	1.465								
FY-99	25	KITS	25	1.250								
FY-00	35	KITS	35	0.718								
FY-01	38	KITS	38	0.618								
FY-02	24	KITS	24	1.743								
FY-03	40	KITS	40	2.660								
FY-04	43	KITS	10	0.420	[33]	1.120						
FY-05	8	KITS			[8]	0.261						
TOTAL INSTALL	253	12.129	41	1.381								
TOTAL COST (BP-1100)	294	420.866		1.381								
(Totals may not add due to rounding)												
INSTALLATION QTY	253		41									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									294	391.144
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[4]	2.954
MOD OF SPARES									[98]	9.209
OGC										5.430
INSTALLATION OF HARDWARE										
FY-93	18	KITS							[18]	
FY-94	18	KITS							[18]	
FY-97	23	KITS							[23]	3.255
FY-98	22	KITS							[22]	1.465
FY-99	25	KITS							[25]	1.250
FY-00	35	KITS							[35]	0.718
FY-01	38	KITS							[38]	0.618
FY-02	24	KITS							[24]	1.743
FY-03	40	KITS							[40]	2.660
FY-04	43	KITS							[43]	1.540
FY-05	8	KITS							[8]	0.261
TOTAL INSTALL									294	13.510
TOTAL COST (BP-1100)									294	422.247
(Totals may not add due to rounding)										
INSTALLATION QTY									294	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

**Installation Schedule**

		<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input																																		
Output																	18	8	10															
																	18	8	10															
Quarter	1	<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>														
Input	7	7	7	6	6	6	7	8	10	10	9	10	10	9	8	6	6	4	0	10	10	10	10	10	10	12	14	13	2					
Output	4	7	7	7	6	6	6	7	8	10	10	9	10	10	9	8	6	6	4	0	10	10	10	10	10	12	13	13	13					

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Antenna Test Station MN-6157

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 A-E

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**Description/Justification**

The upgrade program replaces 40 obsolete Tester Replacement Units (TRUs) for the AN/GSM-228 Antenna Test Station (ATS) and the AN/GSM-345 Enhanced Aircraft Radar Test Station (EARTS) with current Vmebus Extensions for Instrumentation (VXI) technology. This equipment is vital to maintaining APG-63 and APG-70 radar operational readiness. Due to obsolescence and diminishing manufacturing and repair sources the TRUs will be unsupported by FY07, which would result in a serious degradation of F-15 mission capable rates. This is a new start in FY07.

The Contractor will modify two stations per month via Contractor Field Teams (CFT) and complete the entire modification process in approximately 24 months.

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

**Development Status**

Prototyping and System Compatibility Testing is complete for the AN/GSM-228. Prototyping of the AN/GSM-345 is in progress.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					5	2.100	24	4.266	11	3.800		
KITS NONRECUR						5.000						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.900						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07			5 KITS				[5]	0.100				
FY-08			24 KITS				[18]	0.634	[6]	0.250		
FY-09			11 KITS						[11]	0.450		
TOTAL INSTALL							23	0.734	17	0.700		
TOTAL COST (BP-1100)					5	8.000	24	5.000	11	4.500		
(Totals may not add due to rounding)												
INSTALLATION QTY							23		17			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	10.166
KITS NONRECUR										5.000
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.900
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-07	5	KITS							[5]	0.100
FY-08	24	KITS							[24]	0.884
FY-09	11	KITS							[11]	0.450
TOTAL INSTALL									40	1.434
TOTAL COST (BP-1100)									40	17.500
(Totals may not add due to rounding)										
INSTALLATION QTY									40	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													5	6	6	6	6	6	5	
Output													5	6	6	6	6	6	6	5



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: F-15C/D APG-63(V)3 radar upgrade MN-6158

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: F-15                      Class P  
PE 27130F                      Team

Models of Aircraft Affected: C/D

Center:

**Description/Justification**

The APG-63(V)3 radar upgrade replaces the mechanically-scanned antenna on F-15A-D model aircraft with an electronically-scanned array antenna which provides improved reliability and performance.

On aircraft which have already received the APG-63(V)1 upgrade, the modification requires replacement of the antenna only. On aircraft which do not already have the (V)1 upgrade, both the antenna and "backend" processing LRUs are replaced. Other avionics which support radar functionality may also be replaced in these upgrades.

The FY06 funding comes from two separate Congressional adds. One add, for \$20M, provides the non-recurring funds necessary to start the (V)3 modification program, and procures one (V)3 array for use as attrition reserve for USAF APG-63(V)2 equipped F-15Cs. The second add, for \$52.5M, procures six (V)3 radars for the ANG.

The FY07 funding comes from a \$72M Congressional add. Procures eight (V)3 radars for ANG, supportability and sparring for two additional ANG bases.

The FY10-12 funding was added by the AF in the FY08 PB. The three year gap in funding is due to the requirements of higher AF priorities. FY 2013 installation funding to be addressed in future budgets.

Aircraft Breakdown: Active 35, Reserve 0, ANG 14, Total 49

**Development Status**

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

Development of the APG-63(V)3 antenna began in FY02 as part of a Congressionally-funded F-15 Block Upgrade study. Additional funds were provided from FY03 through FY06 in a combination of Congressional Plus-ups and USAF President's Budget funding.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		53.300	[1]	22.828		12.610						
PROCUREMENT (3010)												
INSTALL KITS			[7]	0.000	[8]						[4]	
KITS NONRECUR												
EQUIPMENT			7	32.200	8	36.800					4	35.992
EQUIP NONREC				10.200		1.540						25.010
CHANGE ORDERS				2.860		3.211						1.950
DATA				0.640		0.640						0.070
SIM/TRAINER					[3]	0.500						
SUPPORT-EQUIP				0.000								
SITE ACTIVATION				2.150		4.300						3.620
ICS				3.200		3.200						
OGC				1.060		1.060						0.660
DEPOT				7.100		6.200						
ENG SUPPORT				2.500		2.500						
SPARES											[1]	8.998

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06			7	10.290					[5]		[2]	
FY-07						11.760					[6]	
FY-10			4									
FY-11			15									
FY-12			15									
TOTAL INSTALL				10.290		11.760			5		8	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			7	72.200	8	71.711					4	76.300
INSTALLATION QTY									5		8	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	88.738
PROCUREMENT (3010)									[49]	
INSTALL KITS	[15]		[15]							
KITS NONRECUR										
EQUIPMENT	15	100.940	15	101.940					49	307.872
EQUIP NONREC										36.750
CHANGE ORDERS		6.630		6.690						21.341
DATA		0.100		0.100						1.550
SIM/TRAINER									[3]	0.500
SUPPORT-EQUIP										
SITE ACTIVATION		5.600		5.620						21.290
ICS										6.400
OGC		1.020		1.110						4.910
DEPOT										13.300
ENG SUPPORT										5.000
SPARES	[1]	7.210	[1]	7.280					[3]	23.488
INSTALLATION OF HARDWARE										
FY-06 7 KITS									[7]	10.290
FY-07 8 KITS	[2]								[8]	11.760
FY-10 4 KITS			[4]	4.530					[4]	4.530
FY-11 15 KITS			[7]	4.530			[8]		[15]	4.530
FY-12 15 KITS							[15]		[15]	
TOTAL INSTALL	2		11	9.060	23				49	31.110
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	15	121.500	15	131.800					49	473.511
INSTALLATION QTY	2		11		23				49	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																	
Output																																	
Input	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	3	4	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Output	1	2	2	2	2	2	2	2	2	2	2	2	2	2	3	4	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 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

Center: WRALC Robins AFB GA

**Description/Justification**

The F-15E Programmable Armament Control Set (PACS) upgrade program provides for the installation of the redesigned Converter-Programmer (C-P) and Electronic Sequencing Unit (ESU) subsystems. These redesigns provide the warfighter with required (MIL-STD-1760) interface capabilities for new smart weapons, computing power to utilize these weapons, improved reliability, maintainability, availability, and supportability. The redesign also includes provisions for future expansion of this weapon stores management system. Suite 4E+/Smart Weapons and Advanced Display Core Processor (ADCP) are dependent on PACS Upgrade installation. Productionization of the EMD design with an initial lot buy of five retrofit kits and related support occurred in FY01. The F-15 E227 aircraft program funded the establishment of the production capability. The last lot of kits were bought in FY05.

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		19.728										
PROCUREMENT (3010)												
INSTALL KITS	217	6.025										
KITS NONRECUR												
EQUIPMENT	217	35.140										
EQUIP NONREC		0.273										
CHANGE ORDERS		0.010										
DATA		2.160										
SIM/TRAINER												
SUPPORT-EQUIP		10.642										
NUCLEAR CERTIFICATION		1.575										
DEPOT		1.756										
WEAPONS UMBILICALS	272	2.335										
TRAINING		0.365										
OGC		0.788										
ICS		0.458		0.534								
GFP		0.142										
WARRANTY		0.251										
1760 INTERFACE CAPABILITY		8.923		2.000								
SPARES	99	0.902										
OTHER		0.833		1.045		4.384						

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-01	26	1.229										
FY-02	45	2.428										
FY-03	32	1.893										
FY-04	112	0.769	[71]	3.281	[28]	1.344						
FY-05	2				[2]	0.096						
TOTAL INSTALL	116	6.319	71	3.281	30	1.440						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	217	78.897		6.860		5.824						
INSTALLATION QTY	116		71		30							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										19.728
PROCUREMENT (3010)										
INSTALL KITS									217	6.025
KITS NONRECUR										
EQUIPMENT									[217]	35.140
EQUIP NONREC										0.273
CHANGE ORDERS										0.010
DATA										2.160
SIM/TRAINER										
SUPPORT-EQUIP										10.642
NUCLEAR CERTIFCATION										1.575
DEPOT										1.756
WEAPONS UMBILICALS									[272]	2.335
TRAINING										0.365
OGC										0.788
ICS										0.992
GFP										0.142
WARRANTY										0.251
1760 INTERFACE CAPABILITY										10.923
SPARES									[99]	0.902
OTHER										6.262
INSTALLATION OF HARDWARE										
FY-01	26	KITS							[26]	1.229
FY-02	45	KITS							[45]	2.428
FY-03	32	KITS							[32]	1.893
FY-04	112	KITS							[112]	5.394
FY-05	2	KITS							[2]	0.096
TOTAL INSTALL									217	11.040
TOTAL COST (BP-1100)									217	91.581
(Totals may not add due to rounding)										
INSTALLATION QTY									217	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

**Installation Schedule**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	<u>FY-03</u>			1	<u>FY-04</u>			1	<u>FY-05</u>			1	<u>FY-06</u>			1	<u>FY-07</u>			1	<u>FY-08</u>			4											
Input	3	4	5	5	7	8	7	7	9	11	20	29	24	21	17	9	12	11	5	2																
Output	0	1	0	1	5	7	19	12	12	12	11	13	16	13	16	12	16	14	10	13	11	2														

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: AIR DATA PROCESSOR MN-8314

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**Description/Justification**

The Air Data Processor (ADP) provides a high quality supportable 2-level maintenance subsystem, and a tailored source for accurate atmospheric sensing, cueing, and weapons delivery. Modification replaces five aging non-supportable avionics subsystems: air data computer, two electronic air inlet controllers; pressure sensor assembly, and flap blow-up switch. The 3010 ADP production is unrelated to SEC tables development. The Advanced Display Core Processor (ADCP) Program is baselined with ADP deliveries. Definitization of FY02-06 production options completed in Apr 01. Seventeen ADP units were procured as part of E210 configuration, ten units were procured as part of E227 configuration, and five EMD units were retrofitted to production configuration. FY05 kit quantity decreased by 2 due to aircraft attrition. FY05 Kit buy contract award Dec 04 completed requirement for 194 kits.

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	5	2.900										
PROCUREMENT (3010)												
INSTALL KITS	194	3.836										
KITS NONRECUR												
EQUIPMENT	194	16.149										
EQUIP NONREC		0.106										
CHANGE ORDERS		0.025				0.264						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		2.234										
ICS		0.390										
DEPOT		1.408										
PARTS RETESTING		0.020										
OGC		0.781										
OTHER												
INSTALLATION OF HARDWARE												
FY-00	42 KITS	42	1.129									
FY-01	38 KITS	38	1.760									
FY-02	24 KITS	24	0.479									
FY-03	33 KITS	26	0.376	[7]	0.294							
FY-04	29 KITS			[29]	1.216							
FY-05	28 KITS			[7]	0.294	[21]	0.459					
TOTAL INSTALL		130	3.744	43	1.804	21	0.459					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		194	28.693		1.804		0.723					
INSTALLATION QTY		130		43		21						



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[5]	2.900
PROCUREMENT (3010)										
INSTALL KITS									194	3.836
KITS NONRECUR										
EQUIPMENT									[194]	16.149
EQUIP NONREC										0.106
CHANGE ORDERS										0.289
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										2.234
ICS										0.390
DEPOT										1.408
PARTS RETESTING										0.020
OGC										0.781
OTHER										
INSTALLATION OF HARDWARE										
FY-00	42	KITS							[42]	1.129
FY-01	38	KITS							[38]	1.760
FY-02	24	KITS							[24]	0.479
FY-03	33	KITS							[33]	0.670
FY-04	29	KITS							[29]	1.216
FY-05	28	KITS							[28]	0.753
TOTAL INSTALL									194	6.007
TOTAL COST (BP-1100)									194	31.220
(Totals may not add due to rounding)										
INSTALLATION QTY									194	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 17 Months

Milestones

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

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1	2			9	6	8	8	8	8	6	7	8	7	7	6	9	9	8	13
Output																	4	8	7	6	6	8	10	9	12	11	9	9	7	8	7	7
	<u>FY-06</u>				<u>FY-07</u>																											
Quarter	1	2	3	4	1	2	3	4																								
Input	8	13	13	9	7	8	4	2																								
Output	7	10	10	12	9	10	5	3																								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: JOINT HELMET-MOUNTED CUEING SYSTEM MN-8352

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

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**Description/Justification**

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

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

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

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

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

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

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

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.418										
PROCUREMENT (3010)												
INSTALL KITS	170	6.506	0	0.000								
KITS NONRECUR												
EQUIPMENT	170	41.433	[0]	0.000								
EQUIP NONREC		7.990		0.487								
CHANGE ORDERS		0.232										
DATA												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SIM/TRAINER												
SUPPORT-EQUIP		7.356		3.412								
OGC		3.530		5.000		0.300						
TRAINING		0.405										
ICS		5.065		1.771		0.680						
PACKAGING												
INITIAL SPARES (WCF												
REIMBURSEMENTS)												
DEPOT STAND-UP						4.700						
INSTALLATION OF HARDWARE												
FY-01	10 KITS	10	1.607									
FY-02	54 KITS	54	3.687									
FY-03	35 KITS	35	2.741									
FY-04	30 KITS	4	0.386	[26]	1.789							
FY-05	41 KITS			[8]	0.551	[33]	1.500					
TOTAL INSTALL		103	8.421	34	2.340	33	1.500					
TOTAL COST (BP-1100)		170	80.938		13.010		7.180					
(Totals may not add due to rounding)												
INSTALLATION QTY		103		34		33						

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										15.418
PROCUREMENT (3010)										
INSTALL KITS									170	6.506
KITS NONRECUR										
EQUIPMENT									[170]	41.433
EQUIP NONREC										8.477
CHANGE ORDERS										0.232
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										10.768
OGC										8.830
TRAINING										0.405
ICS										7.516
PACKAGING										
INITIAL SPARES (WCF										
REIMBURSEMENTS)										
DEPOT STAND-UP										4.700
INSTALLATION OF HARDWARE										
FY-01	10 KITS								[10]	1.607
FY-02	54 KITS								[54]	3.687
FY-03	35 KITS								[35]	2.741
FY-04	30 KITS								[30]	2.175
FY-05	41 KITS								[41]	2.051
TOTAL INSTALL									170	12.261
TOTAL COST (BP-1100)									170	101.128
(Totals may not add due to rounding)										
INSTALLATION QTY									170	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: ADVANCED DISPLAY CORE PROCESSOR (ADCP) MN-8357

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**Description/Justification**

The Advanced Display Core Processor (ADCP) modification combines the Multi-Purpose Display Processor (MPDP) and the Very High Speed Integrated Central Computer (VHSIC) into one integrated LRU. The VCC and MPDP are plagued with obsolete parts and they barely support current computer resource requirements. The ADCP program has interdependencies with several currently funded F-15 Mod programs, to include the Programmable Armament Control System (PACS), Air Data Processor (ADP), Smart Weapons, and Suite 5E. The ADCP is also on the critical path to fielding of the Small Diameter Bomb (SDB) on the F-15E. Depot start-up, parts obsolescent and ECP costs are included in the Support Equipment line starting in FY 07.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		96.618		2.000								
PROCUREMENT (3010)												
INSTALL KITS	96	1.002	87	0.994	41	0.460	0	0.000	0	0.000		
KITS NONRECUR												
EQUIPMENT	86	25.400	[87]	20.766	[41]	10.234	[0]	0.000	[0]	0.000		
EQUIP NONREC		6.288										
CHANGE ORDERS		1.842		1.624		0.808		0.497		0.000		
DATA		2.974		0.525		0.237						
SIM/TRAINER												
SUPPORT-EQUIP		3.058		2.663		1.195		1.180		0.511		
PROGRAM MNGMT		1.026		0.750		0.559		0.000		0.000		
TRAINING		0.325		0.385		0.433						
RETROFIT KITS	10	2.578										
OGC		0.333		0.344		1.183		0.300		0.000		
ICS		0.125		0.519		0.720		1.525		0.562		
INSTALLATION OF HARDWARE												
FY-05	96 KITS		[23]	1.504	[64]	3.123	[9]	0.401				
FY-06	87 KITS						[71]	3.550	[16]	0.728		
FY-07	41 KITS								[41]	1.941		
TOTAL INSTALL			23	1.504	64	3.123	80	3.951	57	2.669		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	96	44.951	87	30.074	41	18.952		7.453		3.742		
INSTALLATION QTY			23		64		80		57			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										98.618
PROCUREMENT (3010)										
INSTALL KITS									224	2.456
KITS NONRECUR										
EQUIPMENT									[214]	56.400
EQUIP NONREC										6.288
CHANGE ORDERS										4.771
DATA										3.736
SIM/TRAINER										
SUPPORT-EQUIP										8.607
PROGRAM MNGMT										2.335
TRAINING										1.143
RETROFIT KITS									[10]	2.578
OGC										2.160
ICS										3.451
INSTALLATION OF HARDWARE										
FY-05		96 KITS							[96]	5.028
FY-06		87 KITS							[87]	4.278
FY-07		41 KITS							[41]	1.941
TOTAL INSTALL									224	11.247
TOTAL COST (BP-1100)									224	105.172
(Totals may not add due to rounding)										
INSTALLATION QTY									224	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-99</u>			<u>FY-00</u>			<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>			<u>FY-04</u>			<u>FY-05</u>			<u>FY-06</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input																										
Output																										
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input	12	15	23	14	19	20	22	19	19	18	20	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Output	12	15	23	14	19	20	22	19	19	18	20	0	0	0	0	0	0	0	0	0	0	0	0	0	4	

01/26/2007  
 FY 2008 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0809731F

Team AIR

**Description/Justification**

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

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		4.047	[6]	2.072	[3]	1.301						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		4.047		2.072		1.301						
(Totals may not add due to rounding)												
INSTALLATION QTY												





UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: F-15E DIGITAL VIDEO RECORDER MN-8705

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**Description/Justification**

The Digital Video Recorder (DVR) is an off-the-shelf replacement for the existing, obsolete 8mm Airborne Video Tape Recorder (AVTR) used to record cockpit displays for training and post-mission debrief. The DVR has significantly higher reliability because it contains no moving parts, and is easily upgraded to prevent system obsolescence. The DVR records 3+ displays for more than 2 hours each, allowing simultaneous record and playback of multiple displays. This capability overcomes a significant training limitation with the existing AVTR's 2 channel recording limitation. The program includes recorders, memory cartridges, and commercial-off-the-shelf playback stations that enable time-synchronized, simultaneous playback of multiple aircraft, greatly enhancing debrief and training efficiency.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	0.001	10	0.007	24	1.320					84	0.067
KITS NONRECUR EQUIPMENT	2	0.154	[10]	0.985		0.302					[84]	6.280
EQUIP NONREC CHANGE ORDERS		0.054		0.162								0.037
DATA				0.463		0.050						0.729
SIM/TRAINER SUPPORT-EQUIP		0.011										0.456
ENG SUPPORT				0.788								
INTEGRATION		0.810		6.010		0.400						
ICS		0.003		0.042								0.184
DEPOT												4.086
OGC		0.034		0.029		0.012						0.540
INSTALLATION OF HARDWARE												
FY-05			2 KITS	0.062	[2]							
FY-06			10 KITS	0.314	[10]							
FY-07			24 KITS			1.200	[24]					
FY-10			84 KITS									
FY-11			104 KITS									
TOTAL INSTALL				0.376	12	1.200	24					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	1.067	10	8.862	24	3.284					84	12.379
INSTALLATION QTY					12		24					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	104	0.103							224	1.498
KITS NONRECUR EQUIPMENT	[104]	8.398							[200]	16.119
EQUIP NONREC CHANGE ORDERS		0.937								1.190
DATA		0.333								1.575
SIM/TRAINER	[5]	0.718							[5]	0.718
SUPPORT-EQUIP		0.373								0.840
ENG SUPPORT		2.095								2.883
INTEGRATION										7.220
ICS		0.885								1.114
DEPOT										4.086
OGC		0.268								0.883
INSTALLATION OF HARDWARE										
FY-05 2 KITS									[2]	0.062
FY-06 10 KITS									[10]	0.314
FY-07 24 KITS									[24]	1.200
FY-10 84 KITS	[84]	2.984							[84]	2.984
FY-11 104 KITS		4.948	[104]						[104]	4.948
TOTAL INSTALL	84	7.932	104						224	9.508
TOTAL COST (BP-1100)	104	22.042							224	47.634
(Totals may not add due to rounding)										
INSTALLATION QTY	84		104						224	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

	<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)		03/06	06/06				01/10	01/11
Delivery Date (Month/CY)		03/07	03/07				10/10	10/11

Installation Schedule

	<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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output													12	12	12										21	21	21	21				
													12	12	12										21	21	21	21				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	32	32	24	16																												
Output	32	32	24	16																												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: TEWS INTERMEDIATE SUPPORT SYSTEM (TISS) A-E MN-8742

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

Models of Aircraft Affected: F-15 A-E

Center: WRALC Robins AFB GA

PE 0207134F              Team POWER

**Description/Justification**

The Tactical Electronic Warfare System TEWS Intermediate Support System (TISS) is the Intermediate (I)-level support equipment for the F-15A-E TEWS Suite. F-15 TEWS Suite is made up of the ALR-56A/C Radar Warning Receiver (RWR), ALQ-135 Internal Countermeasures Set (ICS), and the ALQ-128 Electronic Warfare Warning Set (EWWS). There are 35 TISS systems located at 21 locations world wide that provide organic support for testing and repair of 400-500 LRU's per month. TISS was originally fielded in 1988. Being designed to Modular Automatic Test Equipment (MATE) hardware guidelines, TISS systems can be upgraded/modified throughout the life cycle of the F-15 aircraft. Although minor modifications have been accomplished, TISS systems have had no major upgrades since initial fielding. In Phase 1, the TISS Technology Insertion Program (TTIP) upgrades the TISS systems by replacing obsolete and soon to be unsupportable Commercial Off the Shelf (COTS) equipment. Equipment suppliers have announced that all support for the existing system will end between 2006 and 2008. TTIP will replace this obsolete equipment with new technology circuit cards and modularized power supplies. Of the 35 TISS systems worldwide, 34 will be upgraded with TTIP using production funds, and 1 is being upgraded as a developmental item.

Phase 2, funded in the 08POM, provides for TISS Engineering Support, CY08-11; procures and installs 40 production Frequency Synthesizers, CY08-09; and provides for a development, integration, and production effort to update the 21 year old TISS RF Interface Test Module (RITM) Measurement and Power/Control drawers to overcome numerous parts obsolescence issues. 2 RITMs will be modified for development, CY08-10. 55 RITMs (35 for installation and 20 Spares) will be modified via the production effort, CY10-11.

Three separate upgrades to 35 kits are funded by this modification, for a total of 105 installs. Two of those upgrades require funded contractor field team installation, and this is reflected in the 70 total funded installs. One of the upgrades will be installed by unfunded I-level maintenance, and is not reflected in the total funded installs.

The FY06 cost for install kits procures the first upgrade, which is installed in FY07/08. The FY08 cost for install kits procures the second upgrade, which is installed by unfunded I-level maintenance and are therefore not shown. The FY10/11 cost for install kits procures the third upgrade, which is installed in FY10/11.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

**Development Status**

TTIP is a 4 year development/integration/production program to upgrade the existing TISS baseline. The development contract was awarded in Jan 04. One TISS system will be upgraded for the formal System Compatibility Test at the end of FY06. Integration concludes in Nov 06 with the formal System Compatibility Test (SCT). The production contract was awarded in Jan 06 allowing the contractor to order long-lead parts to prepare for the upgrade of 34 fielded systems from Dec 06-Feb 08.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.620		7.320		1.543		3.000		2.390		1.700
PROCUREMENT (3010)												
INSTALL KITS			35	15.097			35	2.625			6	1.000
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS												
DATA SIM/TRAINER												
SUPPORT-EQUIP SPARES							[5]	0.375				
SHIPPING FIXTURES				0.100		0.100						

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06			35	KITS			[26]	2.307				
FY-08			35	KITS								
FY-10			6	KITS							[6]	1.500
FY-11			29	KITS								
TOTAL INSTALL					26	2.307	9				6	1.500
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			35	15.197		2.407	35	3.000			6	2.500
INSTALLATION QTY					26		9				6	



UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: IFF A-D MN-8745

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

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207445F

Team MOBIL

**Description/Justification**

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

The \$3.4M FY02 congressional plus-up for IFF for ANG F-15 NORAD alert aircraft was used to begin hardware verification for ANG F-15A-D aircraft; these qualification efforts are equally applicable for both ANG F-15A/Bs and active F-15C/Ds. Funding received for the ANG procurement: FY04 \$8.040M to buy 62 units and FY05 \$8.400M to buy 64 units. ACC has funded production and installation for 232 active F-15C/Ds, which includes 54 Tyndall AFB aircraft, beginning in FY04, 3 Group A kit spares, 47 Group B kit spares and an additional 13 Group B kits to support Suite 6.

Aircraft Breakdown: Active 232, Reserve 0, ANG 126, Total 358

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	259	2.701	99	0.985								
KITS NONRECUR												
EQUIPMENT	258	29.437	[99]	8.436								
EQUIP NONREC		18.961										
CHANGE ORDERS		2.895		2.813		5.000						
DATA		1.239										
SIM/TRAINER		1.325										
SUPPORT-EQUIP						1.129						
OGC		8.297		0.673		0.038						
TRAINING		0.115				0.575						
T.O. Printing		2.090				2.860						
OTHER		1.550				8.726						
PROGRAM MNGMT		3.510										
DEPOT STAND-UP						4.252						
SPARES	26	2.931	[35]	3.440								
SPARES			[3]	0.030								

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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		5 KITS										
		1.515	[3]									
FY-04		66 KITS										
						[2]						
FY-05		188 KITS										
				0.978		[66]						
FY-06		99 KITS										
						[49]	2.782	[139]				
TOTAL INSTALL							2.040	[8]		[91]		
		1.515	3	0.978	117	4.822	147		91			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	259	76.567	99	17.354		27.402						
INSTALLATION QTY			3		117		147		91			



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									358	3.686
KITS NONRECUR										
EQUIPMENT									[357]	37.873
EQUIP NONREC										18.961
CHANGE ORDERS										10.708
DATA										1.239
SIM/TRAINER										1.325
SUPPORT-EQUIP										1.129
OGC										9.008
TRAINING										0.690
T.O. Printing										4.950
OTHER										10.276
PROGRAM MNGMT										3.510
DEPOT STAND-UP										4.252
SPARES									[61]	6.371
SPARES									[3]	0.030
INSTALLATION OF HARDWARE										
FY-03		5 KITS							[5]	1.515
FY-04		66 KITS							[66]	
FY-05		188 KITS							[188]	3.760
FY-06		99 KITS							[99]	2.040
TOTAL INSTALL									358	7.315
TOTAL COST (BP-1100)									358	121.323
(Totals may not add due to rounding)										
INSTALLATION QTY									358	

Method of Implementation: CONTRACT FIELD TEAM

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)			04/04	05/05	05/05	12/05	12/06
Delivery Date (Month/CY)			04/05	05/06	05/06	12/06	12/07



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: IFF E MN-8746

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

Models of Aircraft Affected: F-15 E

Center: WRALC Robins AFB GA

PE 0207445F                      Team MOBIL

**Description/Justification**

Modification replaces the current identification, friend or foe (IFF) and air-to-air interrogator (AAI) system in F-15 E aircraft. Current IFF/AAI system has multiple issues: low mean time between failure (MTBF), parts obsolescence problems, loss of configuration control, substantially reduced ID capability, and Link 16 interference causing transponder reply deficiencies. The replacement IFF system will fix these problems and provide Mode S elementary surveillance capability with growth to Mode 5 or other applicable modes. The new IFF/AAI system will replace the existing APX-76(V) Receiver-Transmitter, APX Radar Target Data Processor--also named Interrogator Reply Evaluator (IRE), and APX-101 IFF Transponder. Two COMSEC computers will be retained. The replacement IFF system will be close to a 'plug and play' system as possible, and it will require minimal changes to current aircraft controls and displays. Aircraft mishaps decreased quantity from 227 to 224. 11 spares funded.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	82	0.860	142	1.399								
KITS NONRECUR												
EQUIPMENT	82	9.071	[142]	10.439								
EQUIP NONREC		0.733										
CHANGE ORDERS		1.162		4.269		5.000						
DATA												
SIM/TRAINER		0.568										
SUPPORT-EQUIP												
OGC		2.930				1.604						
TEST ASSETS	1	0.013										
TRAINING		0.049				1.150						
ICS		0.103										
OTHER		0.511				0.265						
SPARES			[11]	1.146								
T.O. Printing		0.509										
PROGRAM MNGMT		1.505										
INSTALLATION OF HARDWARE												
FY-05			82 KITS		[23]	1.992	[59]					
FY-06			142 KITS				[6]	5.360	[81]		[55]	
TOTAL INSTALL					23	1.992	65	5.360	81		55	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	82	18.014	142	19.245		13.379						
INSTALLATION QTY			23		65		81		55			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									224	2.259
KITS NONRECUR										
EQUIPMENT									[224]	19.510
EQUIP NONREC										0.733
CHANGE ORDERS										10.432
DATA										
SIM/TRAINER										0.568
SUPPORT-EQUIP										
OGC										4.534
TEST ASSETS									[1]	0.013
TRAINING										1.199
ICS										0.103
OTHER										0.776
SPARES									[11]	1.146
T.O. Printing										0.509
PROGRAM MNGMT										1.505
INSTALLATION OF HARDWARE										
FY-05 82 KITS									[82]	1.992
FY-06 142 KITS									[142]	5.360
TOTAL INSTALL									224	7.352
TOTAL COST (BP-1100)									224	50.638
(Totals may not add due to rounding)										
INSTALLATION QTY									224	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																	6	17	14	14	19	18	18	18	21	24	18	18	16	21		
																	6	17	14	14	19	18	18	18	21	24	18	18	16	21		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: A-D IFF MODE 5 MN-8754

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

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

Mode 5 is a military secure IFF/AAI system of identifying similarly equipped platforms. Employing a radio waveform different from secure Mode 4, Mode 5 provides vastly improved performance in the face of jamming with a robust encryption scheme. The stated Air Force goal is to start implementation of Mode 5 in FY08 with completion by FY15.

The F-15 IFF retrofit production is expected to begin in FY09, ramping to 20 per month, and end in CY12. Installs using a spare pool is planned for an O-level retrofit. Mode 5 will be installed on approximately 232 Active MSIP Aircraft.

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

**Development Status**

Mode 5 basic hardware and software development is currently being conducted by ESC on the existing APX-114 interrogator and APX-119 transponder. A separate development for the new Mode 5 crypto applique (KIV-77) is being conducted by CPSG. Integration of the new Mode 5 hardware/software/crypto onto the F-15 is part of the F-15 Suite 6 effort. Flight testing of the new system will be part of the Suite 6 test program starting in FY08 and ending in FY09. Fielding of Suite 6 will be a prerequisite for fielding the Mode 5 Retrofit.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS													
KITS NONRECUR													
EQUIPMENT									63	5.680	107	9.853	
EQUIP NONREC													
CHANGE ORDERS													
DATA										0.207		0.181	
SIM/TRAINER													
SUPPORT-EQUIP													
TRAINING										0.103			
OGC										0.875		1.472	
SPARES										2.100			
ENG SUPPORT										0.838		1.454	
OTHER										0.097		0.040	
INSTALLATION OF HARDWARE													
FY-09				63 KITS								[63]	
FY-10				107 KITS								[17]	
FY-11				62 KITS									
TOTAL INSTALL												80	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)										63	9.900	107	13.000
INSTALLATION QTY													80

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	62	5.834							232	21.367
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.023								0.411
SIM/TRAINER										
SUPPORT-EQUIP										
TRAINING										0.103
OGC		0.861								3.208
SPARES										2.100
ENG SUPPORT		0.861								3.153
OTHER		0.321								0.458
INSTALLATION OF HARDWARE										
FY-09										[63]
FY-10			[80]		[10]					[107]
FY-11					[62]					[62]
TOTAL INSTALL	80			72					232	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	62	7.900							232	30.800
INSTALLATION QTY	80			72					232	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)					12/08	12/09	12/10
Delivery Date (Month/CY)					12/09	12/10	12/11

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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																	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	12

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: E IFF MODE 5 MN-8755

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

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

Mode 5 is a military secure IFF/AAI system of identifying similarly equipped platforms. Employing a radio waveform different from secure Mode 4, Mode 5 provides vastly improved performance in the face of jamming with a robust encryption scheme. The Air Force goal is to start implementation of Mode 5 in FY08 with completion by FY15.

The F-15 IFF retrofit production is expected to begin in FY09, ramping to 20 per month, and end in CY12. Intalls using a spare pool is planned for an O-level retrofit.

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

**Development Status**

Mode 5 basic hardware and software development is currently being conducted by ESC on the existing APX-114 interrogator and APX-119 transponder. A separate development for the new Mode 5 hardware/software/crypto onto the F-15 is part of the F-15 Suite 6 Effort. Flight testing of the new system will be part of the Suite 6 test program starting in FY08 and ending in FY09. Fielding of Suite 6 will be a prerequisite for fielding the Mode 5 retrofit.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									60	5.936	99	10.004
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.207		0.181
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT										0.876		1.476
TRAINING										0.103		
OGC										0.914		1.497
SPARES										2.100		
OTHER										0.064		0.042
INSTALLATION OF HARDWARE												
FY-09			60	KITS								[60]
FY-10			99	KITS								[20]
FY-11			65	KITS								
TOTAL INSTALL												80
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)									60	10.200	99	13.200
INSTALLATION QTY												80

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.712							224	22.652
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.019								0.407
SIM/TRAINER										
SUPPORT-EQUIP										
ENG SUPPORT		0.990								3.342
TRAINING										0.103
OGC		0.991								3.402
SPARES										2.100
OTHER		0.088								0.194
INSTALLATION OF HARDWARE										
FY-09			60 KITS						[60]	
FY-10			99 KITS						[99]	
FY-11			65 KITS						[65]	
TOTAL INSTALL	80		64						224	
TOTAL COST (BP-1100)	65	8.800							224	32.200
(Totals may not add due to rounding)										
INSTALLATION QTY	80		64						224	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)					12/08	12/09	12/10
Delivery Date (Month/CY)					12/09	12/10	12/11

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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																	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20



01/26/2007  
 FY 2008 PB  
 Modification Title and No: F-15C/D VHF Radio Retrofit MN-8792

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 C/D

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

**Description/Justification**

The ARC 210 1553 interface retrofit will enable 8.33 KHz spacing, correct the current frequency display workaround, allow software reprogramming of the radio, and allow selectability of AM vs FM above 126 MHz frequencies. The 8.33 KHz spacing is required for flight in Europe.

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

**Development Status**

1553 integration of the F-15 jets is occurring in suite 6. Avionics replacement is required in the MSIP jets before the retrofitted ARC 210 can be installed. The retrofitted ARC 210 should be placed in the jets simultaneous to the Avionics Replacement installs.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							232	1.160				
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER SUPPORT-EQUIP RETROFIT								0.440				
TOTAL COST (BP-1100)							232	1.600				
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									232	1.160
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT										0.440
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									232	1.600

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST RETROFIT MODS MN-99999U

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 E AIRCRAFT

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

**Description/Justification**

Low cost mod that supports unforeseen modifications for the F-15E, PE 27134F. Provides modifications necessary to improve safety, reliability, and performance, and that will complete within 1 year. These low cost modifications are necessary to support items such as corrections of deficiencies not performed on production lines, small cost overruns, engineering studies, and shipping charges/costs/fees. Included are mods to test equipment for VHSIC card testing; and E model installation shortages.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.467										
AIRCRAFT		5.318		1.727		1.713		0.033		0.615		1.401
OTHER		0.700										
TOTAL COST (BP-1100)		6.485		1.727		1.713		0.033		0.615		1.401
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										0.467
AIRCRAFT		1.800								12.607
OTHER										0.700
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		1.800								13.774

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 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)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>											
Delivery Date (Month/CY)															

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**Description/Justification**

Low cost mod that supports unforeseen modifications for the F-15A-D, PE 27130F. Provides modifications necessary to improve safety, reliability, and performance, and that will complete within 1 year. These low cost modifications are necessary to support items such as corrections of deficiencies not performed on production lines, small cost overruns, engineering studies, and shipping charges/costs/fees. Included are VHF upgrades/retrofits, and purchasing Data Transfer Module (DTM) cards.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.327										
OGC		6.711		1.528		0.642		0.262		1.823		0.698
CHANGE ORDERS		1.343		0.216								
CHANGE ORDERS		0.023										
TRAINING												
PMA				0.073								
TOTAL COST (BP-1100)		9.404		1.817		0.642		0.262		1.823		0.698
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										1.327
KITS NONRECUR										16.731
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		1.980		1.800		1.287				
CHANGE ORDERS										1.559
CHANGE ORDERS										0.023
TRAINING										
PMA										0.073
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		1.980		1.800		1.287				19.713

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>								
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$418.200	\$366.314	\$329.370	\$292.472	\$234.365	\$202.662	\$72.268	\$41.234	

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The primary modifications in FY08/09 is the Modular Mission Computer MMC-CCIP and Falcon Star. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	173009	F110 DIGITAL ENGINE CONT	8.3	3.6								168.7
	F19419	F110-100 HPT C-CLIP BACKO	0.3	0.2	0.2	0.1						7.0
	F19424	F110 ENGINE SERVICE LIFE	48.0	42.7	50.1	53.9	54.7	55.7	16.9			360.2
<b>TOTAL FOR CLASS P-S</b>			56.5	46.5	50.3	54.0	54.7	55.7	16.9	0.0	0.0	535.8
P	3450	ALE-47	0.2									46.7
	4260	ADVANCED WEAPON INTEG	4.9	4.2	1.6	0.2						52.3
	602043	BLOCK 42 ANG RE-ENGINE	20.7	12.0								121.9
	602149	MMC Upgrade	5.4		29.8	37.7	25.6	9.4	11.4	9.4		128.6
	602150	MODULAR MISSION COMPU	69.3	77.7	36.8	24.9	5.4					540.7
	6022	PRE BLK 40 STRUCTURAL I	0.9									196.6
	602241	F-16A STRUCTURE IMPROV	0.2									17.1
	6023	FALCON STAR	58.6	86.1	112.3	96.7	73.6	62.0	22.4	10.8		623.2
	602530	BLK 30 LANDING LIGHT REL	4.1	0.1								4.2
	603035	COMMERCIAL CENTRAL INT	4.5		0.5							24.8
	604050	EMBEDDED GPS/INS (EGI)			27.9	21.4	7.4	7.8				64.5
	610230	-COLOR DISPLAYS - BLK 30	6.4									9.8
	610250	COLOR DISPLAYS - CCIP	41.8	34.1	18.3	16.5	3.6					291.6
	612130	ADVANCED IDENTIFICATION	3.5									3.5

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$418.200	\$366.314	\$329.370	\$292.472	\$234.365	\$202.662	\$72.268	\$41.234	

This line item funds modifications to the F-16 aircraft. The F-16 is a multi-role fighter capable of employing a wide variety of nuclear and conventional weapons and missiles in both the air-to-surface and air-to-air mission areas. The primary modifications in FY08/09 is the Modular Mission Computer MMC-CCIP and Falcon Star. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
	612150	AIR-TO-AIR INTERROGATOR	6.8									119.7
	612151	MODE 5 IDENTIFICATION					30.0	39.8				69.8
	612152	MODE S IDENTIFICATION		8.4	9.0	10.1	11.5	6.9	1.0			46.9
	618210	BLK 40/50 SECURE LINE OF		9.1	5.0	1.1						15.1
	618230	BLK 30 SECURE LINE OF SIG		2.6								2.6
	6300	ON BOARD OXYGEN GENER	0.4									27.4
	650050	JOINT HELMET MOUNTED C	49.8	21.0	8.4	4.7	0.9					260.9
	660050	HTS PYLONS	7.1	2.0								18.9
	661650	LINK 16 - CCIP	14.3	12.6	6.7	5.5	1.4					177.6
	661651	F-16 TACTICAL DATA LINK (T	17.0	19.0	2.3							114.3
	8662	AETC MTD UPGRADES-FIEL	21.7	14.7	17.8	18.3	18.8	19.0	19.4	19.8		166.5
	99999E	MISC ENGINE UPDATE MOD	0.3	0.2	1.2	0.7	0.8	1.0	0.6	0.7		15.3
	99999U	LOW COST RETROFIT MODS	0.1	0.2								6.7
	99999X	LOW COST MODIFICATIONS	0.0	0.3	1.2	0.7	0.8	1.0	0.6	0.7		15.4
	Z88888	REPROGRAMMINGS	23.6	15.6								
<b>TOTAL FOR CLASS P</b>			361.7	319.9	279.0	238.4	179.7	146.9	55.4	41.2	0.0	3182.6
<b>TOTAL FOR WEAPON SYSTEM F-16</b>			418.2	366.4	329.3	292.4	234.4	202.6	72.3	41.2	0.0	3718.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: F110 DIGITAL ENGINE CONTROL (DEC) MN-173009

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

**Description/Justification**

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

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	785	111.624										
EQUIP NONREC		0.437										
CHANGE ORDERS												
DATA		0.885		0.020								
SIM/TRAINER												
SUPPORT-EQUIP		2.516										
MOD OF SPARES	186	4.951										
DEPOT PROCESS	967	12.001										
EMSC UPGRADE		0.344										
MEC UPGRADE												
MEC KIT	1448	24.016	[900]	8.250	[393]	3.612						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	785	156.774		8.270		3.612						

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									785	111.624
EQUIP NONREC										0.437
CHANGE ORDERS										
DATA										0.905
SIM/TRAINER										
SUPPORT-EQUIP										2.516
MOD OF SPARES									[186]	4.951
DEPOT PROCESS									[967]	12.001
EMSC UPGRADE										0.344
MEC UPGRADE										
MEC KIT										
TOTAL COST (BP-1100)									[2,741]	35.878
(Totals may not add due to rounding)									785	168.656

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		06/95	06/95	06/95	12/95	02/97	02/98	12/98	12/99	12/01	12/02	12/03	09/06	09/06	09/06
Delivery Date (Month/CY)		06/96	06/96	06/96	12/96	02/98	02/99	12/99	12/00	12/02	12/03	12/04	09/07	09/07	09/07
	<u>FY-07</u>														
Contract Date (Month/CY)	03/07														
Delivery Date (Month/CY)	03/08														

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

**Description/Justification**

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

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.847										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.175										
SIM/TRAINER												
SUPPORT-EQUIP		0.299										
PYLONS	1323	20.021	[25]	0.399	[116]	1.030	[115]	1.037				
WEAPONS UMBILICALS	1830	5.373	[212]	0.773	[50]	0.060	[20]	0.024				
PYLON REFURB/WIRING	60	3.010	[60]	2.790	[56]	2.612						
INTEGRATION		6.500										
SOFTWARE		5.992										
RETROFIT				0.984		0.506		0.506		0.210		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		41.370		4.946		4.208		1.567		0.210		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										9.847
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.175
SIM/TRAINER										
SUPPORT-EQUIP										0.299
PYLONS									[1,579]	22.487
WEAPONS UMBILICALS									[2,112]	6.230
PYLON REFURB/WIRING									[176]	8.412
INTEGRATION										6.500
SOFTWARE										5.992
RETROFIT										2.206
TOTAL COST (BP-1100)										52.301
(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-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)			03/97	08/97	01/98	03/99	02/00	01/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08
Delivery Date (Month/CY)			09/97	08/98	01/99	03/00	02/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08	01/09

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: BLOCK 42 ANG RE-ENGINE MN-602043

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

Models of Aircraft Affected: F-16 Blk 42

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

Current Block 42 F-16s are underpowered compared to Block 40 and 50/52 F-16s, reducing their combat effectiveness. The requirement exists to increase the thrust in the Block 42 aircraft. Congress earmarked FY01-FY06 funds via Congressional Plus-up to begin the installation of F100-PW-229 engines into combat coded Air National Guard Block (ANG) 42 aircraft. Install kit consists of engine/aircraft mod parts. Amount for support equipment reflects a three base simultaneous conversion. Excess installation kits are to be used as spare kits and to install additional engines purchased with GREA funds. GREA funding was provided to purchase engines as follows: FY02 \$30.9M/6engines; FY04 \$8.7M/2 engines; FY05 \$9.2M/2 engines. The installation costs for the one kitproof aircraft are included in kits nonrecurring funding line. There are no recurring installation costs as the installations are being performed at ANG bases with existing ANG personnel.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	30	3.265	[2]	0.202								
KITS NONRECUR	2	2.755										
EQUIPMENT	17	72.643	4	18.874	2	9.684						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.724										
SIM/TRAINER	1	0.202										
SUPPORT-EQUIP		1.606										
FLIGHT TEST		1.200										
INITIAL SPARES		4.276		1.642		2.134						
CONTRACTOR SUPPORT		1.536		0.000		0.138						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	17	89.207	4	20.718	2	11.956						

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	3.467
KITS NONRECUR									[2]	2.755
EQUIPMENT									23	101.201
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.724
SIM/TRAINER									[1]	0.202
SUPPORT-EQUIP										1.606
FLIGHT TEST										1.200
INITIAL SPARES										8.052
CONTRACTOR SUPPORT										1.674
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									23	121.881

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: MMC Upgrade MN-602149

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

The upgrade of the Modular Mission Computer includes processor and memory upgrades which provide increased throughput and capacity to support current and planned capability upgrades such as Universal Armament Interface, Small Diameter Bomb 1, Mode S, and AIM-120D. These upgrades are required to support the current and future Operational Flight Program development and fielding on all Block 40/42/50/52 aircraft. Procurement schedule reflects long lead economic ordering material required to complete the installation. Retrofit kits are for anticipated upgrades or expansion for the MMC. Mod prep is to assemble kit sets for delivery to the field. Higher unit kit cost in FY08 is due to establishment of rotary pool consisting of new assets. Therefore, the production contract authorization is not in conflict with the ongoing expenditures in 3600, as the remaining RDT&E effort does not affect rotary pool. The funds identified as Depot Stand-Up move the equipment repair from the original equipment manufacturer to the OO-ALC to meet both 50/50 considerations and repair cost savings as identified in the program Source of Repair Assignment Process (SORAP).

Aircraft Breakdown: Active 534, Reserve , ANG 91, Total 625

**Development Status**

EMD program started in Nov 05. Currently developing/testing 7000A processor module.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				9.861		5.890		1.651		1.572		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							75	16.581	352	15.955	198	8.975
EQUIP NONREC								1.536		0.409		
CHANGE ORDERS								0.700		0.600		0.200
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT KITS												
DEPOT STAND-UP				5.426				10.960		20.699		7.402
MOD Prep												9.011
TOTAL COST (BP-1100)				5.426			75	29.777	352	37.663	198	25.588
(Totals may not add due to rounding)				5.426			75	29.777	352	37.663	198	25.588

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										18.974
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT								625		41.511
EQUIP NONREC										1.945
CHANGE ORDERS										1.500
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT KITS				11.380		9.362				20.742
DEPOT STAND-UP										44.487
MOD Prep		9.440								18.451
TOTAL COST (BP-1100)		9.440		11.380		9.362			625	128.636
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 9 Months

Milestones

	<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)				03/08	01/09	01/10
Delivery Date (Month/CY)				09/09	10/09	10/10



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

**Description/Justification**

This modification replaces the General Avionics Computer (GAC) with a Modular Mission Computer (MMC) and any associated prerequisite modifications (i.e., Battery Charger Control Unit (BCCU)). Block 40 aircraft will also be modified to support Close Air Support (CAS) Improved Data Modem (IDM) equipment. The MMC will increase core computer capability to allow incorporation of advanced capabilities such as Joint Helmet Mounted Cueing System (JHMCS) and smart weapons. As lead mod for CCIP aircraft, MMC installations are a precursor for incorporating Link 16 and other weapon system enhancements on F-16 aircraft. Also upgrades MMC as required to support common Block 50/52 40/42 software required to reduce lifecycle sustainment costs, and provides depot repair equipment. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 610250, Color Display; MN 661650, Link 16; MN650050, JHMCS; and MN 612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate.

Aircraft Breakdown: Active 533, Reserve 0, ANG 91, Total 624

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)		206.961											
PROCUREMENT (3010)													
INSTALL KITS	448	38.908	91	5.936	77	5.294	8	0.492					
KITS NONRECUR EQUIPMENT	448	222.756	[91]	38.033	[77]	33.919	[8]	4.018					
EQUIP NONREC CHANGE ORDERS						0.000		1.500					
DATA SIM/TRAINER													
SUPPORT-EQUIP		4.856		0.130		9.162		1.473		1.532		0.077	
RETROFIT KITS		8.437		1.281		7.343		3.051					
OGC		4.735		0.823		0.868		0.964		0.998		1.033	
INSTALLATION OF HARDWARE													
FY-99	23 KITS	23	4.017										
FY-00	54 KITS	54	10.248										
FY-01	79 KITS	79	18.703										
FY-02	51 KITS	51	10.689										
FY-03	47 KITS	16	3.153	[31]	6.514								
FY-04	100 KITS			[79]	16.585	[21]	4.887						
FY-05	94 KITS					[70]	16.269	[24]	6.327				
FY-06	91 KITS							[72]	18.979	[19]	4.893		
FY-07	77 KITS									[68]	17.511	[9]	
FY-08	8 KITS											[8]	
TOTAL INSTALL		223	46.809	110	23.099	91	21.156	96	25.306	87	22.404	17	4.270
TOTAL COST (BP-1100)		448	326.501	91	69.302	77	77.742	8	36.804		24.934		5.380

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY	223		110		91		96		87		17	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										206.961
PROCUREMENT (3010)										
INSTALL KITS									624	50.630
KITS NONRECUR										
EQUIPMENT									[624]	298.726
EQUIP NONREC										
CHANGE ORDERS										1.500
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										17.230
RETROFIT KITS										20.112
OGC										9.421
INSTALLATION OF HARDWARE										
FY-99		23 KITS							[23]	4.016
FY-00		54 KITS							[54]	10.248
FY-01		79 KITS							[79]	18.703
FY-02		51 KITS							[51]	10.689
FY-03		47 KITS							[47]	9.667
FY-04		100 KITS							[100]	21.472
FY-05		94 KITS							[94]	22.596
FY-06		91 KITS							[91]	23.872
FY-07		77 KITS							[77]	19.770
FY-08		8 KITS							[8]	2.011
TOTAL INSTALL									624	143.044
TOTAL COST (BP-1100)									624	540.663
(Totals may not add due to rounding)										
INSTALLATION QTY									624	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)								08/99	11/99	02/01	01/02	01/03	01/04	01/05	01/06
Delivery Date (Month/CY)								08/01	08/01	11/02	10/03	10/04	10/05	10/06	10/07
	<u>FY-07</u>	<u>FY-08</u>													
Contract Date (Month/CY)	01/07	01/08													
Delivery Date (Month/CY)	10/08	10/09													

**Installation Schedule**

	<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>										
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Input																																							
Output																																							
Quarter	1	<u>FY-00</u>			4	1	<u>FY-01</u>			4	1	<u>FY-02</u>			4	1	<u>FY-03</u>			4	1	<u>FY-04</u>			4	1	<u>FY-05</u>			4	1	<u>FY-06</u>			4	1	<u>FY-07</u>		
Input																																							
Output									4	12	18	9	17	16	13	16	15	18	7	11	12	15	8	14	18	28	27	28	27	22	22	22	25						
									4	12	18	9	17	16	13	16	15	18	7	11	12	15	8	14	18	28	27	28	27	22	22	22							
Quarter	1	<u>FY-08</u>			4	1	<u>FY-09</u>			<u>FY-10</u>			4																										
Input	22	24	26	24	25	20	20	22	9	8																													
Output	25	22	24	26	24	25	20	20	22	9	8																												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: FALCON STAR MN-6023

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

Engineering test, analysis, and field experience indicate that under current operational usage the F-16 will not reach the 8,000 hour service life needed to support force structure plans. This shortfall is due to structural fatigue driven primarily by usage severity and gross weight, which have both increased significantly over design parameters with the incorporation of new systems and capabilities. Falcon STAR (Structural Augmentation Roadmap) is a depot-level upgrade program that replaces or reworks known life-limited structure to preclude the onset of widespread fatigue damage, maintain safety of flight, enhance aircraft availability, and extend the life of affected components to 8,000 hours. Life-limited components and required installation dates vary by aircraft block as follows: Blocks 25/30/32 (FY04-11) -- FS 110 Canopy Hook Support Frame, FS 158 Bulkhead, BL 19 Forward Longerons, FS 293 Strake Frame & Closure Rib, Upper and Lower Wing Attach Fittings, Lower Wing Skin, Vertical Skin at Flaperon Cutout, Leading Edge Flaps, FS 446 Lower Bulkhead, Horizontal Tail Support Beam, Ventral Fins, and Engine Access Covers; Blocks 40/42 (FY05-09) -- FS 158 Bulkhead, FS 479 Upper Bulkhead, and Engine Access Covers; Blocks 50/52 (FY08-14) -- FS 158 Bulkhead and FS 479 Upper Bulkhead. Without modification of these components, the F-16 will experience continued structural degradation, which will adversely affect mission capable rates and become increasingly costly to correct. Because of variation in modification requirements and installation schedules among aircraft blocks, the quantity and unit cost of kit procurement and hardware installation differs from year to year, depending on the mix of aircraft involved. The upgrades included in Falcon STAR are distinct from those included in previous F-16 structures improvement programs and have been identified through the Aircraft Structural Integrity Program (ASIP) as the system has aged and operational usage has evolved.

Aircraft Breakdown: Active 660, Reserve 57, ANG 433, Total 1150

**Development Status**

Development costs are being shared with the European Participating Governments (EPG) and several FMS customers. Engineering is being focused on Blk 30 in FY01 and FY02, and Blk 40/blk 50s in FY03-FY04. Development is complete.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.204										
PROCUREMENT (3010)												
INSTALL KITS	302	41.824	130	22.503	221	30.508	204	29.257	116	19.575	89	17.134
KITS NONRECUR EQUIPMENT		1.554										
EQUIP NONREC CHANGE ORDERS						0.820		0.500		0.720		0.710
DATA SIM/TRAINER												
SUPPORT-EQUIP		4.798				1.600		4.691		1.865		1.865
KIT PROOF		1.939										
OGC		2.165		0.775		0.930		0.760		0.760		0.780

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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		57 KITS	57	31.443								
FY-04	44	123 KITS		17.012	[79]	17.183						
FY-05		122 KITS	[84]	18.179		[38]	12.882					
FY-06		130 KITS			[116]	39.379	[14]	4.907				
FY-07		221 KITS					[206]	72.206	[15]	5.404		
FY-08		204 KITS							[189]	68.345	[15]	8.000
FY-09		116 KITS									[100]	45.091
FY-10		89 KITS										
FY-11		52 KITS										
FY-12		36 KITS										
TOTAL INSTALL	101	48.455	163	35.362	154	52.261	220	77.113	204	73.749	115	53.091
TOTAL COST (BP-1100)	302	100.735	130	58.640	221	86.119	204	112.321	116	96.669	89	73.580
(Totals may not add due to rounding)												
INSTALLATION QTY	101		163		154		220		204		115	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										15.204
PROCUREMENT (3010)										
INSTALL KITS	52	6.731	36	2.818					1150	170.350
KITS NONRECUR EQUIPMENT										1.554
EQUIP NONREC										
CHANGE ORDERS		0.610		0.600						3.960
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		0.986		0.336						16.141
KIT PROOF										1.939
OGC		0.800		0.800						7.770
INSTALLATION OF HARDWARE										
FY-03			57 KITS						[57]	31.443
FY-04			123 KITS						[123]	34.195
FY-05			122 KITS						[122]	31.061
FY-06			130 KITS						[130]	44.286
FY-07			221 KITS						[221]	77.610
FY-08			204 KITS						[204]	76.345
FY-09			116 KITS						[116]	49.329
FY-10			89 KITS						[89]	49.742
FY-11			52 KITS						[52]	17.763
FY-12			36 KITS						[36]	9.693
TOTAL INSTALL										
	103	52.850	50	17.816	40	10.770			1,150	421.467
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	52	61.977	36	22.370		10.770			1,150	623.181
INSTALLATION QTY	103		50		40				1,150	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

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

**Installation Schedule**

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	13	13	18	19	19	19	19	41	41	41	40	38	38	39	39					
Output																			13	13	18	19	19	19	41	41	41	40	38	38	38					
	<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>															
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4								
Input	55	55	55	55	51	51	51	28	29	29	29	25	26	26	26	12	12	13	13	25	15															
Output	39	39	55	55	55	51	51	51	51	28	29	29	29	25	26	26	26	12	12	13	13	25	15													



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: BLK 30 LANDING LIGHT RELOCATION MN-602530

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

The taxi & landing lights on these aircraft have never met the USAF or FAA minimum lighting requirements due to their installation on the main landing gear structures, midway and underneath the aircraft. This modification removes the current lights and installs new lights on the nose landing gear door, at the extreme front of the aircraft, in the same manner as the Block 40 & 50 aircraft. This light relocation provides a significantly brighter, wider lit area in front of the aircraft, greatly increasing the safety factor for pilots during ground operations. This modification will be accomplished at the field level and accomplished in conjunction with Gun Access Unit removal.

Aircraft Breakdown: Active 90, Reserve 69, ANG 380, Total 539

**Development Status**

Engineering for this modification uses hardware that will be shared from the existing Block 40 & 50 fleet. Wiring differences are researched and routing changes have been identified. Hardware and component requirements have been determined. "Proof of Concept" installation has not been accomplished pending requisition and receipt of initial installation modification kit.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			539	3.405								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.375								
DATA				0.285								
SIM/TRAINER												
SUPPORT-EQUIP												
CONTRACTOR SUPPORT							0.140					
TOTAL COST (BP-1100)							0.140					
(Totals may not add due to rounding)			539	4.065			0.140					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									539	3.405
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.375
DATA										0.285
SIM/TRAINER										
SUPPORT-EQUIP										
CONTRACTOR SUPPORT										0.140
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									539	4.205

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 4 Months

Follow-On Lead Time: 12 Months

Milestones

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

01/26/2007  
 FY 2008 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

Commercial Central Interface Unit (CCIU) is the form fit and function weapons management computer (ACIU) replacement -provides additional computing power, open commercial architecture, significant cost savings and MTBF improvement. Is required to integrate smart weapons in ANG/AFR/ACC aircraft. Group B mod. No hardware change to the aircraft. CCIUs will be a remove and replace LRU, no kits required. FY08 funds the Commodities Tech Order.

Aircraft Breakdown: Active 114, Reserve 57, ANG 341, Total 512

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	409	18.420	103	4.480								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.208					0.500					
SIM/TRAINER												
SUPPORT-EQUIP	1	1.150										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	409	19.778	103	4.480			0.500					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									512	22.900
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.708
SIM/TRAINER										
SUPPORT-EQUIP									[1]	1.150
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									512	24.758

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: EMBEDDED GPS/INS (EGI) MN-604050

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

Models of Aircraft Affected: Blk 40/42, 50/52

Center: ASC

PE 0207133F

Team POWER

**Description/Justification**

The Embedded GPS/INSs (EGIs) is for Block 40/42/50/52 aircraft. The EGI will replace the Ring Laser Gyro (RLG) Inertial Navigation System, the GPS receiver, and the Master Navigation Filter. Specifically, the program will incorporate Selected Availability Anti-Spoofing Module (SAASM) GPS Receiver and unique F-16 requirements into an EGI. The EGI will support the M5/M5+ capability upgrade. The program will procure integration EGIs for use in development, integration, and testing. The program will obtain the following: EGI contractor support for the development of the Operational Flight Programs (OFP-M5/M5+) and production EGIs for installation onto subject aircraft. ACC desires production installation to be accomplished by field installation teams (depot or contractor field teams). FY08 support-equipment cost relates to Improved Avionics Intermediate Shop (IAIS) Test Program Set for field-level screening of possible failed units.

Aircraft Breakdown: Active 530, Reserve 0, ANG 91, Total 621

**Development Status**

EGI development is currently on going

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.690		3.908		3.835		0.822		0.301		
PROCUREMENT (3010)												
INSTALL KITS							310	2.381	311	1.767		
KITS NONRECUR												
EQUIPMENT							[310]	17.698	[311]	17.413		
EQUIP NONREC												
CHANGE ORDERS								1.078		0.540		
DATA								1.581		1.345		
SIM/TRAINER												
SUPPORT-EQUIP								4.882				
OGC								0.310		0.311		
INSTALLATION OF HARDWARE												
FY-08		310 KITS									[310]	7.403
FY-09		311 KITS										
TOTAL INSTALL											310	7.403
TOTAL COST (BP-1100)							310	27.930	311	21.376		7.403
(Totals may not add due to rounding)												
INSTALLATION QTY											310	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										11.556
PROCUREMENT (3010)										
INSTALL KITS									621	4.148
KITS NONRECUR										
EQUIPMENT									[621]	35.111
EQUIP NONREC										
CHANGE ORDERS										1.618
DATA										2.926
SIM/TRAINER										
SUPPORT-EQUIP										4.882
OGC										0.621
INSTALLATION OF HARDWARE										
FY-08		310 KITS							[310]	7.403
FY-09		311 KITS	[311]	7.769					[311]	7.769
TOTAL INSTALL			311	7.769					621	15.172
TOTAL COST (BP-1100)				7.769					621	64.478
(Totals may not add due to rounding)										
INSTALLATION QTY			311						621	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

	<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)					06/08	06/09
Delivery Date (Month/CY)					12/09	12/10

Installation Schedule

Quarter	<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>			
	1	2	3	4	1	2	3	4	1	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

01/26/2007  
FY 2008 PB  
Modification Title and No: -COLOR DISPLAYS - BLK 30 MN-610230

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

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

Center: ASC

PE 0207133F

Team POWER

**Description/Justification**

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

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	46	3.447	72	5.107								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	1.269								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	46	3.447	72	6.376								
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									118	8.554
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	1.269
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									118	9.823

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 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)		04/05	04/05	04/05	01/06
Delivery Date (Month/CY)		07/06	07/06	07/06	04/07



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: COLOR DISPLAYS - CCIP MN-610250

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

Replaces the existing four inch monochrome displays with color displays and any associated prerequisite modifications. The color displays will provide increased pilot situational awareness through improved display symbology (targets, threats, etc) recognition. It will decrease pilot workload. The modification also provides depot repair equipment. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 661650, Link 16; MN650050, Joint Helmet Mounted Cueing System; and MN612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate.

Aircraft Breakdown: Active 533, Reserve 0, ANG 91, Total 624

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.921										
PROCUREMENT (3010)												
INSTALL KITS	448	18.863	91	4.238	77	3.244	8	0.347				
KITS NONRECUR EQUIPMENT	448	122.549	[91]	23.107	[77]	17.687	[8]	1.848				
EQUIP NONREC CHANGE ORDERS DATA								0.701				
SIM/TRAINER SUPPORT-EQUIP		5.911										
INSTALLATION OF HARDWARE												
FY-99	23 KITS	2.289										
FY-00	54 KITS	6.570										
FY-01	79 KITS	12.512										
FY-02	51 KITS	6.585										
FY-03	47 KITS	2.003	[31]	4.077								
FY-04	100 KITS		[79]	10.382	[21]	3.031						
FY-05	94 KITS				[70]	10.104	[24]	3.859				
FY-06	91 KITS						[72]	11.576	[19]	3.605		
FY-07	77 KITS								[68]	12.900	[9]	1.896
FY-08	8 KITS										[8]	1.686
TOTAL INSTALL	223	29.959	110	14.459	91	13.135	96	15.435	87	16.505	17	3.582
TOTAL COST (BP-1100) (Totals may not add due to rounding)	448	177.282	91	41.804	77	34.066	8	18.331		16.505		3.582
INSTALLATION QTY	223		110		91		96		87		17	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										11.921
PROCUREMENT (3010)										
INSTALL KITS									624	26.692
KITS NONRECUR										
EQUIPMENT									[624]	165.191
EQUIP NONREC										
CHANGE ORDERS										0.701
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										5.911
INSTALLATION OF HARDWARE										
FY-99	23	KITS							[23]	2.289
FY-00	54	KITS							[54]	6.570
FY-01	79	KITS							[79]	12.512
FY-02	51	KITS							[51]	6.585
FY-03	47	KITS							[47]	6.080
FY-04	100	KITS							[100]	13.413
FY-05	94	KITS							[94]	13.963
FY-06	91	KITS							[91]	15.181
FY-07	77	KITS							[77]	14.796
FY-08	8	KITS							[8]	1.686
TOTAL INSTALL									624	93.075
TOTAL COST (BP-1100)									624	291.570
(Totals may not add due to rounding)										
INSTALLATION QTY									624	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Input	15	8	14	18	28	27	28	27	22	22	22	25	22	24	26	24	25	20	20	22	9	8										
Output	12	15	8	14	18	28	27	28	27	22	22	22	25	22	24	26	24	25	20	20	22	9	8									

01/26/2007  
 FY 2008 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P  
 PE 27133F Team

Modification Title and No: ADVANCED IDENTIFICATION FRIEND OR FOE MN-612130

Models of Aircraft Affected: 30/32

Center: OO-ALC - Hill AFB, UT

**Description/Justification**

The Advanced Identification Friend or Foe (AIFF) receiver/transmitter will be installed in the present location of the IFF transponder and includes the IFF capability as well as the interrogator capability, providing Mode 5 encrypted identification and Mode S Elementary Surveillance (ELS) for F-16 Block 30/32 aircraft. AIFF will reduce pilot cockpit workload and assist in adding combat capability in the Air-to-Air environment by greatly increasing the pilot's Situational Awareness (SA) and Combat Identification (CID) capability. The FY06 Congressional plus-up also funds the FY07 installs.

Aircraft Breakdown: Active , Reserve , ANG 10, Total 10

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			10	0.578								
KITS NONRECUR												
EQUIPMENT			[10]	2.052								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT KITS												
INSTALLATION OF HARDWARE												
FY-06			10 KITS	0.823	[10]							
TOTAL INSTALL				0.823	10							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			10	3.453								
INSTALLATION QTY						10						

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.578
KITS NONRECUR										
EQUIPMENT									[10]	2.052
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT KITS										
INSTALLATION OF HARDWARE										
FY-06                    10 KITS									[10]	0.823
TOTAL INSTALL									10	0.823
TOTAL COST (BP-1100)									10	3.453
(Totals may not add due to rounding)										
INSTALLATION QTY									10	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Input												
Output												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: AIR-TO-AIR INTERROGATOR MN-612150

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

Provides a Mode S-capable Air-to-Air Interrogator (AAI) and any associated prerequisite modifications. This program is needed for effective AMRAAM deployment. AAI will improve pilot situational awareness and support beyond visual range weapons delivery. Implementation of this program provides the F-16 pilot with onboard friendly/unknown designations and decreases the chance of fratricide. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, MMC; MN 610250, Color Display; MN 661650, Link 16; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into Install kits and Equipment unit costs. DMS costs fluctuate year to year per plan set forth in contract; therefore, unit costs will also fluctuate. This effort includes the procurement of support equipment for the stand-up of a depot level repair capability.

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

**Development Status**

Block 50/52 engineering design completed. Eight test aircraft were modified during EMD.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.336										
PROCUREMENT (3010)												
INSTALL KITS	241	9.759										
KITS NONRECUR EQUIPMENT	241	85.412										
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER SUPPORT-EQUIP		0.866										
DEPOT STAND-UP				6.300								
INSTALLATION OF HARDWARE												
FY-00	34 KITS	1.534										
FY-01	79 KITS	5.389										
FY-02	91 KITS	8.842										
FY-03	37 KITS	1.155	[9]	0.471								
TOTAL INSTALL	232	16.920	9	0.471								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	241	112.957		6.771								
INSTALLATION QTY	232		9									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										5.336
PROCUREMENT (3010)										
INSTALL KITS									241	9.759
KITS NONRECUR										
EQUIPMENT									[241]	85.412
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.866
DEPOT STAND-UP										6.300
INSTALLATION OF HARDWARE										
FY-00		34 KITS							[34]	1.534
FY-01		79 KITS							[79]	5.389
FY-02		91 KITS							[91]	8.842
FY-03		37 KITS							[37]	1.626
TOTAL INSTALL									241	17.391
TOTAL COST (BP-1100)									241	119.728
(Totals may not add due to rounding)										
INSTALLATION QTY									241	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-98</u>			<u>FY-99</u>			<u>FY-00</u>			<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>			<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																											
Output														6	16	17	15	20	18	12	22	37	20	12	3	14	20
															6	16	17	15	20	18	12	22	37	20	12	3	14
Quarter	1	2	3	4																							
Input	6	3																									
Output	20	6	3																								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: MODE S IDENTIFICATION MN-612152

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

Models of Aircraft Affected: Blk 40/42

Center: ASC

PE 0207133F

Team POWER

**Description/Justification**

The primary role of the Mode S transponder is to respond to interrogations from a ground sensor or Traffic Alert and Conflict Avoidance System (TCAS) to provide airborne data information including identification and altitude. Mode S is an integral and required part of Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) (formerly GATM) and is required for worldwide operations. Block 40/42 aircraft require replacement of current Identification Friend-or-Foe (IFF) transponder with a Mode S elementary surveillance (ELS) capable (Mode 5 ready) transponder. Block 50/52 aircraft are already equipped with the Advanced Air-to-Air Interrogator (AAI) units capable of Mode S.

Aircraft Breakdown: Active 316, Reserve , ANG 73, Total 389

**Development Status**

Funding supports development and integration of a transponder with Mode S ELS capability for Block 40/42 aircraft.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				2.800		7.162		2.870				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					80	6.139	75	6.350	85	7.550	96	8.720
EQUIP NONREC						1.500						
CHANGE ORDERS								0.200		0.375		0.430
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT						0.800		0.850		0.675		0.700
INSTALLATION OF HARDWARE												
FY-07	80	KITS					[80]	1.600				
FY-08	75	KITS							[75]	1.500		
FY-09	85	KITS									[85]	1.650
FY-10	96	KITS										
FY-11	53	KITS										
TOTAL INSTALL							80	1.600	75	1.500	85	1.650
TOTAL COST (BP-1100)							80	8.439	75	9.000	85	10.100
(Totals may not add due to rounding)												
INSTALLATION QTY								80		75		85

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										12.832
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	53	4.700							389	33.459
EQUIP NONREC										1.500
CHANGE ORDERS		0.220								1.225
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
PROGRAM MNGMT		0.300								3.325
INSTALLATION OF HARDWARE										
FY-07			80 KITS						[80]	1.600
FY-08			75 KITS						[75]	1.500
FY-09			85 KITS						[85]	1.650
FY-10			96 KITS						[96]	1.680
FY-11			53 KITS		[53]	1.000			[53]	1.000
TOTAL INSTALL	96	1.680		53	1.000				389	7.430
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	53	6.900			1.000				389	46.939
INSTALLATION QTY	96			53					389	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)			06/07	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)			06/08	01/09	01/10	01/11	01/12

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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													40	40	18	19	19	19	19	21	21	21	22	24	24	24	24	24	20	20	13	
Output													40	40	18	19	19	19	19	21	21	21	22	24	24	24	24	24	20	20	13	



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: BLK 40/50 SECURE LINE OF SIGHT RADIO MN-618210  
 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 27133F Team

**Description/Justification**

This modification replaces the existing AN/ARC-186 VHF only radio on 72 Block 40-52 F-16 aircraft with the AN/ARC-210 Warrior (or similar) radio and any associated prerequisite Group A modifications to satisfy an FY06 CENTCOM urgent operational need (UON). The F-16 needs a secure Line-of-Sight capability which is upgradeable to a secure beyond-line-of-sight (BLOS) communications capability to communicate with many rotary wing and ground maneuver units in the theater of operations. In the Projected Financial Plan below, the first install kit line is for Group A antenna and the second install kit line is for Group A wiring. New start notification letters were submitted to the Congressional Defense Committees.

Aircraft Breakdown: Active 72, Reserve 0, ANG 0, Total 72

**Development Status**

Per Milestone B

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						9.500						
PROCUREMENT (3010)												
INSTALL KITS					54	1.840	18	0.610				
KITS NONRECUR												
EQUIPMENT					[54]	6.440	[18]	2.180				
EQUIP NONREC												
CHANGE ORDERS						0.450		0.250		0.050		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS					[54]	0.220	[18]	0.030				
TRAINING						0.110						
INSTALLATION OF HARDWARE												
FY-07		54 KITS					[54]	1.940				
FY-08		18 KITS							[18]	1.000		
TOTAL INSTALL							54	1.940	18	1.000		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					54	9.060	18	5.010		1.050		
INSTALLATION QTY							54		18			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										9.500
PROCUREMENT (3010)										
INSTALL KITS									72	2.450
KITS NONRECUR										
EQUIPMENT									[72]	8.620
EQUIP NONREC										
CHANGE ORDERS										0.750
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALL KITS									[72]	0.250
TRAINING										0.110
INSTALLATION OF HARDWARE										
FY-07		54 KITS							[54]	1.940
FY-08		18 KITS							[18]	1.000
TOTAL INSTALL									72	2.940
TOTAL COST (BP-1100)									72	15.120
(Totals may not add due to rounding)										
INSTALLATION QTY									72	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)			02/07	01/08
Delivery Date (Month/CY)			11/07	10/08

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													18	18	18	18				
Output													18	18	18	18				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: BLK 30 SECURE LINE OF SIGHT RADIO MN-618230  
 Models of Aircraft Affected: F-16 Blk 25/30/32

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-16 Class P  
 PE 27133F Team

Center: ASC

**Description/Justification**

Current F-16 limitations with the Raytheon UHF AN/ARC-164 receiver/transmitter and Rockwell Collins VHF AM/FM AN/ARC-186 are resulting in poor radio reception/transmission, operationally ineffective KY-58 (Secure Line of Sight SLOS), limited VHF/UHF frequency range, no Land Mobile or Maritime frequency capability, no SINCGARS capability, and can only communicate on one secure channel at a time. The ARC-210 radio has been identified as being capable of overcoming the identified deficiencies of the existing UHF/VHF RT system. The system is currently being used successfully on other platforms including F-15, A-10, B-52, B-1, U-2, F/A-18, as well as others. ARC-210 system will provide significant improvement to LOS and SLOS communication. With an aircraft modification to add a SATCOM antenna, current ARC-210 R/T could also provide Beyond Line of Sight (BLOS) capability. FY07 funds were added by Congress as a Plus-up.

Aircraft Breakdown: Active 0, Reserve 12, ANG 0, Total 12

**Development Status**

The ARC-210 RT is an of the shelf item. Many commercial UHF/VHF antennas are available and no additional development is expected. The ARC-210 system is being tested on AATC aircraft (with AATC funding) and current results indicate that no additional development is necessary.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.562						
KITS NONRECUR						0.878						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.150						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					12	2.590						

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.562
KITS NONRECUR										0.878
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.150
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									12	2.590

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

**Description/Justification**

Adds the Joint Helmet Mounted Cueing System (JHMCS) and any associated prerequisite modifications. JHMCS provides a man-mounted, ejection compatible helmet mounted display system, with capability to cue and verify cueing of high off-axis sensors and weapons. The JHMCS includes a flight helmet with display optics, image source, helmet tracker transducer, and cable attached to it, graphics processor/video hardware and software to drive the display, helmet tracker hardware and software, interfaces to the aircraft computers, weapons and sensor hardware, with software to integrate the JHMCS functions with other onboard systems. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. FY07 equipment buy quantity is out of sync with kit buy quantity in order to correct equipment over buy in FY06. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; MN 661650, Link 16; and MN612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. In FY06, the Air Force added funds to initiate the JHMCS depot stand-up at WRALC. Aircraft total differs from total kits purchased/installed based upon kit purchased with 3600 dollars for development testing, which was used in a production aircraft.

Aircraft Breakdown: Active 553, Reserve 0, ANG 91, Total 644

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	26.708										
PROCUREMENT (3010)												
INSTALL KITS	467	30.428	91	3.660	77	3.005	8	0.332				
KITS NONRECUR EQUIPMENT	467	114.035	[98]	29.928	[70]	8.881	[8]	2.050				
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER												
SUPPORT-EQUIP		16.382		6.213		4.800		1.074		0.200		
DEPOT STAND-UP				5.000								
OGC		0.378		0.125		0.220		0.160		0.080		

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	2.271										
FY-02	108	5.237										
FY-03	137	KITS										
FY-04	100	KITS	[29]	1.289								
FY-05	94	KITS	[81]	3.600	[19]	0.858						
FY-06	91	KITS			[72]	3.247	[22]	1.105				
FY-07	77	KITS					[67]	3.718	[24]	1.231		
FY-08	8	KITS							[63]	3.233	[14]	0.566
TOTAL INSTALL	244	14.807	110	4.889	91	4.105	89	4.823	87	4.464	22	0.890
TOTAL COST (BP-1100) (Totals may not add due to rounding)	467	176.030	91	49.815	77	21.011	8	8.439		4.744		0.890
INSTALLATION QTY	244		110		91		89		87		22	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	26.708
PROCUREMENT (3010)										
INSTALL KITS									643	37.425
KITS NONRECUR										
EQUIPMENT									[643]	154.894
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										28.669
DEPOT STAND-UP										5.000
OGC										0.963
INSTALLATION OF HARDWARE										
FY-01		28 KITS							[28]	2.271
FY-02		108 KITS							[108]	5.237
FY-03		137 KITS							[137]	8.588
FY-04		100 KITS							[100]	4.458
FY-05		94 KITS							[94]	4.352
FY-06		91 KITS							[91]	4.949
FY-07		77 KITS							[77]	3.799
FY-08		8 KITS							[8]	0.324
TOTAL INSTALL									643	33.978
TOTAL COST (BP-1100)									643	260.929
(Totals may not add due to rounding)										
INSTALLATION QTY									643	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																									6	14	11	15	22	33	29	
Input	22	18	40	34	31	26	25	28	24	22	22	23	21	21	23	24	23	21	20	23	10	12										
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	21	21	23	24	23	21	20	23	10	12									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: HTS PYLONS MN-660050

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**

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

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

**Development Status**

Completed in FY02.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.659										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	96	2.190	108	1.638	91	1.969						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.562										
SIM/TRAINER		0.033										
SUPPORT-EQUIP		6.046		5.442								
OGC												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	96	9.831	108	7.080	91	1.969						



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										1.659
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									295	5.797
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.562
SIM/TRAINER										
SUPPORT-EQUIP										0.033
OGC										11.488
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									295	18.880

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: LINK 16 - CCIP MN-661650

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

**Description/Justification**

This modification adds a Link 16 capable data link and any associated prerequisite modifications. Link 16 provides a jam-resistant, secure digital data transfer network capability with a standardized waveform and data format allowing intraflight (within a formation) and interflight (external to a formation) communications, primarily among aircraft. Link 16 will increase mission effectiveness by providing positive position awareness of all aircraft on a network, correlating offboard and onboard sensor data and realtime sharing of target, threat, and intel updates. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; MN650050, Joint Helmet Mounted Cueing System; and MN612150, Air-to-Air Interrogator. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into install kits and equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. FY03 and out equipment line of funds reduced due to shift of Link 16 terminal procurement from this MN 661650 to the MN 661651 (Tactical Data Link PE 27445F).

Aircraft Breakdown: Active 553, Reserve 0, ANG 91, Total 644

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.873										
PROCUREMENT (3010)												
INSTALL KITS	467	28.354	91	2.703	78	2.269	8	0.270				
KITS NONRECUR EQUIPMENT	467	83.222	[91]	6.336	[78]	5.840	[8]	0.614				
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP		7.000		0.304		0.425		1.000				
INSTALLATION OF HARDWARE												
FY-01 28 KITS	28	2.287										
FY-02 108 KITS	108	9.042										
FY-03 137 KITS	108	7.144	[29]	1.301								
FY-04 100 KITS			[81]	3.633	[19]	0.857						
FY-05 94 KITS					[72]	3.248	[22]	1.105				
FY-06 91 KITS							[74]	3.718	[17]	1.079		
FY-07 78 KITS									[70]	4.444	[8]	0.720
FY-08 8 KITS											[8]	0.720
TOTAL INSTALL	244	18.474	110	4.934	91	4.105	96	4.823	87	5.523	16	1.440
TOTAL COST (BP-1100) (Totals may not add due to rounding)	467	137.050	91	14.277	78	12.639	8	6.707		5.523		1.440
INSTALLATION QTY	244		110		91		96		87		16	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										52.873
PROCUREMENT (3010)										
INSTALL KITS									644	33.596
KITS NONRECUR										
EQUIPMENT									[644]	96.012
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										8.729
INSTALLATION OF HARDWARE										
FY-01	28	KITS							[28]	2.287
FY-02	108	KITS							[108]	9.042
FY-03	137	KITS							[137]	8.445
FY-04	100	KITS							[100]	4.490
FY-05	94	KITS							[94]	4.353
FY-06	91	KITS							[91]	4.797
FY-07	78	KITS							[78]	5.164
FY-08	8	KITS							[8]	0.720
TOTAL INSTALL									644	39.299
TOTAL COST (BP-1100)									644	177.636
(Totals may not add due to rounding)										
INSTALLATION QTY									644	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Input	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	9										
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	9									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: F-16 TACTICAL DATA LINK (TDL) MN-661651

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207445F Team MOBIL

**Description/Justification**

The funds required to procure the Link 16 tactical data link that will be installed as part of MN 661650, Link 16 - CCIP, has been moved to this MN for FY03 and out. Link 16 provides a jam-resistant, secure digital data transfer network capability with a standardized waveform and data format allowing intraflight (within a formation) and interflight (external to a formation) communications, primarily among aircraft. Link 16 will increase mission effectiveness by providing positive position awareness of all aircraft on a network, correlating offboard and onboard sensor data and realtime sharing of target , threat, and intel updates. Aircraft breakdown number reflects only those assets purchased under this MN. The total number of aircraft affected by the Link 16 modification are reflected in MN 661650. This mod is baselined with MN 661650, Link 16, MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; and MN650050, Joint Helmet Mounted Cueing System.

Aircraft Breakdown: Active 424, Reserve 0, ANG 84, Total 508

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	331	75.991	91	17.047	78	18.992	8	2.313				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	331	75.991	91	17.047	78	18.992	8	2.313				
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									508	114.343
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									508	114.343

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

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

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0809731F

Team AIR

**Description/Justification**

Upgrades aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems. FY06 includes a congressional plus-up for a Distributed Missions Operations Center (shown as Trainer Peculiar on the fund chart).

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	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	28	16.983	[12]	10.883	[19]	14.657	[21]	17.838	[21]	18.333	[21]	18.779
SUPPORT-EQUIP												
TRAINER PECULIAR				10.853								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		16.983		21.736		14.657		17.838		18.333		18.779

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER	[21]	19.023	[21]	19.398	[21]	19.785			[185]	155.679
SUPPORT-EQUIP										
TRAINER PECULIAR										10.853
TOTAL COST (BP-1100)	<hr/>		<hr/>		<hr/>		<hr/>		<hr/>	
(Totals may not add due to rounding)		19.023		19.398		19.785				166.532

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: MISC ENGINE UPDATE MODS MN-99999E

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

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

Current FY05 program includes as a minimum: Bleed Air Control Valve (\$140K); Ogden Transportation Charges (\$69.072K)

Current FY06 program includes as a minimum: FDTC Transportation Costs (\$19,300)

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												
		9.850		0.299		0.191		1.242		0.657		0.766
TOTAL COST (BP-1100)		9.850		0.299		0.191		1.242		0.657		0.766
(Totals may not add due to rounding)												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										
TOTAL COST (BP-1100)		1.015		0.625		0.658				15.303
(Totals may not add due to rounding)		1.015		0.625		0.658				15.303

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

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

FY05 programs include: Pods Data (\$800K)

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		10.116		0.014		0.270		1.242		0.658		0.767
TOTAL COST (BP-1100)		10.116		0.014		0.270		1.242		0.658		0.767
(Totals may not add due to rounding)		10.116		0.014		0.270		1.242		0.658		0.767

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.016		0.625		0.659				15.367
TOTAL COST (BP-1100)		1.016		0.625		0.659				15.367
(Totals may not add due to rounding)		1.016		0.625		0.659				15.367

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: F110 ENGINE SERVICE LIFE EXTENSION PROGRAM (SLEP) MN-F19424

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

The SLEP will increase the time on wing over two times the current configuration. This is achieved in large part through the installation of a new Compressor and Common High Pressure Turbine Rotor and related components. It eliminates all special inspections that are out-of-cycle with the phase inspection and stretches the current 200-hour engine phase inspection to coincide with the 300-hour aircraft phase inspection. This modification was designed to be performed during a normal Engine Structural Integrity Program (ENSIP) inspection at either intermediate or depot level (no added installation labor cost for this modification), which will save the USAF over \$360M dollars in modification costs. The current F110 fleet Non-Recoverable In-Flight Engine Shutdowns (NRIFSD) rate of 4.4 per 100K Engine Flight Hours (EFH) is reduced to 0.9 per 100K EFH after SLEP. Kit totals include requirements for both install and spare engines.

Aircraft Breakdown: Active 428, Reserve 52, ANG 252, Total 732

**Development Status**

Qualification completed in Mar 2005.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	95	28.128	127	47.385	118	42.491	123	49.989	131	53.750	128	54.530
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.500										
SIM/TRAINER												
SUPPORT-EQUIP		7.500		0.500								
CONTRACTOR SUPPORT		0.080		0.082		0.160		0.160		0.160		0.160
INSTALLATION OF HARDWARE												
FY-05			95 KITS	[95]								
FY-06			127 KITS			[127]						
FY-07			118 KITS					[118]				
FY-08			123 KITS							[123]		
FY-09			131 KITS									[131]
FY-10			128 KITS									
FY-11			120 KITS									
FY-12			37 KITS									
TOTAL INSTALL			95		127		118		123		131	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	95	38.208	127	47.967	118	42.651	123	50.149	131	53.910	128	54.690
INSTALLATION QTY			95		127		118		123		131	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	120	55.562	37	16.710					879	348.545
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.500
SIM/TRAINER										
SUPPORT-EQUIP										8.000
CONTRACTOR SUPPORT		0.160		0.160						1.122
INSTALLATION OF HARDWARE										
FY-05			95 KITS						[95]	
FY-06			127 KITS						[127]	
FY-07			118 KITS						[118]	
FY-08			123 KITS						[123]	
FY-09			131 KITS						[131]	
FY-10			128 KITS						[128]	
FY-11			120 KITS		[120]				[120]	
FY-12			37 KITS				[37]		[37]	
TOTAL INSTALL	128		120		37				879	
TOTAL COST (BP-1100)	120	55.722	37	16.870					879	360.167
(Totals may not add due to rounding)										
INSTALLATION QTY	128		120		37				879	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									22	24	24	25	32	32	32	31	30	30	29	29	31	31	31	30	33	33	32	33	32	31	32	33
Output									22	24	24	25	32	32	32	31	30	30	29	29	31	31	31	30	33	33	32	33	32	31	32	33
Quarter	1	2	3	4	1	2	3	4																								
Input	30	30	30	30	20	17																										
Output	30	30	30	30	20	17																										

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-22					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$52.933	\$145.562	\$281.905	\$345.570	\$337.924	\$433.252	\$271.424	\$291.609	

The F/A-22 program is the next generation multi-mission air superiority fighter to counter emerging worldwide threats. The F/A-22 is designed to penetrate enemy airspace and achieve a first-look, first-kill capability against multiple targets. The primary modification budgeted in FY08/09 is the Common Configuration modification. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	F22001	COMMON CONFIGURATION	4.1	71.9	190.3	217.3	176.1	253.0	52.0	63.6	292.9	1,396.8
	F22003	INCREMENT 3.1			19.2	61.7	88.9	92.8	61.7	7.2	4.4	336.0
	F22004	LOW COST MOD (Air Vehicle)	2.0	1.9	1.9	1.9	1.9	1.9	2.0	2.0		19.8
	F22006	F-22 Reliability and Maintainabili	29.0	35.7	32.4	29.0	29.0	29.0	30.0	28.0		242.1
	F22013	Trainer Low Cost Mod		2.0								2.0
	F22014	F119 Engine Modifications	7.5	19.9	33.7	27.0	29.1	29.8	26.9	19.7		193.7
	F22017	Weapon System Evaluation Pro				3.8	6.6	18.3	31.9	27.1	43.8	131.4
	F22018	Emergency Oxygen Hose				0.1	1.2	3.1	5.7	5.7	14.5	30.3
	F22019	INCREMENT 3.2							55.4	131.9	1,602.7	1,790.0
	F22020	Urgent Requirements			4.4	4.7	5.0	5.4	5.9	6.3		31.8
	Z88888	REPROGRAMMINGS	10.3	14.1								
<b>TOTAL FOR CLASS P</b>			52.9	145.6	281.9	345.6	337.9	433.3	271.4	291.6	1958.4	4173.8
<b>TOTAL FOR WEAPON SYSTEM F-22</b>			52.9	145.6	281.9	345.6	337.9	433.3	271.4	291.6	1958.4	4173.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: COMMON CONFIGURATION MN-F22001

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

The purpose of Common Configuration is to modify F-22A aircraft to accommodate a common OFP across separate Lots of aircraft. Diminishing Manufacturing Source (DMS) issues and Production Improvement Program (PIP) projects have driven the creation of several unique hardware/OFP configurations, resulting in the need for separate OFPs. These different OFP configurations have several impacts, including the need for multiple OFP configurations for every planned OFP upgrade, increased support costs, heavy demand on lab capacity, etc. The ultimate goal of the Common Configuration effort is to:

- o Reduce the number of different OFPs in the aircraft fleet.
- o Upgrade earlier production aircraft to later configuration.

- This effort focuses on upgrading selected Lot 1 through Lot 4 aircraft with hardware/OFP and appropriate software. The objective is to optimally utilize the available funding to minimize the number of unique OFP configurations. Each hardware/OFP upgrade and retrofit kit for each aircraft Lot configuration will be significantly different and procured over multiple years based on requirements. This effort also provides for a DMS program required to maintain an executable common configuration program.

The 4th generation array modification (MN-F22005-closed) has been incorporated into the common configuration modification effort. This effort eliminates an OFP in the combat fleet, reducing the logistics cost and deployment footprint. The retrofit of the 4th generation radar is required for further avionics upgrades (Increment 3.1, MN-F22003).

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	14	74.093	1	0.700	5	55.134	13	186.607	16	211.485	6	161.448
EQUIP NONREC		1.474		3.418		9.559		3.657		3.723		3.790
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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												
FY-04												
FY-05												
FY-06												
FY-07												
FY-08												
FY-09												
FY-10												
FY-11												
FY-12												
FY-13												
FY-14												
FY-15												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	9	238.431	1	34.160	1	38.338	10	268.580	76	1268.976	
EQUIP NONREC		4.130		4.156		4.244				38.151	
CHANGE ORDERS											
DATA											
SIM/TRAINER											
SUPPORT-EQUIP											
INSTALLATION OF HARDWARE											
FY-03			7 KITS						[7]	0.174	
FY-04			2 KITS						[2]	0.050	
FY-05			5 KITS						[5]	6.955	
FY-06			1 KITS						[1]	0.025	
FY-07			5 KITS						[5]	2.125	
FY-08			13 KITS						[13]	10.850	
FY-09			16 KITS						[16]	10.450	
FY-10			6 KITS		[6]	13.700			[6]	13.700	
FY-11			9 KITS				[9]	21.000	[9]	21.000	
FY-12			1 KITS					[1]	2.400	[1]	2.400
FY-13			1 KITS					[1]	2.400	[1]	2.400
FY-14			4 KITS					[4]	9.900	[4]	9.900
FY-15			6 KITS					[6]	9.650	[6]	9.650
TOTAL INSTALL	16	10.450	6	13.700	9	21.000	12	24.350	76	89.678	
TOTAL COST (BP-1100)											
(Totals may not add due to rounding)	9	253.011	1	52.016	1	63.582	10	292.930	76	1396.805	
INSTALLATION QTY	16		6		9		12		76		

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

**Installation Schedule**

		<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																																	
Output																																	
Quarter	1	<u>FY-10</u>			1	<u>FY-11</u>			1	<u>FY-12</u>			1	<u>FY-13</u>			1	<u>FY-14</u>			1	<u>FY-15</u>			1	<u>FY-16</u>			1	<u>FY-17</u>			
Input	4	4	3	2	4	4	4	4	2	2	1	1	3	2	2	2	1																
Output	2	4	4	1	1	1	4	4	4	2	2	1	1	3	2	2	2	1															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: INCREMENT 3.1 MN-F22003

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

Spiral 3A modernizes F-22A aircraft with Enhanced Central Integrated Processor (ECIP) cards, a new Map Inter-Face (MIF) board for the 4th generation APG-77V1 radar, a modification to the GPS Inertial Navigation System (GINS), and a Tactical Data Transfer System (TDTS). These hardware modifications enable the F-22 to retarget Joint Direct Attack Munitions (JDAM), carry and deliver the Small Diameter Bomb (SDB) on preplanned missions using the Joint Mission Planning System (JMPS), to use a Synthetic Aperture Radar (SAR) Air-to-Ground radar mode to permit attack of emerging targets using SDBs, and to save SAR imagery onto the the TDTS for post-mission analysis.

Aircraft Breakdown: Active 117, Reserve 0, ANG , Total 117

**Development Status**

Requirements analysis started in FY04 in Modernization PE 27138F.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							8	19.157	18	44.006	35	87.367
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER									[44]	17.740		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08                      8 KITS											[8]	1.552
FY-09                      18 KITS												
FY-10                      35 KITS												
FY-11                      35 KITS												
FY-12                      21 KITS												
TOTAL INSTALL											8	1.552
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							8	19.157	18	61.746	35	88.919
INSTALLATION QTY											8	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	89.202	21	54.644					117	294.376
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[44]	17.740
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08           8 KITS									[8]	1.552
FY-09           18 KITS	[18]	3.566							[18]	3.566
FY-10           35 KITS			[35]	7.080					[35]	7.080
FY-11           35 KITS					[35]	7.228			[35]	7.228
FY-12           21 KITS							[21]	4.428	[21]	4.428
TOTAL INSTALL	18	3.566	35	7.080	35	7.228	21	4.428	117	23.854
TOTAL COST (BP-1100)	35	92.768	21	61.724		7.228		4.428	117	335.970
(Totals may not add due to rounding)										
INSTALLATION QTY	18		35		35		21		117	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>
Contract Date (Month/CY)				11/07	11/08	11/09	11/10	11/11
Delivery Date (Month/CY)				11/09	11/10	11/11	11/12	11/13

Installation Schedule

	<u>FY-05</u>			<u>FY-06</u>			<u>FY-07</u>			<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>			<u>FY-11</u>			<u>FY-12</u>						
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																	2	2	2	2	4	4	5	5	8	9	9	9
																	2	2	2	2	4	4	5	5	8	9	9	9
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																
Input	8	9	9	9	6	6	5	4																				
Output	9	8	9	9	9	6	6	5	4																			

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MOD (Air Vehicle) MN-F22004

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207219F Team Unassigned

**Description/Justification**

These are low cost modifications necessary to improve air vehicle, engine and training systems reliability, safety and mission performance and to reduce logistics costs. In addition, modifications will be incorporated to reduce total life cycle costs. Due to the numerous small modifications included in this effort, kits quantities, install schedule, and milestones have not been identified.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		4.103		2.011		1.932		1.928		1.927		1.927
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		4.103		2.011		1.932		1.928		1.927		1.927
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.927		2.000		2.000				19.755
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		1.927		2.000		2.000				19.755
(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>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>
Contract Date (Month/CY)		02/03		01/05	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)		02/04		01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: F-22 Reliability and Maintainability Maturation Program (RAMMP) Mods MN-F22006

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

Provides for retrofit to incorporate Reliability and Maintainability (R&M) and Corrosion enhancements to achieve the Mean Time Between Maintenance (MTBM) requirement of 3.0 flight hours (FH) at 100,000 total flight hours and reduce the weapon system life cycle cost. MTBM of 3.0 FH is an Operational Requirements Document (ORD) and Acquisition Program Baseline (APB) requirement. MTBM directly influences other Key Performance Parameters (KPP) and ORD requirements such as Sortie Generation Rate, C-17 loads and manpower spaces per aircraft. Install kit quantity exceeds aircraft breakdown total quantity due to multiple kit procurement/installation per aircraft in support of various MTBM and life cycle cost initiatives. Examples of the multiple kit procurments are the Air Recharge, Electric Fuel Boost Pump and the CNI Battery Field improvements. Due to the numerous small modifications included in this effort, kit quantities, install schedule, and milestones have not been identified.

Aircraft Breakdown: Active 183, Reserve 0, ANG 0, Total 183

**Development Status**

Non-recurring engineering started in FY05 to achieve pattern failure fixes to get to 3.0 MTBM.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				13.931		29.000		38.000		18.000		8.000
PROCUREMENT (3010)												
INSTALL KITS						20.658						
KITS NONRECUR												
EQUIPMENT				26.970				20.260		16.570		19.080
EQUIP NONREC												
CHANGE ORDERS				1.450		0.800		0.870		0.680		0.810
DATA				0.580		0.320		0.340		0.270		0.320
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06            0 KITS						13.940						
FY-07            0 KITS								10.930				
FY-08            0 KITS										11.480		8.790
TOTAL INSTALL						13.940		10.930		11.480		8.790
TOTAL COST (BP-1100)				29.000		35.718		32.400		29.000		29.000
(Totals may not add due to rounding)												
INSTALLATION QTY												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		3.000								109.931
PROCUREMENT (3010)										
INSTALL KITS										20.658
KITS NONRECUR										
EQUIPMENT		17.450		27.900		26.040				154.270
EQUIP NONREC										
CHANGE ORDERS		0.720		1.500		1.400				8.230
DATA		0.290		0.600		0.560				3.280
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06			0 KITS							13.940
FY-07			0 KITS							10.930
FY-08			0 KITS							30.810
TOTAL INSTALL		10.540								55.680
TOTAL COST (BP-1100)		29.000		30.000		28.000				242.118
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)	01/06	01/07	01/08	01/09	01/10	01/11	
Delivery Date (Month/CY)	01/07	01/08	01/09	01/10	01/11	01/12	

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Trainer Low Cost Mod MN-F22013

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

These are low cost modifications necessary to improve reliability, safety and mission performance of training devices. These funds will assist in maintaining fielded devices to same configuration of aircraft.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												2.000
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												2.000
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										2.000
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										2.000
(Totals may not add due to rounding)										2.000

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: F119 Engine Modifications MN-F22014

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

Engine modifications are necessary to improve safety, reliability, maintainability, sustainability and mission performance. These mods will focus on fuel nozzles, heat exchanger mounts, engine control moisture drains, compression variable vane actuator bracket, modulator exhaust cooling actuator, screech reduction and other reliability and safety items.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Engine mods are developed within the Component Improvement Program in PE 27268F.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT				7.504		19.940		33.732		27.000		29.089
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				7.504		19.940		33.732		27.000		29.089
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		29.793		26.891		19.709				193.657
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)		29.793		26.891		19.709				193.657
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Weapon System Evaluation Program (WSEP) MN-F22017  
 Models of Aircraft Affected: F-22A

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: F-22                      Class P  
 PE 0207138F                      Team AIR

Center: ASC - Wright Patterson AFB, OH

**Description/Justification**

The Weapon System Evaluation Program (WSEP) is essential for F-22 training and test. The capability provides a flight termination signal (FTS) and re-radiation within the weapons bays. The flight termination signal is used to terminate a missile in flight if necessary. The re-rad capability allows us to re-radiate targeting data into the weapons bay and to the missile, as well as radiate the FTS. This money will be used to procure the necessary group A wiring and the WSEP boxes themselves. The WSEP boxes will be stored at various AFB, and is designed to be interchangeable among aircraft.

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

**Development Status**

Development will begin in FY08 in Modernization PE 27138F.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.837	35	5.653
KITS NONRECUR												
EQUIPMENT									[6]	0.950	[6]	0.970
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09			18									
FY-10			35									
FY-11			35									
FY-12			48									
FY-13			25									
TOTAL INSTALL												
TOTAL COST (BP-1100)									18	3.787	35	6.623
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	5.813	48	8.109	25	3.974			161	26.386
KITS NONRECUR										
EQUIPMENT	[6]	0.990	[6]	1.010					[24]	3.920
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09 18 KITS	[18]	11.460							[18]	11.460
FY-10 35 KITS			[35]	22.740					[35]	22.740
FY-11 35 KITS					[35]	23.170			[35]	23.170
FY-12 48 KITS							[48]	35.520	[48]	35.520
FY-13 25 KITS							[25]	8.250	[25]	8.250
TOTAL INSTALL	18	11.460	35	22.740	35	23.170	73	43.770	161	101.140
TOTAL COST (BP-1100)	35	18.263	48	31.859	25	27.144		43.770	161	131.446
(Totals may not add due to rounding)										
INSTALLATION QTY	18		35		35		73		161	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	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	6	6	8	9	9	9	9				
Input	8	9	9	9	12	12	12	12	7	6	6	6																				
Output	9	8	9	9	9	12	12	12	12	7	6	6	6	6																		

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Urgent Requirements MN-F22020

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

This is a quick response modification to provide F-22 combat capability to the warfighter in a more efficient and responsive manner. This mod includes miscellaneous modifications required to meet urgent CONUS and OCONUS operating requirements. Due to the potential numerous modifications, this P-3A does not identify kit install schedule and milestones for each modification.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							4.424		4.712		5.041	
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)							4.424		4.712		5.041	
(Totals may not add due to rounding)												
INSTALLATION QTY												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		5.419		5.853		6.350				31.799
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)		5.419		5.853		6.350				31.799
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$111.681	\$227.646	\$398.716	\$685.294	\$960.218	\$1,045.715	\$1,019.874	\$1,022.913	

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 FY08/09 is the Reliability Enhancement & Reenginning Program (RERP), and the Avionics Modernization Program (AMP). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	6032	COMPARTMENT FLOOR CO			0.8	1.1	0.6	0.8	0.9	0.9		10.7
	6038	AVIONICS MODERNIZATION	77.8	54.8	94.7	96.2	79.5	76.0	78.2	76.0	21.9	963.4
	6154	C-5 RELIABILITY ENHANCEM	10.9	76.9	186.6	443.2	724.5	830.0	801.7	806.8	4,575.4	8,455.9
	6154A	C-5 RERP AP	19.7	66.5	66.7	97.6	120.8	133.6	133.6	133.6	590.8	1,362.9
	8629	LARGE AIRCRAFT INFRARE		28.8	48.7	46.1	34.8	5.3	5.4	5.5		174.7
	8662	AETC MTD UPGRADES-FIEL	1.8									3.8
	8719	EMERGENCY DC POWER GE	1.4									21.5
	8763	MADARS III			1.2	1.0						11.0
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.9
	Z88888	REPROGRAMMINGS	0.1	0.5								
<b>TOTAL FOR CLASS P</b>			111.7	227.6	398.7	685.3	960.2	1045.7	1019.9	1022.9	5188.1	11008.8
<b>TOTAL FOR WEAPON SYSTEM C-5</b>			111.7	227.6	398.7	685.3	960.2	1045.7	1019.9	1022.9	5188.1	11008.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 31	PAGE NO. 1	
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01/26/2007  
 FY 2008 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Modification Title and No: COMPARTMENT FLOOR CORROSION PREVENTION MN-6032

Models of Aircraft Affected: C-5A/C

Center: WRALC Robins AFB GA

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. Installs one piece fiberglass latrine to prevent corrosion and adds a new wall mounted potable gravity feed water supply.

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 18, Reserve 34, ANG 19, Total 71

**Development Status**

N/A - 3600 funds

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	4.122										
KITS NONRECUR	1	0.579										
EQUIPMENT		0.005										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.103										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.012										
INSTALLATION OF HARDWARE												
FY-96 71 KITS	5	0.803	[8]				[8]	0.784	[11]	1.123	[7]	0.573
TOTAL INSTALL	5	0.803	8				8	0.784	11	1.123	7	0.573
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	71	5.624						0.784		1.123		0.573
INSTALLATION QTY	5		8				8		11		7	



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**Description/Justification**

The purpose of this modification is to implement communication, navigation, surveillance/air traffic management (CNS/ATM) [formerly Global Air Traffic Management (GATM)] and navigation safety capabilities. It redesigns the avionics components to replace unreliable line replacement units (LRUs) in the autopilot/flight augmentation systems and the flight and engine instrument suite. This mod also installs safety equipment: Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning system (TAWS). In addition, installation of new CNS/ATM capabilities will improve air traffic management by taking advantage of optimum air routes. Connectivity to mobility command and control capabilities will also be incorporated in the AMP design. Mod is baselined with GPS (mod#3150). In FY04 the C-5 modernization program was approved to use the contractor supported weapon system (CSWS) support concept. Initial spares in support of CSWS will be purchased with 3010, BP11 funds instead of 3010, BP16 funds.

Aircraft Breakdown: Active 35, Reserve 42, ANG 33, Total 110

**Development Status**

RDT&E supports engineering, Commercial Off-The-Shelf (COTS) identification and interfacing hardware design, software design, and data design. The TCAS procurement effort was accelerated ahead of the AMP procurement due to DEPSECDEF direction and was completed 31 Oct 02. Development also includes two flight tested prototypes which began testing in 1st quarter FY03. The second block of developmental testing completed in Sep 03. The final software block and verification testing completed in Jun 05, and was followed by the completion of the functional configuration audit/physical configuration audit (FCA/PCA) in Aug 05. Operational testing completed in Jul 06. Avionics capability required for modernization that is not complete at the end of AMP development will be captured and funded in RERP, which is Phase II of the C-5 Modernization, or in a follow-on software block upgrade program. AMP incorporates updates to the avionics architecture, to include security enhancements to the Global Positioning System.

Note: The "Other" line item in the Procurement (3010) Projected Financial Plan section represents Unique Identification (UID) costs.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	392.041		3.000				12.615		1.845		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	45	114.490	9	24.128	4	12.346	10	28.000	10	28.591	12	36.831
EQUIP NONREC												
CHANGE ORDERS		12.567		8.470		2.567		3.291		3.170		2.246
DATA		6.344		0.450		0.391		0.400		0.408		0.417
SIM/TRAINER												
SUPPORT-EQUIP		7.384		1.063		3.032		4.400		4.600		3.250
GFE		10.734		4.032		3.632				1.595		1.163
OTHER												
TCAS NRE	2	3.129										
TCAS INTG/INSTL	11	2.678										
ATD KITS	5	27.876			[1]	6.966	[1]	9.617	[1]	5.100	[2]	10.400
CPT NRE												
ATD INTEGRATION	4	24.638	[1]	6.957	[1]	3.000	[1]	2.500	[2]	5.200	[1]	2.700
CPT INTG/INSTL												
MAINT TRAINER	2	21.590		1.978								
TCAS	126	22.811										
INSTALLATION OF H	126	5.799										

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
OGC		7.971		0.200		0.200		4.471		5.110		3.240
INITIAL SPARES		24.147		12.791		10.878		39.900		16.720		1.000
OTHER						0.200		2.100		2.100		1.100
OMNIBUS												
INSTALLATION OF HARDWARE												
FY-03	8	7.027										
FY-04	1	9.185	[10]		[7]							
FY-05			[1]	17.751	[7]		[11]					
FY-06						11.624	[3]		[6]			
FY-07									[4]			
FY-08									[2]	23.572	[8]	
FY-09											[5]	17.192
FY-10												
FY-11												
FY-12												
FY-13												
TOTAL INSTALL	9	16.212	11	17.751	14	11.624	14		12	23.572	13	17.192
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	45	308.370	9	77.820	4	54.836	10	94.679	10	96.166	12	79.539
INSTALLATION QTY	9		11		14		14		12		13	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	409.501
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	7	23.138	7	23.624	6	20.675			110	311.823
EQUIP NONREC										
CHANGE ORDERS		4.025		3.890		1.719		2.520		44.465
DATA		0.425		0.434		0.443		0.452		10.164
SIM/TRAINER										
SUPPORT-EQUIP		3.360		3.920		3.840				34.849
GFE		1.725		1.149		1.266		0.758		26.054
OTHER										
TCAS NRE									[2]	3.129
TCAS INTG/INSTL									[11]	2.678
ATD KITS	[1]	5.300	[2]	10.800		5.500			[13]	81.559
CPT NRE										
ATD INTEGRATION	[2]	5.600	[2]	5.800		2.535			[14]	58.930
CPT INTG/INSTL										
MAINT TRAINER									[2]	23.568
TCAS									[126]	22.811
INSTALLATION OF H									[126]	5.799
OGC		3.868		3.538		3.008		2.000		33.606
INITIAL SPARES		3.961		8.525		18.800				136.722
OTHER		1.100		1.100		1.100				8.800
OMNIBUS										
INSTALLATION OF HARDWARE										
FY-03			8 KITS						[8]	7.027
FY-04			18 KITS						[18]	9.185
FY-05			19 KITS						[19]	17.751
FY-06			9 KITS						[9]	11.624
FY-07			4 KITS						[4]	
FY-08			10 KITS						[10]	23.572
FY-09			10 KITS						[10]	17.192
FY-10			12 KITS						[12]	23.464
FY-11			7 KITS						[7]	15.375
FY-12			7 KITS						[4]	17.098
FY-13			6 KITS						[3]	17.098
TOTAL INSTALL									[6]	16.121
	13	23.464	8	15.375	7	17.098	9	16.121	110	158.409
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	7	75.966	7	78.155	6	75.984		21.851	110	963.366
INSTALLATION QTY	13		8		7		9		110	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months



**Milestones**

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)								04/03	12/03	12/04	12/05	12/06	12/07	12/08	12/09
Delivery Date (Month/CY)								04/04	12/04	12/05	12/06	12/07	12/08	12/09	12/10
	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>											
Contract Date (Month/CY)	12/10	12/11	12/12	12/13											
Delivery Date (Month/CY)	12/11	12/12	12/13	12/14											

**Installation Schedule**

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
	<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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		1	1	1	1	3	2	3	3	3	2	4	3	4	3	4	2	4	4	2	4	4	2	4	3	3	3	3	3	3	3	3	3	3	3	4
Output				1	1	1	2	2	3	4	2	2	4	4	3	3	4	3	3	4	2	4	4	2	4	3	3	4	2	4	2	2				
	<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>																							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	2	2	2	2	1	2	2	2	1	2	2	4																								
Output	4	3	3	2	2	1	2	2	2	2	1	2	4																							

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: C-5 RELIABILITY ENHANCEMENT & REENGINEING PROGRAM (RERP) MN-6154

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**Description/Justification**

The C-5 Reliability Enhancement and Re-Engining Program (RERP), Phase II of an Air Force planned two-phase modernization effort for the C-5 (C-5 AMP is Phase I), is a comprehensive modernization effort that will improve aircraft reliability, maintainability, and availability. This effort centers on replacing the current TF-39 engines with more reliable Commercial Off-the-Shelf (COTS) turbofan engines. These engines will be stage III noise compliant. In addition to new engines/pylons, C-5 RERP will provide upgrades to the wing attach fittings, thrust reversers, Auxiliary Power Units (APUs), landing gear and airframe. Electrical, hydraulic, fuel, fire suppression, and pressurization/air conditioning systems will also be upgraded. The System Development & Demonstration (SDD) phase of the contract started in 1Q FY02. The approved acquisition strategy calls for the modification of B-model aircraft first. The C-5 modernization program was approved in FY04 to use the Contractor Supported Weapon System (CSWS) support concept. Initial spares in support of CSWS will be purchased with 3010, BP11 funds instead of 3010, BP16 funds.

Aircraft Breakdown: Active 33, Reserve 42, ANG 33, Total 108

**Development Status**

Preliminary work contract began in FY00 and continued through FY01. The purpose of this effort was to reduce risk by selection of major subcontract vendors, identification of reliability improvements, and completion of a system specification. The SDD contract was awarded in the 1st quarter of FY02 under a Undefined Contract Action (UCA). That contract was definitized Mar 02. Development includes flight test of three prototypes, one C-5A and 2 C-5Bs. Three RDT&E test articles were funded in FY04 for installation and flight test in FY05-FY09. A portion of avionics capability not complete at the end of AMP development (Phase I) will be incorporated in RERP or in a follow-on software block upgrade program. Major SDD milestones completed to date include the Preliminary Design Review (PDR), which completed in Jan 03, the Air Vehicle Critical Design Review (CDR), which completed in Mar 04, and the induction and start of modification on the first AMP modified RERP aircraft in Oct 04. The second and third RERP SDD modifications began in Jan 05 and Aug 05 respectively. First flight of the first and second test articles occurred in Jun and Nov 06, respectively. The third test article is projected to fly in Feb 07.

Note: Advance Procurement (AP) is required due to the length of time it will take to procure some of the hardware items. The use of Advance Procurement (AP) in BP11 versus BP10 was approved, as RERP is a modernization program, requiring the use of BP11 funds.

Note: The "Other" line item in the Procurement (3010) Projected Financial Plan section represents Unique Identification (UID) costs.

Note: Equipment costs include Diminishing Manufacturing Sources (DMS) costs for the identification, review, and monitoring of items with high DMS risk potential, classification of identified items according to criticality, expected obsolescence date, and expected replacement cost and identification of alternates for items having high DMS risks.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	3	869.412		222.730		150.638		190.970		26.431		28.405
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							1	47.349	3	156.473	9	392.437
EQUIP NONREC												
CHANGE ORDERS						25.703		52.122		127.594		117.991
DATA						10.660		2.161		4.661		4.121
SIM/TRAINER												
SUPPORT-EQUIP						6.020		16.310		11.557		9.752
GFE						9.449		5.669		15.401		32.986
ICS								0.872		14.649		25.738
ATD KITS												
ATD INTEGRATION												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INITIAL SPARES				10.853		10.006		25.382		49.654		38.946
OGC						12.877		25.120		43.925		63.344
TRAINING								5.000				
OTHER						2.200		6.577		4.120		3.110
MAINT TRAINER												
AF W/H												
INSTALLATION OF HARDWARE												
FY-08		1 KITS							[1]	15.150		
FY-09		3 KITS									[3]	36.034
FY-10		9 KITS										
FY-11		10 KITS										
FY-12		10 KITS										
FY-13		10 KITS										
FY-14		12 KITS										
FY-15		12 KITS										
FY-16		13 KITS										
FY-17		13 KITS										
FY-18		12 KITS										
FY-19		3 KITS										
TOTAL INSTALL									1	15.150	3	36.034
TOTAL COST (BP-1100)				10.853		76.915	1	186.562	3	443.184	9	724.459
(Totals may not add due to rounding)												
INSTALLATION QTY									1		3	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		20.259		10.103					[3]	1518.948
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	10	453.417	10	515.289	10	521.524	65	2622.053	108	4708.542
EQUIP NONREC										
CHANGE ORDERS		63.368		27.577		19.942		287.068		721.365
DATA		4.080		0.540		0.540		1.836		28.599
SIM/TRAINER										
SUPPORT-EQUIP		0.020		1.000		8.505		42.475		95.639
GFE		37.853		38.901		41.220		278.187		459.666
ICS		28.781								70.040
ATD KITS	[2]	9.378	[1]	4.743	[1]	4.828	[5]	25.487	[9]	44.436
ATD INTEGRATION			[1]	3.004	[1]	3.006	[7]	19.272	[9]	25.282
INITIAL SPARES		55.746		50.448		50.650		227.504		519.189
OGC		72.560		71.004		71.800		430.567		791.197
TRAINING										5.000
OTHER		2.110		2.000		1.500		0.700		22.317
MAINT TRAINER		14.295								14.295
AF W/H										
INSTALLATION OF HARDWARE										
FY-08			1 KITS						[1]	15.150
FY-09			3 KITS						[3]	36.034
FY-10	[9]	88.350	9 KITS						[9]	88.350
FY-11			10 KITS	[10]	87.213				[10]	87.213
FY-12			10 KITS			[10]	83.301		[10]	83.301
FY-13			10 KITS				[10]	81.994	[10]	81.994
FY-14			12 KITS				[12]	142.340	[12]	142.340
FY-15			12 KITS				[12]	92.303	[12]	92.303
FY-16			13 KITS				[13]	95.534	[13]	95.534
FY-17			13 KITS				[13]	92.955	[13]	92.955
FY-18			12 KITS				[12]	96.710	[12]	96.710
FY-19			3 KITS				[3]	38.455	[3]	38.455
TOTAL INSTALL	9	88.350	10	87.213	10	83.301	75	640.291	108	950.339
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	10	829.958	10	801.719	10	806.816	65	4575.440	108	8455.906
INSTALLATION QTY	9		10		10		75		108	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 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>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>
Contract Date (Month/CY)									04/07	01/08	01/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)									04/09	01/10	01/11	01/12	01/13	01/14	01/15
	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>	<u>FY-18</u>										
Contract Date (Month/CY)	01/14	01/15	01/16	01/17	01/18										
Delivery Date (Month/CY)	01/16	01/17	01/18	01/19	01/20										

**Installation Schedule**

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input											1			1	1			3	3	3		3	3	4		3	3	4		3	3	4		3	3	4
Output												1			1	1			1	1		3	3	3		3	3	4		3	3	4		3	3	4
	<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>				<u>FY-18</u>				<u>FY-19</u>				<u>FY-20</u>				<u>FY-21</u>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		4	4	4		4	4	4		4	4	5		4	4	5		4	4	4		3														
Output	4		3	3	4		4	4	4		4	4	4		4	4	5		4	4	5		4	4	4		4	4	3							

01/26/2007  
 FY 2008 PB  
 Modification Title and No: C-5 RERP AP MN-6154A

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C

Center: WRALC Robins AFB GA

PE 0401119F

Team MOBIL

**Description/Justification**

This is the Advance Procurement exhibit for the C-5 Reliability Enhancement and Re-engining Program (RERP). See Mod 6154 for complete description/justification.

Aircraft Breakdown: Active 33, Reserve 42, ANG 33, Total 108

**Development Status**

This is the Advance Procurement exhibit for the C-5 Reliability Enhancement and Re-engining Program (RERP). See Mod 6154 for complete development status.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ADVANCE PROCUREMENT			[0]	19.732	[1]	66.457	[3]	66.700	[9]	97.600	[10]	120.800
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				19.732		66.457		66.700		97.600		120.800
(Totals may not add due to rounding)												
INSTALLATION QTY									1		3	







**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
INITIAL SPARES						5.144		9.870		6.310		3.310	
OGC						3.150		3.600		3.450		5.970	
RETROFIT INSTALLATION													
INSTALLATION OF HARDWARE													
FY-07			5 KITS				[5]	5.380					
FY-08			5 KITS						[5]	5.439			
FY-09			6 KITS								[6]	6.527	
FY-10			4 KITS										
FY-12			1 KITS										
TOTAL INSTALL							5	5.380	5	5.439	6	6.527	
TOTAL COST (BP-1100)						5	28.844	5	48.749	6	46.107	4	34.753
(Totals may not add due to rounding)													
INSTALLATION QTY								5		5		6	



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

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

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-5                      Class P

Models of Aircraft Affected:

Center: OO-ALC - Hill AFB, UT

PE 0809731F

Team AIR

**Description/Justification**

(NOTE: Funds transferred to MN-Z89731 for AQXR tracking purposes)

There are several C-5 trainers whose operation no longer accurately reflect the electrical or mechanical functions of the system intended to be represented because it does not match current aircraft configuration. These maintenance trainers are designed to represent an actual stand-alone aircraft mechanical system as it exists on the C-5 aircraft. These trainer upgrades typically demonstrate normal, abnormal, degraded, manual, and emergency aircraft system operation.

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

**Development Status**

TBD

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.032	[1]	1.753								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.032		1.753								

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[3]	3.785
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										3.785

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: EMERGENCY DC POWER GENERATOR MN-8719  
 Models of Aircraft Affected: C-5A/B/C/M

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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 DC emergency generator and the aircraft batteries. It installs a hydraulic motor generator, generator control unit, regulated transformer rectifier unit, battery charging system, single battery, and modifies the flight engineers DC control panel. This program was a result of an engineering study to ascertain the power requirements of the C-5. Identified a DC power shortfall of 15 amps growing to potentially 25 amps under the Aircraft Modernization Program (AMP).

Aircraft Breakdown: Active 37, Reserve 42, ANG 33, Total 112

**Development Status**

N/A-3600 funds. Proof of concept will be funded using 3400 and 583 funds.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	112	3.090										
KITS NONRECUR		0.250										
EQUIPMENT	112	8.731										
EQUIP NONREC												
CHANGE ORDERS		0.139		0.402								
DATA		1.900		1.000								
SIM/TRAINER	11	1.350										
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03           10 KITS	10	2.301										
FY-04           102 KITS	22	2.338	[44]		[36]							
TOTAL INSTALL	32	4.639	44		36							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	112	20.099		1.402								
INSTALLATION QTY	32		44		36							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[112]	3.090
KITS NONRECUR										0.250
EQUIPMENT									112	8.731
EQUIP NONREC										
CHANGE ORDERS										0.541
DATA										2.900
SIM/TRAINER									[11]	1.350
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03           10 KITS									[10]	2.301
FY-04           102 KITS									[102]	2.338
TOTAL INSTALL									112	4.639
TOTAL COST (BP-1100)									112	21.501
(Totals may not add due to rounding)										
INSTALLATION QTY									112	

Method of Implementation: COMBINATION

Initial Lead Time: 10 Months

Follow-On Lead Time: 7 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input									2	3	4		3	6	10	11	11	11	11	11	11	11	11	11	10	10	5	
Output									2				3	6	10	11	11	11	11	11	11	11	10	10	5			

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: MADARS III MN-8763

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected: C-5A/B/C/M

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**Description/Justification**

C-5 MADARS (Malfunction Detection Analysis and Recording System): MADARS DU, CU & MDR unsupportable due to parts obsolesce. Sustainment initiative replaces/integrates the DU, CU & MDR with a ruggedized laptop. Acft: C5A/B/C.

MADARS is an onboard system that monitors and records 800+ test points throughout the aircraft. MADARS III consists of a permanently mounted ruggedized workstation, communication controller, uninterruptible power supply, voltage regulator and graphical printout unit all of which operate with compatible Operational Flight Program (OPF) software.

Information is gathered and recorded to provide trending analysis and performance of specific line replaceable units (LRUs) to aid the flight engineer and maintenance personnel with troubleshooting in-flight and on-ground problems.

MADARS III consists of an integrated design that takes advantage of Commercial, Off-the-Shelf (COTS) hardware and software. Modification to include the fleet (60As, 50Bs, 2Cs) and training devices.

Aircraft Breakdown: Active 37, Reserve 42, ANG 33, Total 112

**Development Status**

Funding needed for training devices to simulate the upgrade and integration in Aircrew Training Devices. This is a result of AMP.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	112	7.808										
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER	15	1.035					[5]	1.152	[4]	1.023		
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								1.152		1.023		
(Totals may not add due to rounding)	112	8.843						1.152		1.023		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									112	7.808
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[24]	3.210
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									112	11.018

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

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



BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5 AP					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$19.700	\$66.457	\$66.700	\$97.600	\$120.800	\$133.600	\$133.600	\$133.600	

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. This will represent advance procurement identified for avionics support. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	C5 AP	C-5 Advance Procurement	19.7	66.7	66.7	97.6	120.8	133.6	133.6	133.6	133.6	905.9
<b>TOTAL FOR CLASS</b>			19.7	66.7	66.7	97.6	120.8	133.6	133.6	133.6	133.6	905.9
<b>TOTAL FOR WEAPON SYSTEM C-5 AP</b>			19.7	66.7	66.7	97.6	120.8	133.6	133.6	133.6	133.6	905.9

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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01/26/2007  
 FY 2008 PB  
 Modification Title and No: C-5 Advance Procurement MN-C5 AP

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 AP Class

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												
TOTAL COST (BP-1100)				19.732		66.700		66.700		97.600		120.800
(Totals may not add due to rounding)				19.732		66.700		66.700		97.600		120.800

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		133.600		133.600		133.600		133.600		905.932
TOTAL COST (BP-1100)		133.600		133.600		133.600		133.600		905.932
(Totals may not add due to rounding)		133.600		133.600		133.600		133.600		905.932

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$248.454	\$250.488	\$211.206	\$403.605	\$589.708	\$451.718	\$404.283	\$633.697

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The primary mods in FY08/09 are the Large Aircraft Infrared Counter Measures (LAIRCM) and Block 13 to 17 Retrofit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_1058	Mission Computer Replacement			0.6	7.3	13.6	15.2	15.4	15.7	16.4	84.3
	_1155	RNP - RNAV/VNAV Capability						21.8	0.5	0.5	2.0	24.9
	_1587	CVR and SFDR Backup Power				22.5	18.0	18.9	19.2	19.6	19.4	117.4
	_1823	M1A2 Loading Capability						24.0	39.0	111.0	389.0	563.0
	_1847	Next Generation Wireless Radio							0.6	1.5	9.1	11.2
	_2394	Demand Assigned Multiple Acce							3.1	3.1	16.7	22.9
	_2590	ELT Frequency Change				0.9	2.8	2.3	2.2			8.3
	_2633	MFOQA					3.4	3.4	2.6			9.4
	_2703	IFF GATM Enhanced Mode S			0.6	3.6						4.2
	_2746	On Board Loose Equipment				0.6	1.0	1.1	1.2	1.1	0.9	5.9
	_3781	Fourth Life Raft Addition				2.1	6.1	2.0				10.1
	_5268	Airborne Networking							19.9	36.7		56.5
	_6461	External Iridium Antenna					2.0	3.1	3.2	3.3	6.7	18.4
	_7655	LOX Bottle Protection	2.1									2.1
	_780	Improved Omni-Directional Rolle								1.0	35.4	36.4
	_8962	Block 13 to 17 Retrofit	97.4	83.1	67.0	143.2	175.6	124.3	56.5	28.3		775.5
	0399	AIRLIFT DEFENSIVE SYSTE	6.1	0.5	0.1							11.0
	6026	400 POUND PARATROOPER	3.9	0.6								16.0

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$248.454	\$250.488	\$211.206	\$403.605	\$589.708	\$451.718	\$404.283	\$633.697	

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The primary mods in FY08/09 are the Large Aircraft Infrared Counter Measures (LAIRCM) and Block 13 to 17 Retrofit. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
	6401	GATM - AUTOMATICE DEPE					36.8	0.8	1.2	1.2		40.0
	6402	OBIGGS II	22.0	12.4	14.5	29.6	47.5	53.2	54.3	55.4	59.9	348.8
	6407	GATM-VHF DATA LINK (MOD							0.9	1.2	15.6	17.7
	6409	AERIAL DELIVERY SYSTEM I						31.1	39.0	111.0	389.0	570.1
	6412	EXTENDED RANGE RETROFI	28.7	17.9	26.7	49.5	82.6	93.3	95.2	97.1	201.8	734.5
	6415	CREW ARMOR PLATING PR						33.6	16.8	17.2	40.9	108.5
	8629	LARGE AIRCRAFT INFRARE	81.8	133.9	99.6	142.3	198.4	21.5	31.5	126.8		1,110.6
	9714	STATION KEEPING FOLLOW-	0.2									17.5
	99999X	LOW COST MODIFICATIONS		2.0	2.0	2.0	2.0	2.0	2.0	2.0	4.0	18.0
	TAWS	TERRAIN AWARENESS & W	2.3									38.4
	Z88888	REPROGRAMMINGS	4.0	0.1								
<b>TOTAL FOR CLASS P</b>			248.5	250.5	211.2	403.6	589.7	451.7	404.3	633.7	1206.9	4781.6
<b>TOTAL FOR WEAPON SYSTEM C-17</b>			248.5	250.5	211.2	403.6	589.7	451.7	404.3	633.7	1206.9	4781.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 2	
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01/26/2007  
 FY 2008 PB  
 Modification Title and No: Mission Computer Replacement MN-\_1058

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Models of Aircraft Affected: C17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

The current C-17 Mission Computer/Core Integrated Processor (MC/CIP) has been identified as a candidate for redesign to support future avionics capability upgrade post Block 17 and later aircraft. A form, fit and function CIP Replacement at the LRU level will replace the existing CIP for Block 17 and later aircraft with the exception of added capability for memory zeroization and fault tolerant inter-CIP communication. The CIP Replacement shall be operationally transparent to the aircrew with the exception of the added memory zeroization functionality. The CIP Replacement shall provide processing throughput improvement and added memory capacities to support future capability upgrade via block software.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/AFC-070

Aircraft Breakdown: Active 164, Reserve 8, ANG 8, Total 180

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	0.281	25	7.163	33	9.626
KITS NONRECUR								0.350				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08				1 KITS								
FY-09				25 KITS					[1]	0.157		
FY-10				33 KITS							[25]	3.991
FY-11				33 KITS								
FY-12				33 KITS								
FY-13				33 KITS								
FY-14				22 KITS								
TOTAL INSTALL									1	0.157	25	3.991
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							1	0.631	25	7.320	33	13.617
INSTALLATION QTY									1		19	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	9.799	33	9.975	33	10.155	22	6.892	180	53.891
KITS NONRECUR EQUIPMENT										0.350
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08 1 KITS									[1]	0.157
FY-09 25 KITS									[25]	3.991
FY-10 33 KITS	[33]	5.362							[33]	5.362
FY-11 33 KITS			[33]	5.459					[33]	5.459
FY-12 33 KITS					[33]	5.557			[33]	5.557
FY-13 33 KITS							[33]	5.657	[33]	5.657
FY-14 22 KITS							[22]	3.835	[22]	3.835
TOTAL INSTALL	33	5.362	33	5.459	33	5.557	55	9.492	180	30.018
TOTAL COST (BP-1100) (Totals may not add due to rounding)	33	15.161	33	15.434	33	15.712	22	16.384	180	84.259
INSTALLATION QTY	31		33		33		58		180	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1				6	6	7	6	8	8	9	8	8	8	9	8
Output																			1			6	6	7	6	8	8	9	8	8	8	8
Quarter	<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>																			
Input	8	8	8	9	8	8	9	8	6	6	5	5																				
Output	9	8	8	8	9	8	8	8	9	8	6	5	5																			



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: CVR and SFDR Backup Power MN-\_1587

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

The COSA main battery must be retrofitted before CVR/SFDR battery backup can be fielded.

The purpose is to provide commercially available backup battery power to the C-17 Cockpit Voice Recorder (CVR) and Standard Flight Data Recorder (SFDR). The C-17 CVR and SFDR, powered by the #2 generator bus, do not have an alternate power source. If the #2 generator fails, then all data recording is terminated. Data would not be available to assist in any incident/accident investigation, an impact which is not acceptable. Per the Dec 03 Commander's Directed Investigation following the hostile fire incident, there is AMC senior leader interest/guidance in having backup battery power to the CVR. Incorporating the CVR and SFDR backup power concurrently might yield synergistic effects in cost and engineering.

Project Plan: AV/AFC-079

Aircraft Breakdown: Active 164, Reserve 8, ANG 8, Total 180

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS									34	9.922	33	8.200	
KITS NONRECUR										9.200			
EQUIPMENT													
EQUIP NONREC													
CHANGE ORDERS													
DATA													
SIM/TRAINER													
SUPPORT-EQUIP										3.030			
INSTALLATION OF HARDWARE													
FY-09			34	KITS					[1]	0.300	[33]	9.771	
FY-10			33	KITS									
FY-11			33	KITS									
FY-12			33	KITS									
FY-13			33	KITS									
FY-14			14	KITS									
TOTAL INSTALL										1	0.300	33	9.771
TOTAL COST (BP-1100)										34	22.452	33	17.971
(Totals may not add due to rounding)													
INSTALLATION QTY												26	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	8.600	33	8.772	33	8.950	14	3.873	180	48.317
KITS NONRECUR										9.200
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										3.030
INSTALLATION OF HARDWARE										
FY-09 34 KITS									[34]	10.071
FY-10 33 KITS	[33]	10.291							[33]	10.291
FY-11 33 KITS			[33]	10.400					[33]	10.400
FY-12 33 KITS					[33]	10.610			[33]	10.610
FY-13 33 KITS							[33]	10.820	[33]	10.820
FY-14 14 KITS							[14]	4.700	[14]	4.700
TOTAL INSTALL	33	10.291	33	10.400	33	10.610	47	15.520	180	56.892
TOTAL COST (BP-1100)	33	18.891	33	19.172	33	19.560	14	19.393	180	117.439
(Totals may not add due to rounding)										
INSTALLATION QTY	33		33		33		55		180	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>						
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Input																																				
Output																					1	9	8	8	8	8	9	8	8	8	8	8	9	8	8	8
																					1	9	8	8	8	8	9	8	8	8	8	8	9	8	8	8
	Quarter	<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>																						
Input	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Output	8	9	8	8	8	9	8	8	8	5	5	4																								



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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 NONREC										0.600
INSTALL									[180]	3.600
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										4.200
(Totals may not add due to rounding)										
INSTALLATION QTY									180	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																	72	108		
																	72	108		

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Fourth Life Raft Addition MN-\_3781

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

AMC submitted a certified AF Form 1067 to SPO to add a fourth life raft to the C-17. With the newly fielded capability of palletized seats, the passenger/troop capacity of the C-17 has increased from 102 to 188. Currently there are three life rafts on board the C-17, which means that there are enough life raft accommodations for only 138 passengers. With increased use of palletized seats for missions flying over large bodies of water, a fourth permanently installed life raft is needed on the C-17.

Project Plan: AV/FS-134

Aircraft Breakdown: Active 164, Reserve 8, ANG 8, Total 180

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									45	2.029	108	5.197
KITS NONRECUR										0.058		
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING												
INSTALLATION OF HARDWARE												
FY-09			45	KITS							[45]	0.407
FY-10			108	KITS							[54]	0.488
FY-11			27	KITS								
TOTAL INSTALL											99	0.895
TOTAL COST (BP-1100)									45	2.087	108	6.092
(Totals may not add due to rounding)												
INSTALLATION QTY											72	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	27	1.255							180	8.481
KITS NONRECUR										0.058
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOOLING										
INSTALLATION OF HARDWARE										
FY-09           45 KITS									[45]	0.407
FY-10           108 KITS	[54]	0.477							[108]	0.965
FY-11           27 KITS	[27]	0.238							[27]	0.238
TOTAL INSTALL	81	0.715							180	1.610
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	27	1.970							180	10.149
INSTALLATION QTY	90								180	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)					01/09	01/10	01/11
Delivery Date (Month/CY)					01/10	01/11	01/12

Installation Schedule

Quarter	<u>FY-05</u>			<u>FY-06</u>			<u>FY-07</u>			<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>			<u>FY-11</u>			<u>FY-12</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																		18	27	27	27	21	21	21	18	
Output																			18	27	27	27	21	21	21	18



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									152	2.128
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06 152 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									152	2.128
(Totals may not add due to rounding)										
INSTALLATION QTY									152	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Input					38	38	38	38				
Output					38	38	38	38				



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: Block 13 to 17 Retrofit MN-\_8962

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P  
PE 41130F Team

Models of Aircraft Affected: Center: ASC

**Description/Justification**

This modification will incorporate Block 14, 15, 16, and 17 projects in one integrated retrofit work package to facilitate retrofit of C-17 aircraft P-1 through P-152 to a homogeneous configuration, and will be done in conjunction with the Extended Range (ER)/On Board Inert Gas Generating System (OBIGGS) II retrofit, when possible. The following projects were combined: Mobility 2000 (M2K), MN-6406; Secure Enroute Communication Package - Improved (SECOMP-I), MN-6411; Communication Open System Architecture (COSA), MN-4660; Weather Radar Replacement, MN-6422; Stabilizer Strut, MN-9735; Combat Lighting, MN-\_8608; Formation Flying System (FFS), MN-\_3056; and Global Air Traffic Management Required Navigational Performance - Improved (GATM/RNP-I), MN-\_6414.

All of these projects have been or will be cut into the C-17 production line in Long Beach; M2K at P-98, SECOMP-I at P-106, COSA at P-121, Weather Radar Replacement and Stabilizer Strut at P-138, Combat Lighting, FFS, and GATM/RNP-I at P-153.

**Block 14:**

M2K provides an Aircraft Communications Addressing and Reporting System (ACARS) capability for data link communications between the aircraft and the Tanker Airlift Control Center (TACC). SECOMP-I will add three UHF SATCOM antennas, two Army multi-band VHF/UHF antennas, two additional SATCOM antennas, and add a cargo compartment communication panel.

**Block 15:**

COSA updates the design of the communications systems to add growth capacity through an open systems architecture approach.

**Block 16:**

Weather Radar Replacement will replace the current AN/APS-133 weather radar. Stabilizer Strut retrofit will implement design changes to the stabilizer strut system that will eliminate uncommanded movement.

**Block 17:**

FFS is an alternate-technology (to SKE Follow On) solution that is intended to meet AMC's requirement for a Strategic Brigade Airdrop (SBA) pass-time of 30 minutes. GATM/RNP-I provides the additional capability to maintain precise control of navigation accuracy to within one nautical mile of the aircraft's planned position while enroute and 0.3 nautical miles if in the terminal area. The capability for HF Data Link (HFDL) operations, as a back-up datalink to the AERO-I capability, is also included in RNP-I. Combat Lighting will provide covert Night Vision Goggle (NVG) capabilities for the cockpit, rear cargo area, and all external lighting systems.

The Mod of Spares and GFE lines are specifically tied to the GATM/RNP-I project.

**Installation of Hardware:** The number of aircraft identified in this section reflects the fact that some of the aircraft will be retrofit to a Block 16 configuration and then have to return to be retrofit to the Block 17 configuration.

The installations will be performed at both Boeing Support Systems - San Antonio (BSS-SA) and Warner Robins - Air Logistics Center (WR-ALC). For 50/50 purposes, the WR-ALC workload will be accounted for in the public private partnership.

Project Plan: SS/MOD-021

Aircraft Breakdown: Active 136, Reserve 8, ANG 8, Total 152

**Development Status**

**Projected Financial Plan**

PRIOR	FY-06	FY-07	FY-08	FY-09	FY-10
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**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR				9.615								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
Install Kits - M2K			[36]	1.879	[12]	0.545	[13]	0.589	[33]	1.436	[9]	0.392
Install Kits - SECOMP-I			[40]	5.924	[12]	1.740	[13]	1.846	[33]	4.778	[13]	1.882
Install Kits - COSA			[36]	60.041	[12]	14.828	[13]	15.699	[33]	40.570	[32]	40.127
Install Kits - Wthr Radar			[36]	6.747	[12]	2.650	[13]	2.835	[33]	7.416	[33]	7.623
Install Kits - Stab Struts			[36]	10.762	[12]	3.207	[13]	3.402	[33]	8.807	[33]	8.976
Install Kits - Combat Ltg			[1]	0.875	[12]	7.140	[13]	7.574	[33]	19.611	[33]	20.002
Install Kits - FFS			[1]	0.244	[12]	3.203	[13]	3.409	[33]	8.867	[33]	9.080
Install Kits - GATM RNP-I			[1]	0.800	[12]	6.531	[13]	6.912	[33]	17.869	[33]	18.190
MOD OF SPARES				0.071		0.873		0.732		2.457		2.501
GFE				0.465		7.689		0.918		13.290		11.117
PMA								2.100		2.108		2.157
INSTALLATION OF HARDWARE												
FY-07		0 KITS			[187]	34.733						
FY-08		0 KITS					[96]	20.984				
FY-09		0 KITS							[104]	15.991		
FY-10		0 KITS									[264]	53.582
FY-11		0 KITS										
FY-12		0 KITS										
FY-13		0 KITS										
TOTAL INSTALL					187	34.733	96	20.984	104	15.991	264	53.582
TOTAL COST (BP-1100)				97.423		83.139		67.000		143.200		175.629
(Totals may not add due to rounding)												
INSTALLATION QTY					140		119		102		224	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										9.615
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
Install Kits - M2K									[103]	4.841
Install Kits - SECOMP-I									[111]	16.170
Install Kits - COSA									[126]	171.265
Install Kits - Withr Radar	[16]	3.770							[143]	31.041
Install Kits - Stab Struts	[16]	5.372							[143]	40.526
Install Kits - Combat Ltg	[33]	20.394	[30]	10.911					[155]	86.507
Install Kits - FFS	[33]	9.289	[30]	8.599					[155]	42.691
Install Kits - GATM RNP-I	[33]	18.518	[30]	10.167					[155]	78.987
MOD OF SPARES		2.548		2.361						11.543
GFE		11.301		5.460						50.240
PMA		2.206		2.257		2.309				13.137
INSTALLATION OF HARDWARE										
FY-07 0 KITS									[187]	34.733
FY-08 0 KITS									[96]	20.984
FY-09 0 KITS									[104]	15.991
FY-10 0 KITS									[264]	53.582
FY-11 0 KITS	[219]	50.913							[219]	50.913
FY-12 0 KITS			[131]	16.721					[131]	16.721
FY-13 0 KITS					[90]	26.033			[90]	26.033
TOTAL INSTALL	219	50.913	131	16.721	90	26.033			1,091	218.957
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		124.311		56.476		28.342				775.520
INSTALLATION QTY	231		153		100				1,091	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

**Installation Schedule**

		<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>								
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4						
Input										46	47	47	47	24	24	24	24	26	26	26	26	66	66	66	66	66	66	66	66	66	66	55	55	55	54	33	33	33
Output											46	47	47	47	24	24	24	24	26	26	26	26	66	66	66	66	66	66	66	66	55	55	55	55	54	33	33	33
		<u>FY-13</u>				<u>FY-14</u>																																
Quarter	1	2	3	4	1	2	3	4																														
Input	32	23	23	22	22																																	
Output	33	32	23	23	22	22																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS-COUNTERMEASURES MN-0399

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

This modification upgrades the countermeasures package-missile warning system, flare dispenser, and missile diverting flares.

Spares cost are for retrofit of 2 repeaters per aircraft being modified. The FY 03 Kit installation on P-94 was performed during LAIRCM testing; cost was incurred by LAIRCM test effort.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-025B

Aircraft Breakdown: Active 112, Reserve 0, ANG 0, Total 112

**Development Status**

Complete 09/00.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	56	3.453	56	5.601								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES		0.167		0.172		0.175		0.030				
RETROFIT												
INSTALLATION OF HARDWARE												
FY-01	32	0.631										
FY-02	5	0.049	[4]	0.040								
FY-03			[15]	0.125								
FY-06			[16]	0.135	[35]	0.305	[5]	0.119				
TOTAL INSTALL	37	0.680	35	0.300	35	0.305	5	0.119				
TOTAL COST (BP-1100)	56	4.300	56	6.073		0.480		0.149				
(Totals may not add due to rounding)												
INSTALLATION QTY	29		35		35		13					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									112	9.054
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										0.544
RETROFIT										
INSTALLATION OF HARDWARE										
FY-01		32 KITS							[32]	0.631
FY-02		9 KITS							[9]	0.089
FY-03		15 KITS							[15]	0.125
FY-06		56 KITS							[56]	0.559
TOTAL INSTALL									112	1.404
TOTAL COST (BP-1100)									112	11.002
(Totals may not add due to rounding)										
INSTALLATION QTY									112	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																																					
Output														1				1								9	9	9	8	9	9	9	8	9	9	9	9

01/26/2007  
 FY 2008 PB  
 Modification Title and No: 400 POUND PARATROOPER SEAT MN-6026

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

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.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/FS-021

Aircraft Breakdown: Active 26, Reserve 0, ANG 0, Total 26

**Development Status**

RDT&E complete Aug 1996.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	17	10.221	9	3.823								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97			1	0.120								
FY-98			7	0.652								
FY-99			3	0.206								
FY-00			1	0.038								
FY-01			1	0.042								
FY-02			1	0.099								
FY-03			1	0.056								
FY-04			1	0.051								
FY-05					[1]	0.065						
FY-06							[9]	0.600				
TOTAL INSTALL	16	1.264	1	0.065	9	0.600						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	17	11.485	9	3.888		0.600						
INSTALLATION QTY	16		1		7							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	14.044
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97	1		KITS						[1]	0.120
FY-98	7		KITS						[7]	0.652
FY-99	3		KITS						[3]	0.206
FY-00	1		KITS						[1]	0.038
FY-01	1		KITS						[1]	0.042
FY-02	1		KITS						[1]	0.099
FY-03	1		KITS						[1]	0.056
FY-04	1		KITS						[1]	0.051
FY-05	1		KITS						[1]	0.065
FY-06	9		KITS						[9]	0.600
TOTAL INSTALL									26	1.929
TOTAL COST (BP-1100)									26	15.973
(Totals may not add due to rounding)									26	15.973
INSTALLATION QTY									26	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: OBIGGS II MN-6402

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

Updated Approach: This retrofit will add the OBIGGS II system to aircraft P71-P137 (aircraft that already have Extended Range capability). P1 - P70 will receive OBIGGS II in conjunction with the Extended Range Retrofit in MN-6412.

The new system will be a continuous flow design, as opposed to the current accumulation/storage version. Molecular Sieve Air Separator Modules (ASM's) in the current system are not efficient enough to generate Nitrogen Enriched Air (NEA) as required. Thus, NEA must be accumulated and stored. High pressure is necessary to minimize storage volume, so the compressor is required. Mission planning is required to allow NEA accumulation, and initialization procedures are lengthy. In general, the current system is complicated and has low reliability.

Permeable membrane ASM's in the new system are efficient enough to generate NEA as required. Compression via the compressors and storage in the bottles are not required, and consequently, these components can be eliminated. Mission planning to allow NEA accumulation is no longer necessary either. The new system will automatically initialize by running for 20-40 minutes and weigh approximately 475lbs less than the current system. The new system will also be simpler with 900% higher reliability as measured by MTBMS.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-038

Aircraft Breakdown: Active 59, Reserve 0, ANG 8, Total 67

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	4.671	3	9.000	3	10.020	8	24.960	11	35.013
KITS NONRECUR				6.637								
EQUIPMENT				6.012								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
LONG LEAD ITEMS				4.651								

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06			1			3,400						
FY-07								3	4,500			
FY-08										3	4,590	
FY-09												8
FY-10												12,480
FY-11												
FY-12												
FY-13												
FY-14												
TOTAL INSTALL					1	3,400	3	4,500	3	4,590	8	12,480
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	21,971	3	12,400	3	14,520	8	29,550	11	47,493
INSTALLATION QTY					1		3		3		6	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	11	35.717	11	36.432	11	37.158	8	27.570	67	220.541
KITS NONRECUR										6.637
EQUIPMENT										6.012
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
LONG LEAD ITEMS										4.651
INSTALLATION OF HARDWARE										
FY-06 1 KITS									[1]	3.400
FY-07 3 KITS									[3]	4.500
FY-08 3 KITS									[3]	4.590
FY-09 8 KITS									[8]	12.480
FY-10 11 KITS	[11]	17.512							[11]	17.512
FY-11 11 KITS			[11]	17.864					[11]	17.864
FY-12 11 KITS					[11]	18.216			[11]	18.216
FY-13 11 KITS							[11]	18.579	[11]	18.579
FY-14 8 KITS							[8]	13.780	[8]	13.780
TOTAL INSTALL	11	17.512	11	17.864	11	18.216	19	32.359	67	110.921
TOTAL COST (BP-1100)	11	53.229	11	54.296	11	55.374	8	59.929	67	348.762
(Totals may not add due to rounding)										
INSTALLATION QTY	11		11		11		19		67	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: EXTENDED RANGE RETROFIT MN-6412

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: \_\_\_\_\_ Center: \_\_\_\_\_ PE \_\_\_\_\_ Team \_\_\_\_\_

**Description/Justification**

Updated Approach:

This program combines two retrofits, Extended Range and OBIGGS II, into one combined effort in an attempt to minimize cost and schedule (previous submission was for ER only). This is achieved programmatically by opening the wing sections once and accomplishing both efforts. In order to have the Extended Range Fuel Containment System (ERFCS) retrofit in a position for FY07 kit proofing (simultaneous with OBIGGS II), the up front installation design effort began in FY05. Accomplishment any later would prohibit simultaneous execution of the two retrofit efforts. The FY05 non-recurring engineering (NRE) will be used for development and release of different engineering drawings, tooling design effort, time critical technical orders (TCTO) for Block VII aircraft. The FY06 effort includes the acquisition of one each ERFCS and OBIGGS II Kitproof kit, the delta TCTOs for the remaining 6 block configurations and the acquisition of tooling and special test equipment.

The ERFCS portion increases aircraft fuel capacity by approximately 9,500 gallons and adds approximately 1,800 pounds to the gross aircraft weight. The OBIGGS II portion vastly improves the performance of the current OBIGGS system. The OBIGGS II redesign will be a continuous flow redesign, as opposed to the current accumulation/storage version which is complicated and has low reliability. The modification includes structural improvements to the wing and fuselage, and changes to subsystems and software. This redesign will significantly increase system effectiveness, utility and maintainability and reduce system Life Cycle Costs (LCC) by nearly \$400M.

OBIGGS II is currently funded for retrofit actions in FY06 with the development of the engineering drawings (non-recurring activities) already in work under the C-17 Producibility Enhancement/Performance Improvement delivery order contract (PTP-0111).

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-029b

Aircraft Breakdown: Active 70, Reserve 0, ANG 0, Total 70

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.757	3	12.900	3	13.158	8	35.776	10	45.150
KITS NONRECUR EQUIPMENT		41.646		20.289								
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP LONG LEAD ITEMS				4.651								

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06			1		[1]	5.000						
FY-07							[3]	13.500				
FY-08									[3]	13.770		
FY-09											[8]	37.440
FY-10												
FY-11												
FY-12												
FY-13												
FY-14												
FY-15												
TOTAL INSTALL					1	5.000	3	13.500	3	13.770	8	37.440
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		41.646	1	28.697	3	17.900	3	26.658	8	49.546	10	82.590
INSTALLATION QTY					1		3		3		6	

**(Continued)**

	FY-11		FY-12		FY-13		TO COMP		TOTAL		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS	10	45.580	10	46.490	10	47.430	15	73.054	70	323.295	
KITS NONRECUR										61.935	
EQUIPMENT											
EQUIP NONREC											
CHANGE ORDERS											
DATA											
SIM/TRAINER											
SUPPORT-EQUIP											
LONG LEAD ITEMS										4.651	
INSTALLATION OF HARDWARE											
FY-06			1 KITS						[1]	5.000	
FY-07			3 KITS						[3]	13.500	
FY-08			3 KITS						[3]	13.770	
FY-09			8 KITS						[8]	37.440	
FY-10	[10]	47.750							[10]	47.750	
FY-11			10 KITS	[10]	48.710				[10]	48.710	
FY-12			10 KITS			[10]	49.680		[10]	49.680	
FY-13			10 KITS					[10]	50.680	[10]	50.680
FY-14			10 KITS					[10]	51.690	[10]	51.690
FY-15			5 KITS					[5]	26.360	[5]	26.360
TOTAL INSTALL	10	47.750	10	48.710	10	49.680	25	128.730	70	344.580	
TOTAL COST (BP-1100)	10	93.330	10	95.200	10	97.110	15	201.784	70	734.461	
(Totals may not add due to rounding)											
INSTALLATION QTY	10		10		10		27		70		

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>
Contract Date (Month/CY)	02/05	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/15
Delivery Date (Month/CY)	02/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16	01/16

**Installation Schedule**

	<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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1	0	0		1	1	1		1	1	1		2	2	2		2	3	3	
Output													1				1	1	1		1	1	1		2	2	2		2	2	2	
	<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</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								
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4								
Input	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2								
Output	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401134F Team MOBIL

**Description/Justification**

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the IR Man-Portable Air-Defense Systems (MANPADS) threat.

The current LAIRCM Phase I system [AN/AAQ-24V(13)] consists of ultra-violet (UV) missile warning sensors, Small Laser Transmitter Assemblies (SLTA) containing an Infrared (IR) tracker, a colorless eye-safe multiband laser, a Control Indicator Unit (CIU) and a system processor to detect, track and counter incoming IR missiles. This system is fully automatic following power up. FY01 was the first year for LAIRCM RDT&E funding (PE 41130F). The Multi-Command Operational Requirements Document (LAIRCM ORD 314-92) was validated in FY98.

The current plan is to modify 179 Air Force aircraft in the FYDP to meet AMC's need for a minimum of 444 LAIRCM-equipped aircraft.

Phase 1 LAIRCM installations were accelerated through an FY04 Above Threshold Reprogramming action (\$32.6M) and an FY05 Supplemental (\$95M). These accelerated installs began in Feb 05 and are scheduled to complete in Mar 07. (Note: Because the FY05 Supplement provided \$95M that funded 25 additional C-17 Lites. These 25 kits, spares, installations and their respective costs are all shown in the FY05 column, but actual installs occur in FY06 and early FY07.)

A total of 103 C-17s are planned to be modified with LAIRCM thru FY10. The first 86 C-17s will be modified with a single tail SLTA or GLTA to accelerate fielding of this advanced defensive system. This interim configuration is called LAIRCM Lite. The full LAIRCM configuration for the C-17 includes two additional forward-mounted SLTAs. Retrofit kits modify an SLTA aircraft to GLTA and install the Next Generation Missile Warning SYSTEM.

The Source of Repair Assignment Process (SORAP) has been completed for Phase I hardware and the airborne electronic components of the AN/AAQ-24 IRCM system have been determined to be a core candidate workload. Test and support equipment, training, data rights and other logistics support elements are required to stand up organic depot repair capability.

Aircraft Breakdown: Active 103, Reserve 0, ANG 0, Total 103

Aircraft Breakdown: Active 103, Reserve 0, ANG 0, Total 103

**Development Status**

The LAIRCM program Phase I contract was awarded on 28 Sep 01.

Phase II LAIRCM develops the Next Generation Missile Warning System (NexGen MWS) and Guardian Laser Turret Assembly (GLTA) to replace the UV MWS and SLTA. Development of the NexGen MWS began in Jun 04 with LAIRCM retrofit incorporation in FY08. Mini-turret development began in FY03 with Low Rate Initial Production planned to start in mid FY07. C-17s will begin being retrofitted with the new mini-turrets and NexGen MWS equipment when both become available in FY08. Funding and lead time limitations may hamper plans to purchase and install NextGen Missile Warning Systems and Guardian Laser Turret Assemblies. Separate retrofit kits (one for NextGen and one for GLTA) are required for Phase II installation. Today's Phase I equipment (SLTA and UV missile warning systems) removed from the C-17s will be installed on C-130s.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		144.915		49.951		40.463		19.324		26.369		6.189
PROCUREMENT (3010)												
INSTALL KITS	53	52.924	20	18.499	11	10.666	5	5.635	7	6.489		
KITS NONRECUR		7.259										
EQUIPMENT	49	92.046	[20]	40.826	[11]	24.394	[5]	19.789	[7]	27.705		
EQUIP NONREC												
CHANGE ORDERS		3.881		3.077		2.884		2.636		3.496		24.151

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
DATA		2.442										
SIM/TRAINER												
SUPPORT-EQUIP		5.921		0.403		0.575		0.250		0.350		
INITIAL SPARES		28.732		11.417		22.349		20.339		27.803		29.514
ICS		9.715		2.675								
DEPOT		15.300				15.746		5.747				46.624
TRAINING		0.200				0.073						
RETROFIT KITS					[16]	25.779	[11]	18.781	[29]	58.219	[56]	66.757
RETROFIT					[16]	8.431	[16]	14.268	[21]	11.977	[56]	31.333
TOOLING												
OGC		2.974										
OTHER		11.698		3.294		8.329						
INSTALLATION OF HARDWARE												
FY-03	10 KITS	10	9.526									
FY-04	18 KITS	18	14.077									
FY-05	25 KITS	23	18.083	[2]	1.572							
FY-06	20 KITS					[20]	14.649					
FY-07	11 KITS							[11]	8.702			
FY-08	5 KITS							[5]	3.501			
FY-09	7 KITS									[7]	6.302	
FY-13	7 KITS											
TOTAL INSTALL		51	41.686	2	1.572	20	14.649	16	12.203	7	6.302	
TOTAL COST (BP-1100)		53	274.778	20	81.763	11	133.875	5	99.648	7	142.341	198.379
(Totals may not add due to rounding)												
INSTALLATION QTY		51		2		20		16		7		



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.189		7.328		7.478				309.206
PROCUREMENT (3010)										
INSTALL KITS					7	7.690			103	101.903
KITS NONRECUR										7.259
EQUIPMENT					[7]	32.830			[99]	237.590
EQUIP NONREC										
CHANGE ORDERS		1.183		0.758		31.050				73.116
DATA										2.442
SIM/TRAINER										
SUPPORT-EQUIP						0.415				7.914
INITIAL SPARES		5.792		4.145		16.692				166.783
ICS										12.390
DEPOT										83.417
TRAINING										0.273
RETROFIT KITS	[14]	5.535	[8]	15.065	[34]	12.490			[168]	202.626
RETROFIT	[14]	1.889	[8]	6.051	[34]	25.624			[165]	99.573
TOOLING										
OGC										2.974
OTHER		7.129		5.445						35.895
INSTALLATION OF HARDWARE										
FY-03	10 KITS								[10]	9.526
FY-04	18 KITS								[18]	14.077
FY-05	25 KITS								[25]	19.655
FY-06	20 KITS								[20]	14.649
FY-07	11 KITS								[11]	8.702
FY-08	5 KITS								[5]	3.501
FY-09	7 KITS								[7]	6.302
FY-13	7 KITS								[7]	
TOTAL INSTALL									7	103
TOTAL COST (BP-1100)		21.528		31.464	7	126.791			103	1110.567
(Totals may not add due to rounding)										
INSTALLATION QTY									7	103

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 12 Months

Milestones

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

**Installation Schedule**

		<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	11	12	12	12		1	1	5	5	5	5	4	4	4	4	2	2	2	1		
Output								1	1	1	1	11	12	12	12		1	1	5	5	5	5	4	4	4	4	2	2	2	1			
		<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>															
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4													
Input																																	
Output																																	

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

Covers the costs for high priority improvement or enhancement modifications.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan #: SS/MOD-002

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

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR						2.000		2.000		2.000		2.000
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)						2.000		2.000		2.000		2.000
(Totals may not add due to rounding)						2.000		2.000		2.000		2.000

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR		2.000		2.000		2.000		4.000		18.000
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										
TOTAL COST (BP-1100)		2.000		2.000		2.000		4.000		18.000
(Totals may not add due to rounding)		2.000		2.000		2.000		4.000		18.000

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F Team MOBIL

**Description/Justification**

The 12 Feb 97 White House Commission on Aviation Safety and Security final report states, "EGPWS should be installed on all commercial and military passenger aircraft." Mandated by AF/XO. Impact: Absence of this capability results in decreased pilot situational awareness. A fourth generation Terrain Awareness and Warning System (TAWS) will be installed to provide terrain map and caution/warning annunciation based on a stored terrain database, reactive wind shear annunciation during takeoff/landing, etc. Fix: Install a fourth-generation GPWS with a digital terrain database that includes capabilities outlined in the following AF/XO message: "Implementation of AF Navigation and Safety Master Plan and Policy Clarification for GPWS, ADS, and GPS Navigation Systems," 260735Z Mar 97 and supports low level operations.

This retrofit effort is tied with the C-17 Station Keeping Follow-On effort (MN 9714) which encountered technical issues in FY03 and delayed the kits installs. As such, FY03 installs delayed until FY04, and FY04 installs delayed until FY05.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-006

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

**Development Status**

Design to complete 4/00.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	23.015										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.457										
INSTALLATION OF HARDWARE												
FY-01	9	2.513										
FY-02	33	6.528										
FY-03	18	3.568	[6]	0.577								
FY-04	19	1.772	[19]	1.772								
TOTAL INSTALL	60	12.609	25	2.349								
TOTAL COST (BP-1100)	85	36.081		2.349								
(Totals may not add due to rounding)												
INSTALLATION QTY	54		25									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	23.015
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										0.457
INSTALLATION OF HARDWARE										
FY-01	9								[9]	2.513
FY-02	33								[33]	6.528
FY-03	24								[24]	4.145
FY-04	19								[19]	1.772
TOTAL INSTALL									85	14.958
TOTAL COST (BP-1100)									85	38.430
(Totals may not add due to rounding)										
INSTALLATION QTY									85	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1				6	6	12	9	7	7	6	6	7	6	6	6				
Output																	1	6	6	12	9	7	7	6	6	6	7	6	6	6		

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-21					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$7.092	\$1.317	\$13.920	\$11.116	\$0.587	\$0.411	\$0.419	\$0.427	

This line item funds modifications to the C-21 aircraft, commercial equivalent to the Learjet 35. The C-21 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The overall goal of C-21 modifications in FY08/09 is for combat support and to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_8995	RVSM (Reduced Vertical Separ	7.1	0.4								7.5
	8996	COMBAT SUPPORT OFFICE			13.0	10.4						23.3
	99999S	SERVICE BULLETINS	0.0	0.8	0.3	0.1	0.4	0.3	0.3	0.3		6.1
	99999X	LOW COST MODIFICATIONS	0.0	0.2	0.6	0.7	0.1	0.1	0.1	0.1		5.9
	Z88888	REPROGRAMMINGS	-0.0	0.0								
<b>TOTAL FOR CLASS P</b>			7.1	1.3	13.9	11.1	0.6	0.4	0.4	0.4	0.0	42.8
<b>TOTAL FOR WEAPON SYSTEM C-21</b>			7.1	1.3	13.9	11.1	0.6	0.4	0.4	0.4	0.0	42.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 34	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: RVSM (Reduced Vertical Separation Minimum) MN\_8995

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-21 Class P

Models of Aircraft Affected: C-21A

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

PE 0401314F

Team MOBIL

**Description/Justification**

RVSM is designed to reduce the required vertical separation of aircraft flying between FL290 and FL410 inclusive from 2,000 feet to 1,000 feet. To participate in RVSM airspace, aircraft must meet stringent altimetry system performance tolerances which require modifications for the C-21. The C-21 RVSM requirement was validated in 1996. Currently the Pacific, North Atlantic and European airspaces have implemented RVSM and all C-21s are restricted to operations below FL 290 due to non-compliance. CONUS RVSM requirements are scheduled to go into effect in Jan 2005.

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

**Development Status**

Prototype and kitproof: 1 Mar 06

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			38	7.080	2	0.378						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06			38 KITS									
FY-07			2 KITS									
TOTAL INSTALL			38		2							
TOTAL COST (BP-1100)			38	7.080	2	0.378						
(Totals may not add due to rounding)												
INSTALLATION QTY			38		2							



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									40	7.458
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06		38 KITS							[38]	
FY-07		2 KITS							[2]	
TOTAL INSTALL									40	
TOTAL COST (BP-1100)									40	7.458
(Totals may not add due to rounding)										
INSTALLATION QTY									40	

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Input					10	12	16	2				
Output					10	12	16	2				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: COMBAT SUPPORT OFFICER (CSO) TRAINING MN-8996  
 Models of Aircraft Affected: C-21A

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-21 Class P  
 PE 0804742F Team PERSO

Center: Unassigned

**Description/Justification**

C-21 Combat Systems Officer (CSO) Training System Modification is a new modification for the C-21A aircraft. C-21 CSO will modify a total of 22 C-21A aircraft with a synthetic radar and a Flight Management System (FMS) in the right seat for use by the student CSO; a jump seat for the instructor CSO; a repeater station for a second student in the passenger compartment; forward air conditioning due to operating low level in higher temperatures; revised fuel control panel; Mode S transponder; and a new Emergency Locator Transponder.

A suite of five Ground Based Training System devices will be acquired. Two will be low-level part-task devices, comprised of only the radar and the FMS. These devices enable the student to learn how to use radar while running a mission. The other three devices will provide higher level aircrew training. They will replicate the flight deck and allow the student to learn copilot duties as well as practice running the mission with another crew member prior to flight.

Headquarters Air Education and Training Command (AETC) is currently evaluating whether CSO training will be done on C-21 or T-1 aircraft. If the decision is made to use T-1A aircraft, this modification will be performed on that platform in lieu of the C-21. Likewise, Ground Based Training System devices for the T-1 would be acquired in lieu of those for the C-21.

The current FY08 Air Force position will allow FY08 award for 22 aircraft kits. This provides adequate beddown to meet Base Relocation and Closure 2005 requirement to be complete by November 2011. Contract award expected June 2008.

Currently, installations are not separately priced. This will be updated after contract award.

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

**Development Status**

This is a non-developmental program. Source selection will be determined after review of current aircraft modification contracts is complete.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	10.568	11	10.356		
KITS NONRECUR								2.400				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08			11 KITS				[8]		[3]			
FY-09			11 KITS						[11]			
TOTAL INSTALL							8		14			
TOTAL COST (BP-1100)							11	12.968	11	10.356		
(Totals may not add due to rounding)												
INSTALLATION QTY							8		14			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	20.924
KITS NONRECUR										2.400
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		11 KITS							[11]	
FY-09		11 KITS							[11]	
TOTAL INSTALL									22	
TOTAL COST (BP-1100)									22	23.324
(Totals may not add due to rounding)										
INSTALLATION QTY									22	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-32					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$34.381	\$5.179	\$1.646	\$1.693	\$1.733	\$1.756	\$1.791	\$1.823	

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 modification in FY08/09 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	9606	COMMUNICATIONS UPDATE	4.0									76.5
	9608	Aux Fuel tank	30.2									30.2
	9612	Winglets		5.0								5.0
	99999S	SERVICE BULLETINS	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0		0.3
	99999SG	SERVICE BULLETINS - ANG			0.8	0.9	0.9	0.9	1.0	1.0		5.6
	99999X	LOW COST MODIFICATIONS	0.1	0.1								0.6
	99999XG	LOW COST MODS - ANG			0.8	0.8	0.8	0.8	0.8	0.8		4.8
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			34.4	5.2	1.6	1.7	1.7	1.8	1.8	1.8	0.0	122.9
<b>TOTAL FOR WEAPON SYSTEM C-32</b>			34.4	5.2	1.6	1.7	1.7	1.8	1.8	1.8	0.0	122.9

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: COMMUNICATIONS UPDATE MN-9606

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32 Class P

Models of Aircraft Affected: C-32A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F Team MOBIL

**Description/Justification**

The communication upgrade consists of the non-recurring engineering and installation of kits to upgrade the passenger communications system on four C-32A aircraft. Modification kits will provide the aircraft interfaces necessary to accommodate communications and data transmission and distribution equipment supplied and installed through a comm/data subscription contract. Capability provided through the subscription contract includes a digital communications management system to integrate clear and secure voice, data and facsimile for distribution to the DV and conference areas and a communications system operator (CSO) station. Contractor-supplied equipment will be upgraded, under the subscription agreement, as technology advances, avoiding obsolescence and periodic reinvestment costs. The subscription contract will be financed through Operations and Maintenance appropriations. This modification provides a fully integrated communication management capability as well as supporting wideband data transfer rates, and an on-board data distribution system (local area network), and direct broadcast service. This modification will also enable the CSO to manage all secure and non-secure voice, data, and facsimile (transmit and receive) within the aircraft. A dual position CSO crew station will also be installed. Installation cost for all four kits is included in the Install Kit cost.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	55.500										
KITS NONRECUR EQUIPMENT		5.800										
EQUIP NONREC CHANGE ORDERS		9.617		4.000								
DATA SIM/TRAINER SUPPORT-EQUIP OGC		1.595										
INSTALLATION OF HARDWARE												
FY-01	1		1									
FY-02	2		2									
FY-03	1			[1]								
TOTAL INSTALL	3		1									
TOTAL COST (BP-1100) (Totals may not add due to rounding)	4	72.513		4.000								
INSTALLATION QTY	3		1									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	55.500
KITS NONRECUR										5.800
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										13.617
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.595
INSTALLATION OF HARDWARE										
FY-01		1 KITS							[1]	
FY-02		2 KITS							[2]	
FY-03		1 KITS							[1]	
TOTAL INSTALL									4	
TOTAL COST (BP-1100)									4	76.513
(Totals may not add due to rounding)										
INSTALLATION QTY									4	

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 19 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>
Contract Date (Month/CY)			12/01	04/02	12/02
Delivery Date (Month/CY)			08/02	11/03	07/04

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Aux Fuel tank MN-9608

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-32 Class P

Models of Aircraft Affected: C-32A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

**Description/Justification**

Restoration of auxiliary Fuel Tanks on 4 C-32A aircraft.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			4	30.190								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06			4 KITS			[2]		[2]				
TOTAL INSTALL						2		2				
TOTAL COST (BP-1100)			4	30.190								
(Totals may not add due to rounding)												
INSTALLATION QTY						2		2				



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	30.190
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06                   4 KITS									[4]	
TOTAL INSTALL									4	
TOTAL COST (BP-1100)									4	30.190
(Totals may not add due to rounding)										
INSTALLATION QTY									4	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 4 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Winglets MN-9612

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-32 Class P

Models of Aircraft Affected: C-32A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

**Description/Justification**

Installation of winglets on four C-32A aircraft

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.980						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					4	4.980						
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.980
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									4	4.980
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-37					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$0.301	\$0.403	\$0.420	\$0.432	\$0.441	\$0.447	\$0.456	\$0.466	

This line item funds modifications to the C-37 aircraft, commercial equivalent Gulfstream 5. The C-37 is a long-range jet transport designed to transport VIPSAM passengers. The overall goal of modifications in FY08/09 is to fund service bulletins/low cost modifications that will improve flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3		3.1
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2		3.2
	Z88888	REPROGRAMMINGS	-0.0	0.0								
<b>TOTAL FOR CLASS P</b>			0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.0	6.3
<b>TOTAL FOR WEAPON SYSTEM C-37</b>			0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.0	6.3

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: GLID00					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$3.027	\$0.115	\$0.118	\$0.122	\$0.122	\$0.125	\$0.128	\$0.131	

This line item funds modifications to the TG-10, TG-14, and TG-15 gliders used at the US Air Force Academy. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	6198	GLIDER PARTS LICENSURE	2.6									2.6
	99999X	LOW COST MODIFICATIONS	0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.3
<b>TOTAL FOR CLASS P</b>			3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	3.9
<b>TOTAL FOR WEAPON SYSTEM GLID00</b>			3.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	3.9

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

	P-1 SHOPP LIST ITEM NO. 37	PAGE NO. 1	
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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: GLIDER PARTS LICENSURE MN-6198  
 Models of Aircraft Affected: TG-10, TG-14, TG-15

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: GLID00 Class P  
 PE 0804748F Team PERSO

Center: OC-ALC

**Description/Justification**

Funds licensure of parts manufacturing rights to sustain all variants of the TG-10, TG-14 and TG-15 gliders used at the United States Air Force Academy. These glider aircraft were manufactured by small, specialized producers outside the United States. Current replacement part order and delivery is slow and seriously degrades aircraft availability rates. Allowing sustainment parts to be manufactured locally will alleviate that situation.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
DATA												
TOTAL COST (BP-1100)				2.635								
(Totals may not add due to rounding)				2.635								



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										
DATA										2.635
TOTAL COST (BP-1100)	<hr/>									2.635
(Totals may not add due to rounding)										2.635

Method of Implementation:

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$6.061	\$6.142	\$17.089	\$21.343	\$17.544	\$11.948	\$12.182	\$12.425	

The Joint Primary Aircraft Training System (JPATS) will replace the USAF T-37B and USN T-34C training aircraft and their associated ground based training systems. The JPATS T-6A aircraft provides significant improvements over the aircraft it is replacing, including a 0/0 ejection seat which accommodates a larger anthropometric pilot population, a pressurized cockpit, anti-g capability, and increased birdstrike protection. Low-cost modifications to the aircraft will include, among others, an upgraded, nosewheel centering, VHF radio volume, and power control lever decals. The primary modifications in FY08/09 is the Traffic Alert and Collision Avoidance System. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	37225	OBOGS LOW PRESSURE SW			0.5	0.4	0.4					1.3
	37226	LANDING GEAR UPGRADES			1.3	2.1	0.7	2.2	5.0	5.2		16.5
	37227	IDARS-MFOQA			1.0							1.0
	9847	Avionics Obsolesence		0.5	1.8	1.6	2.2		5.1	5.2		16.5
	9848	Trim Actuator Redesign		0.6	0.6	0.8	0.2					2.2
	9854	OIL PRESSURE WARNING	0.7	1.5	0.9							3.4
	9857	TRAFFIC ALERT AND COLLIS			9.1	9.2	10.0	5.9	0.0			34.3
	9858	INTER-SEAT SEQUENCER S	1.0	0.5	0.3							2.4
	9871	COCKPIT UPGRADES	2.5	1.0	1.1	0.3	0.0	0.0	0.0			5.9
	9872	Anti-Suffocation Valve (ASV)	0.8	0.9	0.2							2.5
	9873	CANOPY FRACTURE INTERS				1.8	1.8	1.9	1.9			7.3
	99999X	LOW COST MODIFICATIONS	1.1	1.3	0.2	5.1	2.2	2.0	0.2	2.1		18.0
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			6.1	6.1	17.1	21.3	17.5	11.9	12.2	12.4	0.0	111.2
<b>TOTAL FOR WEAPON SYSTEM T-6</b>			6.1	6.1	17.1	21.3	17.5	11.9	12.2	12.4	0.0	111.2

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LANDING GEAR UPGRADES MN-37226

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Issue: Canadian Fleet data / USAF test data indicated cracking problems will occur in the main landing gear (MLG) Bellcrank, MLG inboard gear door, and MLG inboard gear door spring housing.

Corrective Action: Redesign these components to improve the service life.

The contractor has provided the USG with a System Design Review Briefing. The USG will release an RFP requesting that the contractor design a new Spring Housing and Bellcrank consistent with the briefing that was provided. General landing gear issues will be accomplished under this P3 such as landing gear handles, rudder position sensors, pushrods, bellcranks.

Note: Total aircraft number exceeds fleet total (452) since some aircraft will go on mod line more than one time as various parts of the total landing gear upgrade are completed.

Kits and installs not separately priced.

Aircraft Breakdown: Active 530, Reserve , ANG , Total 530

**Development Status**

Development is slated to begin 1st Qtr FY07.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							75	1.267	85	2.114	100	0.723
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08									[75]			
FY-09											[85]	
FY-10												
FY-11												
FY-12												
FY-13												
TOTAL INSTALL									75		85	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								75	1.267	85	2.114	100 0.723
INSTALLATION QTY									75		85	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	70	2.185	100	5.000	100	5.183			530	16.472
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08			75 KITS						[75]	
FY-09			85 KITS						[85]	
FY-10		[100]	100 KITS						[100]	
FY-11			70 KITS	[70]					[70]	
FY-12			100 KITS			[100]			[100]	
FY-13			100 KITS					[100]	[100]	
TOTAL INSTALL	100		70		100		100		530	
TOTAL COST (BP-1100)	70	2.185	100	5.000	100	5.183			530	16.472
(Totals may not add due to rounding)										
INSTALLATION QTY	100		70		100		100		530	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>
Contract Date (Month/CY)				12/08	12/09	12/10	12/11	12/12	12/13
Delivery Date (Month/CY)				12/08	12/09	12/10	12/11	12/12	12/13

Installation Schedule

	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																																
Input																	18	19	19	21	22	21	21	25	25	25	25	25	18	17	18	17
Output																	18	19	19	19	21	22	21	21	25	25	25	25	18	17	18	18
Quarter	<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>																							
Input	1	2	3	4	1	2	3	4	1	2	3	4																				
Output	17	25	25	25	25	25	25	25	25	25	25	25																				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Avionics Obsolescence MN-9847

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Replace various avionics components due to diminishing supplier base and/or technical obsolescence. Examples are ELT(Emergency Locator Transmitter) obsolescence and Electrical Illuminescent Displays (EID).

Note: Total aircraft number exceeds fleet total (452) since some aircraft will go on mod line more than one time as various parts of the avionics obsolescence upgrade are completed.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 535, Reserve , ANG , Total 535

**Development Status**

Development is scheduled for FY06, and has began.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					50	0.497	125	1.820	92	1.650	36	2.240
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-07		50 KITS			[35]		[15]					
FY-08		125 KITS					[125]					
FY-09		92 KITS							[92]			
FY-10		36 KITS									[17]	
FY-12		120 KITS										
FY-13		112 KITS										
TOTAL INSTALL					35		140		92		17	
TOTAL COST (BP-1100)					50	0.497	125	1.820	92	1.650	36	2.240
(Totals may not add due to rounding)												
INSTALLATION QTY					35		140		92		17	



01/26/2007  
 FY 2008 PB  
 Modification Title and No: OIL PRESSURE WARNING MN-9854

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Funds Oil Pressure Warning System. There is no caution or warning given in the pilot's field of view (FOV) if oil pressure drops below 40psi. This may be difficult for pilots to recognize during aerobatics. This was first identified by the Safety Investigation Board in a Class B mishap in Sept 01. The report subject name is (U) T-6A, Class B, Aircraft Flight, Engine Confined Non-FOD, Final Evaluation 20010801TYMX001B.

Kits/installations not separately priced.

Aircraft Breakdown: Active 228, Reserve 0, ANG 0, Total 228

**Development Status**

Study effort accomplished ECP for kit development and integration.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	20	0.371	25	0.698	90	1.454	93	0.889				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-05	20		20 KITS									
FY-06			25 KITS	[25]								
FY-07			90 KITS		[90]							
FY-08			93 KITS				[93]					
TOTAL INSTALL	20		25		90		93					
TOTAL COST (BP-1100)	20	0.371	25	0.698	90	1.454	93	0.889				
(Totals may not add due to rounding)												
INSTALLATION QTY	20		25		90		93					



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									228	3.412
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										
INSTALLATION OF HARDWARE										
FY-05		20 KITS							[20]	
FY-06		25 KITS							[25]	
FY-07		90 KITS							[90]	
FY-08		93 KITS							[93]	
TOTAL INSTALL									228	
TOTAL COST (BP-1100)									228	3.412
(Totals may not add due to rounding)										
INSTALLATION QTY									228	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

	<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)		10/04	10/05	10/06	10/07	10/08
Delivery Date (Month/CY)		12/04	12/05	12/06	12/07	12/08

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					5	5	5	6	6	6	7	22	23	22	23	23	23	23	24					
Output					5	5	5	5	6	6	6	7	22	23	22	23	23	23	23	24				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS) MN-9857

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6                      Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Current T-6A configuration incorporates the Navy Air Collision Warning System (NACWS) that was designed to operate with FAA ground radar low pulse repetition frequency (PRF) that has since been upgraded to high PRF. As a result of the FAA radar changes, NACWS operates in a degraded mode. This modification will remove NACWS and replace it with the Traffic Alert Collision Avoidance System (TCAS) or Traffic Avoidance System (TAS) that operates with the current FAA ground radar at high PRF. Failure to accomplish this modification will present pilots, including students, with increased risk of in-flight collision.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 322, Reserve , ANG , Total 322

**Development Status**

Program direction and acquisition strategy are currently beign developed.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							91	9.149	90	9.248	93	9.999
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-08		91 KITS							[91]			
FY-09		90 KITS							[1]		[89]	
FY-10		93 KITS									[3]	
FY-11		48 KITS										
TOTAL INSTALL									92		92	
TOTAL COST (BP-1100)							91	9.149	90	9.248	93	9.999
(Totals may not add due to rounding)												
INSTALLATION QTY									92		92	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	5.856		0.000					322	34.252
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										
INSTALLATION OF HARDWARE										
FY-08			91 KITS						[91]	
FY-09			90 KITS						[90]	
FY-10			93 KITS						[93]	
FY-11			48 KITS		[46]				[48]	
TOTAL INSTALL			[90]		[46]					
			[2]							
			92		46				322	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)			48		5.856				322	34.252
INSTALLATION QTY			92		46				322	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

Milestones

	<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)				10/08	10/09	10/10	10/11
Delivery Date (Month/CY)				11/08	11/09	11/10	11/11

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
Output																	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

The cockpit has a number of deficiencies which impact the effectiveness and efficiency of the aircraft's training capability inflight. These include inadequate cockpit lighting, storage, and visibility using the current mirrors. Secondly, seven of the circuit breakers that must be pulled in certain emergency situations need collars to do so easily with gloved hands. Thirdly, the aircraft canopy seal leaks on the ground during rain storms. This allows water to accumulate in the cockpit with no convenient drain. Finally, maintenance personnel must remove the entire Power Control Lever (PCL) in order to fix relatively frequent switch failures in the PCL handle causing excessive maintenance down time for a relatively minor failure.

Corrective Action: Upgrade the cockpit lighting, storage and mirrors to allow more efficient effective inflight training. Add a water intrusion barrier and improve canopy seal to ensure the canopy remains sealed during rain storms. Redesign the PCL to allow easier/quicker switch fixes in the PCL handle.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 72, Reserve , ANG , Total 72

**Development Status**

Development effort is complete.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	19	0.662	16	1.247	16	0.900	16	0.925	5	0.275	0	0.000
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP AIRCRAFT	19	0.390	[16]	1.247	[16]	0.076	[16]	0.188				
INSTALLATION OF HARDWARE												
FY-05 19 KITS	15		[4]									
FY-06 16 KITS			[12]		[4]							
FY-07 16 KITS					[12]		[4]					
FY-08 16 KITS							[12]		[4]			
FY-09 5 KITS									[5]		[0]	
TOTAL INSTALL	15		16		16		16		9			
TOTAL COST (BP-1100) (Totals may not add due to rounding)	19	1.052	16	2.494	16	0.976	16	1.113	5	0.275		
INSTALLATION QTY	15		16		16		16		9			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	0	0.000							72	4.009
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP AIRCRAFT									[67]	1.901
INSTALLATION OF HARDWARE										
FY-05 19 KITS									[19]	
FY-06 16 KITS									[16]	
FY-07 16 KITS									[16]	
FY-08 16 KITS									[16]	
FY-09 5 KITS									[5]	
TOTAL INSTALL									72	
TOTAL COST (BP-1100) (Totals may not add due to rounding)									72	5.910
INSTALLATION QTY									72	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<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)	12/04	12/05	12/06	12/07	12/08	12/08
Delivery Date (Month/CY)	03/05	03/06	03/07	03/08	03/08	03/09

Installation Schedule

	Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					7	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4		
Output					7	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	5	4	4		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: CANOPY FRACTURE INTERSEQUENCING SYSTEM MN-9873

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6                      Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Modify the production configuration to remove and replace the current Canopy Fracturing Initiaion System (CFIS). The new CFIS will improve the reliability, reduce maintenance and significantly reduce cost of the ejection CFIS. The T-6A aircrew escape system uses a laser-based canopy initiation system. The existing initiation system has proven to be costly for fleet replenishment of expired items and maintenance issues. The current system is less reliable than initially anticipated relative to performance over the four-year installed life for the three laser initiators. Seat movement detection laser (SMDL) initiator failure investigation, report Doc. No. STR04-001 dated 27 June 05, estimates its useful life is about half the desired four year installed life.

Aircraft Breakdown: Active 452, Reserve , ANG , Total 452

**Development Status**

Development is scheduled for FY08.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									113	1.750	113	1.803
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09            113 KITS									[56]		[57]	
FY-10           113 KITS											[56]	
FY-11           113 KITS												
FY-12           113 KITS												
TOTAL INSTALL									56		113	
TOTAL COST (BP-1100)									113	1.750	113	1.803
(Totals may not add due to rounding)												
INSTALLATION QTY									56		113	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	113	1.857	113	1.912					452	7.322
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09			113 KITS						[113]	
FY-10			113 KITS		[57]				[113]	
FY-11			113 KITS		[56]				[113]	
FY-12			113 KITS		[56]		[57]		[113]	
TOTAL INSTALL					113		57		452	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	113	1.857	113	1.912					452	7.322
INSTALLATION QTY	113		113				57		452	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 4 Months

Follow-On Lead Time: 4 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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																						28	28	29	28	28	28	29	28	28	28	29	28	28	28	29	28	28	28
																						28	28	29	28	28	28	29	28	28	28	29	28	28	28	29	28	28	28
Quarter	1	<u>FY-13</u>			2	3	4																																
Input	29	28																																					
Output	28	29	28																																				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Funds miscellaneous low cost modifications needed to increase weapon system reliability, maintainability, and supportability by improving system performance and reducing logistical cost. Examples of low cost modifications planned for FY08 and beyond are: modification of the Main Landing Gear Push Rod, Main Landing Gear Door Hinge, Main Landing Gear Door Bellcrank, Nose Wheel Shimmy, Ejection Mode Selector Switch, Landing Gear Handle Redesign, Life Management Issues, Crew System Issues, Avionics Issues, Landing Gear related issues, Flight Control related issues, Engine issues, and Emergency Locator Transmitter (ELT) system upgrades.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		3.865		1.062		1.253		0.217		5.133		2.171
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		3.865		1.062		1.253		0.217		5.133		2.171
(Totals may not add due to rounding)												
INSTALLATION QTY												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.050		0.180		2.068				17.999
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)		2.050		0.180		2.068				17.999
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-1					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$0.179	\$0.187	\$0.024	\$0.025	\$0.036	\$0.087	\$0.280	\$0.286	

This line item funds modifications to the T-1A aircraft. The T-1A is a missionized Beech 400A used in the Airlift/Tanker track of USAF Specialized Undergraduate Pilot Training (SUPT) for Air Education and Training Command (AETC). It is powered by two Pratt and Whitney JT15D-5 turbofan engines mounted on the aft fuselage producing 2,900 pounds of thrust each. Avionics include UHF and VHF radios, INS, TACAN, ADF, and two VOR/ILS. Modifications are budgeted and programmed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	99999X	LOW COST MODIFICATIONS	0.2	0.2	0.0	0.0	0.0	0.1	0.3	0.3	0.0	1.1
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			0.2	0.2	0.0	0.0	0.0	0.1	0.3	0.3	0.0	1.1
<b>TOTAL FOR WEAPON SYSTEM T-1</b>			0.2	0.2	0.0	0.0	0.0	0.1	0.3	0.3	0.0	1.1

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-38					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$212.310	\$143.177	\$130.803	\$100.539	\$67.601	\$5.590	\$5.673	\$5.749	

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 FY08/09 is the Escape System and T-38 Propulsion Modernization Program. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIFIC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
P	37228	T-38 IMPROVED BRAKE SYS				9.9	9.7	5.6	5.7	5.7	29.8	66.4
	6029	AVIONICS UPGRADE	29.6	40.3	0.8	0.0						510.6
	6034	T-38 PROPULSION MODERNI	141.8	78.3	105.4	65.8	37.9					732.8
	6087	T-38 ESCAPE SYSTEM UPGR	38.8	24.5	24.6	24.8	20.0					155.6
	99999X	LOW COST MODIFICATIONS	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.0
	Z88888	REPROGRAMMINGS	0.1	0.1								
<b>TOTAL FOR CLASS P</b>			212.3	143.2	130.8	100.5	67.6	5.6	5.7	5.7	29.8	1467.4
<b>TOTAL FOR WEAPON SYSTEM T-38</b>			212.3	143.2	130.8	100.5	67.6	5.6	5.7	5.7	29.8	1467.5

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 40	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: T-38 IMPROVED BRAKE SYSTEM PROGRAM MN-37228

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P  
PE 84741F Team

**Description/Justification**

The T-38 Improved Brake System Program includes replacement of the current wheel and brake and associated parts, addition of a new anti-skid capability, appropriate updates to all ATDs, all integration issues including field support, and any required studies and analyses. PMA costs include training, travel, support contracts, supplies and computer support. Change Orders/Low Cost Modifications/ (labeled 'Other' below) are to fund requirements such as correction of deficiencies found during flight test; studies, parts obsolescence (including lifetime part buyouts necessary to complete modification), diminishing manufacturing sources, over and above/economic repairs found during modification, and any AETC, DoD, FAA & NAS mandated changes.

Wheel and Brake replacement: Improving wheel and brake components will decrease risk of failure, decrease threat to pilot production, and increase overall aircraft safety. The T-38 has experienced several major mishaps due to locked brakes and other incidences of dragging brakes caused by various component failures. Wheel incidents have included tie bolt failures and drive key issues. The new brake using an anti-skid capable system will improve performance, reliability, maintainability and aircraft safety. A decrease in maintenance man-hours is expected due to the use of a longer lasting carbon brake combined with a lock ring configuration main landing gear wheel. The wheel and brake replacement and anti-skid modification kits will be installed on the aircraft by a contract field team.

Anti-skid capability modification: Addition of an anti-skid system will decrease risk of T-38 pilots losing directional control, decrease wheel skids leading to blown tires, provide touchdown protection, improve hydroplaning protection, and increase overall aircraft safety. In May 2003, there was a T-38 Class A mishap and fatality. Investigation revealed that the aircraft braking system was a contributing factor. The Safety Investigation Board recommended: "Fund, develop, and install an anti-skid system on the T-38." The importance of adding an anti-skid system to the T-38 has further been concurred with by HQ-AETC, HQ USAF/XOR, and SAF/AQQ. Increasing maximum gross weight of the aircraft and increased speeds further emphasize the need of this modification.

This program is in the acquisition planning phase. HQ USAF/XOR approved the AF Form 1067, Modification Proposal on 18 May 04. Risk reduction activities demonstrating the viability of adding an antiskid system to the aircraft have been completed. RFP release is planned for summer of 2007, with source selection completion by November 2007. Improved Brake System Program will be competitive contract award and will utilize non-developmental approach to the greatest extent possible. Contract Awardee will solely responsible for all system integration.

The T-38 Improved Brake System Program must receive funding from participating NATO countries in the Euro-NATO Joint Jet Pilot (ENJJPT) Training Program to execute the currently planned 456 aircraft program. These funds represent an estimated 25% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Improved Brake System Program MN-2807 Modification, PE 0804741F, Air Force Aircraft Procurement Appropriation. THESE NATO FUNDS ARE NOT INCLUDED IN THE FY09-FY15 AIR FORCE BASELINE. The aircraft quantities shown below depict a 425 aircraft program and represent the planned 456 aircraft program minus the 25% NATO cost share (approximately 31 aircraft projected over the life of the program). Failure to receive the NATO funds by OCT of each fiscal year will cause award of contract options at less than planned quantities.

Install Kits below include the wheel, brake, and anti-skid system.

Aircraft Breakdown: Active 425, Reserve 0, ANG 0, Total 425

**Development Status**

This program is in the pre-development phase. The initial developmental planning tasks will be funded with MSD prior to receiving RDT&E funding.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							8.869		3.603			
PROCUREMENT (3010)												
INSTALL KITS									54	6.299	72	8.578
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS										0.551		0.394
DATA										0.000		0.000

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
SIM/TRAINER													
SUPPORT-EQUIP										0.571			
OGC										0.405		0.482	
INITIAL SPARES										2.075			
INSTALLATION OF HARDWARE													
FY-09		54 KITS								0.000	[54]	0.230	
FY-10		72 KITS											
FY-11		39 KITS											
FY-12		40 KITS											
FY-13		40 KITS											
FY-14		72 KITS											
FY-15		56 KITS											
FY-16		52 KITS											
TOTAL INSTALL											54	0.230	
TOTAL COST (BP-1100)										54	9.901	72	9.684
(Totals may not add due to rounding)													
INSTALLATION QTY											54		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										12.472
PROCUREMENT (3010)										
INSTALL KITS	39	4.747	40	4.976	40	5.085	180	25.791	425	55.476
KITS NONRECUR EQUIPMENT EQUIP NONREC										
CHANGE ORDERS		0.290		0.290		0.274		1.401		3.200
DATA		0.000		0.000		0.000		0.000		
SIM/TRAINER SUPPORT-EQUIP						0.198				0.769
OGC		0.230		0.223				1.486		2.826
INITIAL SPARES										2.075
INSTALLATION OF HARDWARE										
FY-09			54 KITS						[54]	0.230
FY-10		[72]	72 KITS						[72]	0.313
FY-11			39 KITS	[39]	0.174				[39]	0.174
FY-12			40 KITS			[40]	0.182		[40]	0.182
FY-13			40 KITS					[40]	0.186	0.186
FY-14			72 KITS					[72]	0.342	0.342
FY-15			56 KITS					[56]	0.265	0.265
FY-16			52 KITS					[52]	0.333	0.333
TOTAL INSTALL	72	0.313	39	0.174	40	0.182	220	1.126	425	2.025
TOTAL COST (BP-1100)	39	5.580	40	5.663	40	5.739	180	29.804	425	66.371
(Totals may not add due to rounding)										
INSTALLATION QTY	72		39		40		220		425	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																					12	21	21	17	18	18	19	8	10	10	11	
																					12	21	21	17	18	18	19	8	10	10	11	
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	10	10	10	10	10	10	10	10	17	19	19	17	13	15	15	13	17	18	17													
Output	10	10	10	10	10	10	10	10	17	19	19	17	13	15	15	13	17	18	17													



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: AVIONICS UPGRADE MN-6029

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

PE 0804741F Team PERSO

**Description/Justification**

Aircraft avionics technology has been revolutionized since the T-38 entered service in 1962. Current bombers and fighters have more complex avionics systems. Since the T-38s lacked these modern systems, we could not use them to train standard avionics and cockpit management skills. Existing T-38 avionics suites have low reliability and maintainability rates. The T-38 Avionics Upgrade Program (AUP) installs an integrated, digital cockpit with HUD, resembling current and proposed bombers and fighters and GPS/INS to meet Congressional mandates. These modifications eliminate inherent training deficiencies in T-38As and AT-38Bs by upgrading all models into a new T-38C configuration. This mod also includes 37 Aircrew Training Devices (ATDs - 3 types) for a complete training system. ATD Deliveries were completed in Jul 2006. Relocation and modification of these ATDs resulting from reallocation of training resources is included. Acquisition of a digital recording system to update data recording capability of the T-38C consistent with the AUP digital environment is included. PMA costs include training, travel, support contracts, supplies and computer support. Change Orders/Low Cost Modifications/V-tips (labeled 'Other' below) are to fund requirements such as addition of TACAN, HUD Relocation, WST Missionization, Comm/Nav Doors procurement, correction of deficiencies found during DT&E, IOT&E, FOT&E and FDE; studies, parts obsolescence (including lifetime part buyouts necessary to complete modification), diminishing manufacturing sources, over and above/economic repairs found during modification, hardware & software block upgrades and any AETC, DoD, FAA & NAS mandated changes (Crash Survivable Flight Data Recorder, Cockpit Voice Recorder, Emergency Locator Transmitter, etc). Estimated FY07 program closeout costs of \$16.423M are shown in "Other". The "See Remarks" line is Systems Engineering/Program Management."

T-38C AUP in FY03 - 07 must receive \$59.588M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training Program (ENJJPT) to execute a currently planned 453 AETC and 3 AFMC aircraft program. These funds represent a 35% estimated cost share for funding required to modify 124 Sheppard AFB aircraft with Avionics Upgrade MN-6029. THESE NATO FUNDS ARE NOT INCLUDED IN THE FY06 - FY11 AIR FORCE BASELINE. Aircraft quantities shown below depict a 410 aircraft program and represent a planned total 456 aircraft program minus a 35% NATO cost share of Sheppard AFB aircraft (approximately 43 aircraft). Failure to receive NATO funds by October of each year will cause contract award options at less than planned economic order quantities. Annual NATO costs below were briefed to Steering Committee (SC) 51 (Mar 2006) and accepted by all ENJJPT countries. Figures below (\$M) allows for FY04 \$9.400M payback.

FY03	FY04	FY05	FY06	FY07	FY08	FY09	ENJJPT Total
2.733	9.600	20.526	22.963	3.766	0.0	0.0	59.588

Aircraft Breakdown: Active 413, Reserve 0, ANG 0, Total 413

**Development Status**

FY00: Completed ATD acceptance testing and assembled first ATD at first base. FY01: Completed Phase II DT/IOT&E testing and obtained full rate production approval. Completed Build 6 and FOT&E. Student training with T-38 AUP began at Moody AFB in Sep 02. Awarded initial annual software/hardware block updates in FY02. Awarded follow on production contract 18 Nov 04. Sheppard beddown started Oct 05. ATD deliveries completed in June 06. Additional software block updates planned for FY07 - FY13.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		85.451		1.432		1.502		1.735		1.771		1.623
PROCUREMENT (3010)												
INSTALL KITS	384	29.039	29	2.962								
KITS NONRECUR EQUIPMENT	384	210.978	[29]	11.242								
EQUIP NONREC												
CHANGE ORDERS		32.795		1.954		2.196						
DATA		0.967		0.050								
SIM/TRAINER	34	81.483	[0]	1.618	[0]	2.062						
SUPPORT-EQUIP												
OTHER		9.511				20.593						
*** See Remarks ***		4.700		2.251		6.357		0.781				
WARRANTY		2.737		0.691		2.970						

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
OGC		10.941		1.606		1.559						
INSTALLATION OF HARDWARE												
FY-99	25	14.847										
FY-00	13	2.142										
FY-01	73	10.623										
FY-02	79	10.803										
FY-03	94	12.494										
FY-04	49	5.774	[10]	1.424								
FY-05	41		[41]	5.838								
FY-06	29				[29]	4.608						
TOTAL INSTALL	333	56.683	51	7.262	29	4.608						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	384	439.834	29	29.636		40.345		0.781				
INSTALLATION QTY	333		51		29							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										93.514
PROCUREMENT (3010)										
INSTALL KITS									413	32.001
KITS NONRECUR										
EQUIPMENT									[413]	222.220
EQUIP NONREC										
CHANGE ORDERS										36.945
DATA										1.017
SIM/TRAINER									[34]	85.163
SUPPORT-EQUIP										
OTHER										30.104
*** See Remarks ***										14.089
WARRANTY										6.398
OGC										14.106
INSTALLATION OF HARDWARE										
FY-99	25	KITS							[25]	14.847
FY-00	13	KITS							[13]	2.142
FY-01	73	KITS							[73]	10.623
FY-02	79	KITS							[79]	10.803
FY-03	94	KITS							[94]	12.494
FY-04	59	KITS							[59]	7.198
FY-05	41	KITS							[41]	5.838
FY-06	29	KITS							[29]	4.608
TOTAL INSTALL									413	68.553
TOTAL COST (BP-1100)									413	510.596
(Totals may not add due to rounding)										
INSTALLATION QTY									413	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)					10/99	10/99	12/00	12/01	10/02	10/03	10/04	10/05	10/06	10/07
Delivery Date (Month/CY)					08/00	10/00	12/01	12/02	10/03	10/04	10/05	10/06	10/07	10/08

**Installation Schedule**

		<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
Quarter		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																										8	6	8	12	13	17	20	22	20			
Output																										5	8	6	8	12	13	12	20	22			
Quarter		<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>							
Input		21	22	21	20	16	16	15	18	17	13	12	13	13	13	12	9	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Output		23	18	22	21	20	16	16	16	15	18	17	13	12	13	13	13	12	9	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034  
 Models of Aircraft Affected: T-38

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. The engine has experienced two major mishaps, one minor mishap, and four incidences of rotor failures in previous years due to corrosion pit cracking. New spooled compressor design will eliminate corrosion safety concerns. More reliable engine components and spooled compressor rotor will decrease maintenance man-hours and overall T-38 system support costs. Engine Modernization Kits will be installed on engines at the Engine Regional Repair Facility in conjunction with regularly scheduled maintenance.

Propulsion System Air Induction Inlet/332 Former/362 Bulkhead/Ejector Nozzle Replacement. The modified inlet, when combined with the Ejector Nozzle, will increase single-engine performance during takeoff and landing. Stress corrosion cracks are developing in the propulsion system inlet at Fuselage Station (F.S.) 332 Former and F.S. 362 Bulkhead. Replacement of F.S. 332 Former/F.S. 362 Bulkhead in this program is the only solution to return structural integrity of the airframe. Data indicates crack growth will continue without former/bulkhead replacement. Stress corrosion cracking is unpredictable. Long term neglect will result in impact to safety.

Change Orders/Low Cost Modifications (labeled 'Other' below) are to fund things such as design variation resulting from age and tolerance variation of aircraft; studies, parts obsolescence, diminishing manufacturing sources, over and above/economic repairs found during or resulting from modification; results from integrated risk assessment; and necessary changes to support equipment, if required.

The T-38 PMP Program must receive a total of \$48.5M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program to execute the currently planned 456 aircraft program. These funds represent an estimated 25% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Propulsion Modernization Program (PMP) MN-6034 Modification, PE 0804741F, Air Force Aircraft Procurement Appropriation. THESE NATO FUNDS ARE NOT INCLUDED IN THE FY04-FY11 AIR FORCE BASELINE. The aircraft quantities shown below depict a 425 aircraft program and represent the planned 456 aircraft program minus the 25% NATO cost share (approximately 31 aircraft projected over the life of the program). Failure to receive the NATO funds by Oct of each fiscal year will cause award of contract options at less than planned quantities. This will result in kit price increases due to quantity band pricing variation, and will result in acquisition of 6 less aircraft (419) with the funding amounts shown in the exhibit. Annual NATO costs required are as follows:

(\$M)	FY07	FY08	FY09	FY10	FY11	NATO Total
	\$ 7.0	\$31.4	\$7.7	\$2.4	\$ .0	\$48.5

This schedule change revises the NATO funding profile and has not yet been reviewed/accepted by the ENJJPT Steering Committee. Failure to approve these changes may cause an overall program schedule revision. Due to the requirement for foreign NATO funding and varying lead times for PMP components, kit and installation quantities may appear out of balance.

Install kits below include inlets, bulkheads, and ejectors.

Note: In the funding table below, the Equipment line refers to engine kits purchased. It includes 425 aircraft (two engine kits for each aircraft plus modification kits for spare engines). Lead time for engines is 14 months, while lead time for other components is 6 months. Lead time for implementation of a new dock required for modification installation is 7 months.

Aircraft Breakdown: Active 425, Reserve 0, ANG 0, Total 425

**Development Status**

J-85 Upgraded Engine Components developed under CIP.

**Projected Financial Plan**

PRIOR	FY-06	FY-07	FY-08	FY-09	FY-10
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**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS	195	50.659	68	16.054	62	15.049	43	11.824	57	15.215	0	0.000
KITS NONRECUR EQUIPMENT	502	208.672	[244]	108.286	[98]	39.830	[164]	77.092	[0]	0.000	[0]	0.000
EQUIP NONREC CHANGE ORDERS		1.709		1.466		1.993		2.700		0.228		0.327
DATA		0.060		0.013		0.013		0.014		0.000		0.015
SIM/TRAINER SUPPORT-EQUIP		0.266										
OGC		3.782		1.447		1.551		2.361		0.678		0.365
TOOLING		0.293		0.142								
TEST		7.775		1.931								
OTHER		1.267		0.513		8.039		0.559		40.490		27.814
INSTALLATION OF HARDWARE												
FY-01	11 KITS	11	2.277									
FY-02	33 KITS	33	6.946									
FY-03	40 KITS	40	7.465									
FY-04	41 KITS	41	6.605									
FY-05	70 KITS	36	5.811	[34]	6.753							
FY-06	68 KITS			[26]	5.163	[42]	8.287					
FY-07	62 KITS					[18]	3.551	[44]	8.705			
FY-08	43 KITS							[11]	2.176	[32]	6.670	
FY-09	57 KITS									[12]	2.502	[45]
TOTAL INSTALL		161	29.104	60	11.916	60	11.838	55	10.881	44	9.172	45
TOTAL COST (BP-1100) (Totals may not add due to rounding)		195	303.587	68	141.768	62	78.313	43	105.431	57	65.783	37.918
INSTALLATION QTY		161		60		60		55		44		45

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										2.000
PROCUREMENT (3010)										
INSTALL KITS									425	108.801
KITS NONRECUR										
EQUIPMENT									[1,008]	433.880
EQUIP NONREC										
CHANGE ORDERS										8.423
DATA										0.115
SIM/TRAINER										
SUPPORT-EQUIP										0.266
OGC										10.184
TOOLING										0.435
TEST										9.706
OTHER										78.682
INSTALLATION OF HARDWARE										
FY-01	11 KITS								[11]	2.277
FY-02	33 KITS								[33]	6.946
FY-03	40 KITS								[40]	7.465
FY-04	41 KITS								[41]	6.605
FY-05	70 KITS								[70]	12.564
FY-06	68 KITS								[68]	13.450
FY-07	62 KITS								[62]	12.256
FY-08	43 KITS								[43]	8.846
FY-09	57 KITS								[57]	11.899
TOTAL INSTALL									425	82.308
TOTAL COST (BP-1100)									425	732.800
(Totals may not add due to rounding)										
INSTALLATION QTY									425	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

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

**Installation Schedule**

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													0	2	1	5	3	9	13	13	12	12	12	15	15	18	18	16	16	15	13					
Output													0	0	2	0	1	7	8	16	14	13	13	12	14	15	16	18	17	17	15	14				
	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>																			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	15	15	15	15	15	14	11	11	11	11	11	11	11	11	11	13	10																			
Output	14	15	15	15	15	15	14	11	11	11	11	11	11	11	11	13	5																			



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: T-38 ESCAPE SYSTEM UPGRADE MN-6087

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P

Models of Aircraft Affected: T-38C

Center: ASC - Wright Patterson AFB, OH

PE 0804741F

Team PERSO

**Description/Justification**

T-38 Escape System Upgrade Program (ESUP) provides improved escape system performance with no decrease in aircrew accommodation. The modification is of the complete escape system including a non-developmental ejection seat/inter-seat sequencing system and includes two increments. The first increment is the full ORD accommodation (JPATS cases 1-6 required, case 7 as a goal). Increment 1 is not currently funded. Increment 2 provides the non-developmental seat and inter-seat sequencing system with no decrease in aircrew accommodation. This financial profile is for the modification of 425 (4 T-38C operation locations plus 97 aircraft for Sheppard Air Force Base ) of 456 T-38C aircraft to be modified under Increment 2. After successful completion of component/sub-system/full system testing, contractor field teams will complete seven aircraft installations per month beginning Mar 07.

PMA costs include training, travel, support contracts, supplies and computer support. Change Orders/low cost modifications are to fund requirements such as correction of deficiencies and structural modifications found during testing/installation, studies, parts obsolescence, diminishing manufacturing sources, over and above/economic repairs found during modification, a user driven harness fitting change and survival/life support equipment requirements resulting from seat integration and any AETC, DOD, FAA and NAS mandated changes.

The majority of FY2005 funds (\$16.728M) were Congressionally added. FY2005 Congressionally-added funds are being used to purchase and install 19 FY2005 Low Rate Initial Production (LRIP) kits as well as to acquire additional FY2006 kits; therefore, the installion schedule and funding do not agree. Install funding covers January thru December each year. Therefore, the schedule shows 21 installs in the first quarter of FY11 without funding. The funding for these 21 installs is included in FY10 funding. The remainder of the installations are currently unfunded.

The T-38C Escape System Upgrade Program must receive funding from participating NATO countries in the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program. These funds represent an estimated 25% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Escape System Upgrade Program MN-6087 Modification, PE 0804741F, Air Force Aircraft Procurement Appropriation. THESE NATO FUNDS ARE NOT INCLUDED IN THE AIR FORCE BASELINE. The aircraft quantities shown below depict the currently approved 425 aircraft program and do not include any ENJJPT aircraft at this time. Failure to receive the NATO funds by OCT of each fiscal year will cause award of contract delivery orders at less than planned quantities.

Aircraft Breakdown: Active 425, Reserve 0, ANG 0, Total 425

**Development Status**

This is a non-developmental program.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	44	11.304	59	33.611	84	19.285	84	18.916	84	19.223	70	11.507
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.924		1.809		1.062		1.080		1.376		0.913
DATA		0.055		1.057		0.014		0.008		0.006		0.006
SIM/TRAINER												
SUPPORT-EQUIP		0.691				0.678		0.695		0.745		0.603
OGC		1.860		0.566		1.826		1.270		0.719		0.869
OTHER		7.109		1.757		1.240		1.699		1.835		5.120

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-05	44	KITS	19	0.943	[25]	0.312						
FY-06	59	KITS			[3]	0.038	[56]	0.609				
FY-07	84	KITS					[28]	0.304	[56]	0.627		
FY-08	84	KITS							[28]	0.314	[56]	0.647
FY-09	84	KITS									[28]	0.324
FY-10	70	KITS										
TOTAL INSTALL	19	0.943			28	0.350	84	0.913	84	0.941	84	0.971
TOTAL COST (BP-1100)	44	22.886	59	38.800	84	24.455	84	24.581	84	24.845	70	19.989
(Totals may not add due to rounding)												
INSTALLATION QTY					26		84		84		84	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									425	113.846
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										7.164
DATA										1.146
SIM/TRAINER										
SUPPORT-EQUIP										3.412
OGC										7.110
OTHER										18.760
INSTALLATION OF HARDWARE										
FY-05		44 KITS							[44]	1.255
FY-06		59 KITS							[59]	0.647
FY-07		84 KITS							[84]	0.931
FY-08		84 KITS							[84]	0.961
FY-09		84 KITS							[28]	0.324
FY-10		70 KITS								
TOTAL INSTALL									299	4.118
TOTAL COST (BP-1100)									425	155.556
(Totals may not add due to rounding)										
INSTALLATION QTY									425	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	21	21	21	21	21	21	21	21	21	21	21	21	21	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
Output	21	21	21	21	21	21	21	21	21	21	21	21	21	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: OO-ALC - Hill AFB, UT

PE 0804741F

Team PERSO

**Description/Justification**

Miscellaneous low cost modifications. FY06 includes an effort to incorporate a speed brake indicator in the T-38 avionics display.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.005		1.999		0.005		0.005		0.005		0.005
TOTAL COST (BP-1100)		0.005		1.999		0.005		0.005		0.005		0.005
(Totals may not add due to rounding)		0.005		1.999		0.005		0.005		0.005		0.005

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.005		0.005		0.005				2.039
TOTAL COST (BP-1100)		0.005		0.005		0.005				2.039
(Totals may not add due to rounding)		0.005		0.005		0.005				2.039

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-43					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$1.590	\$2.131	\$2.230	\$2.293	\$2.349	\$2.379	\$2.426	\$2.475	

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 FY08/09 is for Service Bulletins. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	1.5	2.1	2.2	2.2	2.3	2.3	2.4	2.4		20.9
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1		1.2
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			1.6	2.1	2.2	2.3	2.3	2.4	2.4	2.5	0.0	22.1
<b>TOTAL FOR WEAPON SYSTEM T-43</b>			1.6	2.1	2.2	2.3	2.3	2.4	2.4	2.5	0.0	22.1

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 41	PAGE NO. 1	
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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING AIRCRAFT

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

PE 0804742F

Team PERSO

**Description/Justification**

Service Bulletins are issued to correct manufacturer identified deficiencies and are required to maintain FAA certification.

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

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.462		1.490		2.056		2.186		2.240		2.296
TOTAL COST (BP-1100)		3.462		1.490		2.056		2.186		2.240		2.296
(Totals may not add due to rounding)		3.462		1.490		2.056		2.186		2.240		2.296





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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: KC-10					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$19.721	\$6.737	\$1.924	\$1.919	\$1.919	\$1.919	\$52.428	\$53.470	

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. These modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIFIC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
P	_1689	Aircraft Modernization Program		0.2		0.0			48.7	46.5	630.2	725.6
	7725	THRUST REVERSER AIRWO	11.5									51.2
	99999S	SERVICE BULLETINS	5.9	4.8	1.9	1.9	1.9	1.9	2.5	5.1		53.7
	99999X	LOW COST MODIFICATIONS	2.3	1.7	0.0	0.0	0.0	0.0	1.2	1.9		10.4
	Z88888	REPROGRAMMINGS	-0.0	0.0								
<b>TOTAL FOR CLASS P</b>			19.7	6.7	1.9	1.9	1.9	1.9	52.4	53.5	630.2	840.9
<b>TOTAL FOR WEAPON SYSTEM KC-10</b>			19.7	6.7	1.9	1.9	1.9	1.9	52.4	53.5	630.2	841.0

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

	P-1 SHOPP LIST ITEM NO. 42	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: THRUST REVERSER AIRWORTHINESS DIRECTIVE MN-7725

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

Models of Aircraft Affected:

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

PE 0401219F

Team MOBIL

**Description/Justification**

This Airworthiness Directive mod is comprised of two service bulletins: DC10-78-061 and DC10-78-062.

Intent of these Service Bulletins is to prevent unwanted deployment of a thrust reverser, which could significantly jeopardize continued safety of flight and landing of the aircraft. DC10-78-061 describes procedures for installation of provisional wiring for an additional thrust reverser locking system. DC10-78-062 describes procedures for installation of an additional thrust reverser locking system. Mod of spares is to buy kits to modify spare thrust reversers. Third kit purchased in FY 03 (FY 03 funding received in Sep 03) installed in 1st quarter FY05 and remaining seven kits purchased in FY 04 will be installed in FY05. Thirteen (13) kits will be installed in FY06 using FY05 funding.

Aircraft Breakdown: Active 59, Reserve 0, ANG 0, Total 59

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	52	31.129	7	3.826								
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER	6	0.047										
SUPPORT-EQUIP		0.177										
OGC		0.012										
MOD OF SPARES	20	2.970		0.986								
TRAINING		0.006										
AWAITING RECLASSIFICATION				0.082								
INSTALLATION OF HARDWARE												
FY-03 3 KITS	2	0.637										
FY-04 7 KITS	8	1.800										
FY-05 42 KITS		2.944	[36]	6.590								
FY-06 7 KITS			[13]									
TOTAL INSTALL	10	5.381	49	6.590								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	52	39.722	7	11.484								
INSTALLATION QTY	10		49									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	34.955
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[6]	0.047
SUPPORT-EQUIP										0.177
OGC										0.012
MOD OF SPARES									[20]	3.956
TRAINING										0.006
AWAITING RECLASSIFICATION										0.082
INSTALLATION OF HARDWARE										
FY-03	3	KITS							[2]	0.637
FY-04	7	KITS							[8]	1.800
FY-05	42	KITS							[36]	9.534
FY-06	7	KITS							[13]	
TOTAL INSTALL									59	11.971
TOTAL COST (BP-1100)									59	51.206
(Totals may not add due to rounding)										
INSTALLATION QTY									59	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input													2	1	2	2	3	12	13	13	11
Output									1	1	2	2	2	12	13	13	13				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

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

Models of Aircraft Affected: KC-10

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

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 trunion bolt replacement; installation of bonding straps on extended wing-to-fuselage fillets; and the replacement of inboard flap track fasteners and pins on the trailing edge of the wings.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		27.706		5.935		4.810		1.898		1.898		1.898
TOTAL COST (BP-1100)		27.706		5.935		4.810		1.898		1.898		1.898
(Totals may not add due to rounding)		27.706		5.935		4.810		1.898		1.898		1.898

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.898		2.527		5.102				53.672
TOTAL COST (BP-1100)		<hr/>		<hr/>		<hr/>				<hr/>
(Totals may not add due to rounding)		1.898		2.527		5.102				53.672

Method of Implementation:

Initial Lead Time: 0 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>	<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)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-12</u>	<u>FY-13</u>													
Delivery Date (Month/CY)															

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: KC-10

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

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, Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		3.293		2.301		1.679		0.025		0.020		0.020
TOTAL COST (BP-1100)		3.293		2.301		1.679		0.025		0.020		0.020
(Totals may not add due to rounding)												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.020		1.179		1.900				10.437
TOTAL COST (BP-1100)		0.020		1.179		1.900				10.437
(Totals may not add due to rounding)		0.020		1.179		1.900				10.437

Method of Implementation:

Initial Lead Time: 0 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>	<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)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-12</u>	<u>FY-13</u>													
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-12					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$6.191	\$0.926	\$0.459	\$0.473	\$0.485	\$0.491	\$0.501	\$0.511	

This line item funds low-cost modifications and service bulletins for the C-12 aircraft, commercial equivalent to the Beech Craft Super King Air. The C-12 is a twin-turboprop, support-airlift aircraft used to transport cargo and passengers. The specific modifications are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	6140	ELECTRONIC FLIGHT INSTR	6.0	0.7								38.4
	99999S	SERVICE BULLETINS	0.1	0.1	0.4	0.4	0.3	0.3	0.3	0.3		4.4
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2		2.8
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			6.2	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.0	45.6
<b>TOTAL FOR WEAPON SYSTEM C-12</b>			6.2	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.0	45.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: ELECTRONIC FLIGHT INSTRUMENTATION SYSTEM (EFIS) MN-6140

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-12                      Class P

Models of Aircraft Affected: C-12C/D/F/J AIRCRAFT

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

PE 0401314F

Team MOBIL

**Description/Justification**

The Electronic Flight Instrumentation System (EFIS) incorporates SECDEF-mandated Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM), Navigation Safety, and Global Positioning System (GPS) requirements and provides a capability for future upgrades. EFIS will include new cockpit instruments, color radar and upgraded CNS/ATM systems to meet these requirements. FY04 funds will be used for two kits, one C/D model prototype, and one test asset System Intergration Lab (SIL). The SIL kit will be installed on the last production aircraft.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	2.270	3	0.897								
KITS NONRECUR		3.660										
EQUIPMENT	10	11.996	[3]	3.846								
EQUIP NONREC		9.533										
CHANGE ORDERS		0.101										
DATA		0.550		0.060								
SIM/TRAINER												
SUPPORT-EQUIP		0.235										
TRAINING		0.612										
OGC		0.023		0.030								
TEST ASSETS	1	1.600										
INSTALLATION OF HARDWARE												
FY-04                      1 KITS	1	0.230										
FY-05                      9 KITS		0.920	[7]	1.150	[2]							
FY-06                      3 KITS					[3]	0.690						
TOTAL INSTALL	1	1.150	7	1.150	5	0.690						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	10	31.730	3	5.983		0.690						
INSTALLATION QTY	1		7		5							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.167
KITS NONRECUR										3.660
EQUIPMENT									[13]	15.842
EQUIP NONREC										9.533
CHANGE ORDERS										0.101
DATA										0.610
SIM/TRAINER										
SUPPORT-EQUIP										0.235
TRAINING										0.612
OGC										0.053
TEST ASSETS									[1]	1.600
INSTALLATION OF HARDWARE										
FY-04		1 KITS							[1]	0.230
FY-05		9 KITS							[9]	2.070
FY-06		3 KITS							[3]	0.690
TOTAL INSTALL									13	2.990
TOTAL COST (BP-1100)									13	38.403
(Totals may not add due to rounding)										
INSTALLATION QTY									13	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

Quarter	<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				
Input									1				1				2	2	2	2	2	1		
Output													1				1	2	2	2	2	2		1

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-20					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$0.431	\$0.511	\$0.535	\$0.551	\$0.563	\$0.572	\$0.582	\$0.594	

This line item funds low-cost modifications and service bulletins for the C-20 aircraft, commercial equivalent Gulfstream III/IV. The C-20 aircraft is a twin-engine, turboprop aircraft used to airlift DoD officials and high-ranking government personnel over long distances (3,000 miles and greater). The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.0	0.4	0.2	0.2	0.1	0.1	0.1	0.1		2.5
	99999X	LOW COST MODIFICATIONS	0.4	0.1	0.4	0.4	0.5	0.5	0.5	0.5		11.1
	Z88888	REPROGRAMMINGS	-0.0	0.0								
<b>TOTAL FOR CLASS P</b>			0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.0	13.5
<b>TOTAL FOR WEAPON SYSTEM C-20</b>			0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.0	13.5

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-25					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$12.815	\$1.023	\$28.416	\$61.512	\$16.264	\$14.262	\$1.167	\$1.190	

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. FY08/09 modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_6638	Airborne Information Manageme			27.0	59.8	15.0	13.0				114.8
	9332	Forward Lower Lobe	11.9									11.9
	99999S	SERVICE BULLETINS	0.9	1.0	1.4	1.5	1.2	1.2	1.0	1.0		19.7
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.0	0.3	0.1	0.1	0.2	0.2		4.2
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			12.8	1.0	28.4	61.5	16.3	14.3	1.2	1.2	0.0	150.6
<b>TOTAL FOR WEAPON SYSTEM C-25</b>			12.8	1.0	28.4	61.5	16.3	14.3	1.2	1.2	0.0	150.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: Airborne Information Management System (AIMS) MN-\_6638

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-25 Class P

Models of Aircraft Affected: VC-25A

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

PE 0401314F

Team MOBIL

**Description/Justification**

The VC-25A is a commercial derivative of the Boeing 747-200 series aircraft operated by the Presidential Airlift Group (PAG) assigned to the 89th Airlift Wing. The VC-25A Airborne Information Management System (AIMS) modernization and enhancement program will provide a robust, enduring, redundant and scalable communication system that operates throughout the threat spectrum providing the capability for system cross-utilization, automated management and predictable degradation. The features available through AIMS provides the President the capabilities to execute the duties of the Office of the President.

Aircraft Breakdown: Active 2, Reserve , ANG , Total 2

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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			
KITS NONRECUR							[0]	27.000				
EQUIPMENT												
EQUIP NONREC									[2]	59.800		
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09			2 KITS								[1]	15.000
TOTAL INSTALL											1	15.000
TOTAL COST (BP-1100)								27.000	2	59.800		15.000
(Totals may not add due to rounding)												
INSTALLATION QTY											1	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	
KITS NONRECUR										27.000
EQUIPMENT										
EQUIP NONREC									[2]	59.800
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09                    2 KITS	[1]	13.000							[2]	28.000
TOTAL INSTALL	1	13.000							2	28.000
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		13.000							2	114.800
INSTALLATION QTY	1								2	

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)				10/08		10/10	01/11
Delivery Date (Month/CY)				10/10		10/11	01/12

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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																																

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Forward Lower Lobe MN-9332

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-25 Class P

Models of Aircraft Affected: 747-200

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

PE 0401314F

Team MOBIL

**Description/Justification**

The VC-25A is a 747-200 derivative aircraft used to transport the President of the United States. Numerous modifications over time have added electronic equipment to the VC-25 Forward Lower Lobe. The electronic equipment causes extreme heat build-up and subsequently overheats and failure of critical mission equipment. In many cases, even after shutdown and cooling, equipment cannot be restored to operation causing significant operational limitation. Exhausting the heat is required to protect the functionality of this critical mission equipment. This modification will replace inefficient equipment and provide improved cooling capacity in the forward lower lobe area.

Aircraft Breakdown: Active 2, Reserve , ANG , Total 2

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.150								
KITS NONRECUR				5.495								
EQUIPMENT			[2]									
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.600								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 2 KITS				1.655			[1]		[1]			
TOTAL INSTALL				1.655			1		1			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	11.900								
INSTALLATION QTY							1		1			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.150
KITS NONRECUR										5.495
EQUIPMENT									[2]	
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.600
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06                    2 KITS									[2]	1.655
TOTAL INSTALL									2	1.655
TOTAL COST (BP-1100)									2	11.900
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: CLS

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-25 Class P

Models of Aircraft Affected: VC-25A

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

PE 0401314F

Team MOBIL

**Description/Justification**

Service bulletins affect safety, product improvement, maintenance and reliability, and are issued to correct FAA identified deficiencies.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		10.633		0.859		0.965		1.415		1.462		1.168
TOTAL COST (BP-1100)		10.633		0.859		0.965		1.415		1.462		1.168
(Totals may not add due to rounding)		10.633		0.859		0.965		1.415		1.462		1.168

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.152		1.009		1.007				19.670
TOTAL COST (BP-1100)		1.152		1.009		1.007				19.670
(Totals may not add due to rounding)		1.152		1.009		1.007				19.670

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 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>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-40					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$0.153	\$0.197	\$0.209	\$0.215	\$0.223	\$0.230	\$0.238	\$0.244	

The C-40 is a commercial-derivative Boeing 737 business jet that is FAA certified. The C-40 provides safe, comfortable and reliable transportation for U.S. leaders to locations around the world. The C-40's primary customers are the combatant commanders and members of the Cabinet and Congress. The aircraft also perform other operational support missions. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies. The modifications in FY08/09 will improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.8
<b>TOTAL FOR CLASS P</b>			0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	3.9
	Z88888	REPROGRAMMINGS	-0.0	-0.0								
<b>TOTAL FOR CLASS</b>			-0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM C-40</b>			0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	3.9

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$180.231	\$182.609	\$384.386	\$567.769	\$427.362	\$417.554	\$371.791	\$378.628	

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 FY08/09 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIFIC	0.0	0.0	0.2	1.8	1.9	1.9	0.0	0.0		5.8
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.2	1.8	1.9	1.9	0.0	0.0	0.0	5.8
P	11130	PODDED RECONNAISSANCE	3.9	2.3	0.5	0.5	0.5	0.6	0.6	0.6		30.0
	17605B	AUTOPILOT/GCAS	0.5	0.5	0.7							250.7
	18600B	ELECTRICAL SYSTEM UPGR	1.9	0.2								97.4
	6040	ENGINES	0.6									25.7
	8220	ALR-69 (RWR)	0.6	27.8	54.6	42.2	21.1	9.2	9.4	9.6		224.0
	8455	INSTALLATION OF AN/APN-2	9.4	9.6	0.6	0.6						83.1
	8517	C-130 AVIONICS MODERNIZ			113.3	351.9	265.5	260.8	281.9	288.0	2,699.9	4,261.2
	8526	ENHANCED TCAS (TCAS II)	21.2	6.0								191.2
	8561	SYNCHROPHASER WIRE (C-	2.3	1.2								24.2
	8562	C-130 GENERATOR DISCON	0.4									6.3
	8577	ALE-47 CHAFF AND FLARE D	4.1	0.5								41.2
	8578	C-130 SYSTEMS/STRUCTUR	30.2	88.5	115.6	92.6	123.6	132.0	71.9	73.5	604.9	1,359.6
	8591	ALR-69 UPGRADE		6.3	10.4	10.6	1.7					29.0
	8629	LARGE AIRCRAFT INFRARE	7.2	15.5	73.7	60.1	2.5	1.1	1.1	1.1		297.1
	8651	AAR-47 SENSOR UPGRADE	9.1									31.3
	8678	HC-130 SIMULATOR	28.3			0.2						29.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$180.231	\$182.609	\$384.386	\$567.769	\$427.362	\$417.554	\$371.791	\$378.628

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 FY08/09 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
	8726	USM-464 TESTER MODIFICA	3.7									10.0
	9120	AIRBORNE FIRE FIGHTING S	10.1									28.3
	9122	APN-241 RADAR - AFSOC	3.2	0.6								14.9
	9123	AC-130 KILL CHAIN ARC-231	6.2									6.2
	9126	AC-130 LINK 16 GUNSHIP	10.8	10.0	2.7	0.6						24.1
	9127	MACHINE-TO-MACHINE SITU	1.4									6.3
	9130	AERIAL SPRAY SYSTEM	2.0	0.5								2.5
	9131	ASAR FOR 109th AW	1.0	1.0								4.0
	9134	NOISE CANCELLATION SYST	1.1	1.3								2.4
	9135	AC-130 OUTER WING REPLA					0.8	2.2	2.2	1.2		6.4
	92292	C-130 WINDSCREEN		2.0								2.0
	92299	AFSOC SIMULATOR UPGRA	4.1	1.2	6.3	0.6						12.2
	99999M	MISC SIMULATOR UPDATES		0.0	0.0	0.0	1.9	1.9	0.0	0.0		3.8
	99999S	SERVICE BULLETINS		0.0	0.0	0.0	1.9	1.9	0.0	0.0		4.2
	99999X	LOW COST MODIFICATIONS	1.0	0.0	1.9	1.9	1.9	1.9	0.5	0.4		16.9
	SCOUT	ANG SENIOR SCOUT	8.0	7.6	3.9	4.0	4.1	4.1	4.2	4.3		82.6
	Z88888	REPROGRAMMINGS	7.8	0.1								
<b>TOTAL FOR CLASS P</b>			180.2	182.6	384.2	565.9	425.5	415.7	371.8	378.6	3304.8	7208.2

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 2	
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<b>BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)</b>								<b>DATE</b> January 2007	
<b>APPROPRIATION/BUDGET ACTIVITY</b> <b>AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications</b>				<b>P-1 ITEM NOMENCLATURE: C-130</b>					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$180.231	\$182.609	\$384.386	\$567.769	\$427.362	\$417.554	\$371.791	\$378.628	

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 FY08/09 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
<b>TOTAL FOR WEAPON SYSTEM C-130</b>			180.2	182.6	384.4	567.7	427.4	417.6	371.8	378.6	3304.8	7214.0

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

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 3	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: PODDED RECONNAISSANCE SYSTEM MN-11130

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: Multiple

Center: ASC - Wright Patterson AFB, OH

PE 0207217F

Team INFO

**Description/Justification**

The C-130 SCATHE VIEW is one of two programs contained in PE 27217. The SCATHE VIEW all-weather, long-distance tactical reconnaissance system directly provides ground and air forces real-time intelligence, derived from electro-optical and infrared (EO/IR) full motion video (FMV) imagery, forward looking infra red (FLIR) camera and laser range finder (LRF), via Rover, VHF, UHF, and SATCOM communications. SCATHE VIEW is employed in low to medium threat environments in time sensitive targeting, battle damage assessment, force protection, counter-improvised explosive device (IED), and situational awareness roles. The system consists of 1) a C-130 aircraft modified to accept a sensor turret and communications equipment, 2) a roll-on, roll-off pallet that carries sensor control and sensor exploitation equipment, communications devices, and two airborne imagery analyst/sensor operator stations, and 3) an optional PC-based ground processing station. The sensor and operator pallet is easily transferred from aircraft to aircraft. The C-130 SCATHE VIEW carrier retains 2/3 of its maximum airlift capacity, which can be utilized for traditional intra-theater, and inter-theater airlift, or unconventional operations airlift in conjunction with the system's tactical reconnaissance role.

The SCATHE VIEW system is currently undergoing comprehensive major upgrades. The entire SCATHE VIEW-capable fleet of 8 aircraft will be modified to receive new sensors and communications equipment. 7 (5 operational, 2 spares) Wescam MX-15 sensors with EO/IR FMV, FLIR and LRF will be procured, and 5 total SCATHE VIEW operator pallets will be upgraded to a common, compatible configuration. Other upgrades include the integration of the Remotely Operated Video Enhanced Receiver (ROVER) to provide line-of-sight full motion video imagery data directly and in real time to forward ground forces. Major communications upgrades include the integration of Tactical Common Data Link (TCDL) line of sight (LOS) communications to the ground for real-time ISR and force protection, and the integration of Ku-Band SATCOM, beyond line of sight (BLOS) capability to allow FMV data to be passed to intermediate higher headquarters and any other worldwide location

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	1.833		3.925		2.286		0.515		0.530		0.543
KITS NONRECUR		5.635										
EQUIPMENT	3	5.410										
EQUIP NONREC		0.968										
CHANGE ORDERS	2	6.318										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-00	8	0.400										
8 KITS												
TOTAL INSTALL	8	0.400										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	8	20.564		3.925		2.286		0.515		0.530		0.543
INSTALLATION QTY	8											

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		0.550		0.561		0.572			8	11.315
KITS NONRECUR										5.635
EQUIPMENT									[3]	5.410
EQUIP NONREC										0.968
CHANGE ORDERS									[2]	6.318
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
Withhold Adjustments										
INSTALLATION OF HARDWARE										
FY-00 8 KITS									[8]	0.400
TOTAL INSTALL									8	0.400
TOTAL COST (BP-1100)		0.550		0.561		0.572			8	30.046
(Totals may not add due to rounding)										
INSTALLATION QTY									8	

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>
Contract Date (Month/CY)		12/00
Delivery Date (Month/CY)		08/01

Installation Schedule

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	
Input													8
Output													8

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: ELECTRICAL SYSTEM UPGRADE MN-18600B

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H/N/P/U

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

This mod upgrades the C-130 electrical power system that was designed in the 1950's. Modern avionics systems are dependent on solid-state circuits and computer support which makes them more susceptible to disruptive electrical transients/spikes within the system. The C-130 will continue to be a viable part of the airlift forces into the next century and will need 'clean' electrical power for new avionics systems to operate properly and reliably. PMD 2264(2). AFSOC: 4E's ACC: 1E, 4ECE's, 15 ECH's, 11 HP's AETC: 3E's, 2 HP's AFRC: 24E's, 55H's, 4HN's, 6HP's, 3WH's AMC: 33E's, 29H's ANG: 42E's, 104H's, 3HN's, 3HP's, 7LH's PACAF: 13 E's, 18H's USAFE: 4E's. Total buy was 437; revised installation total is 388 based HQ AMC decision to not modify C-130E aircraft scheduled retirement. Implementation is a combination of Contract Field Teams and for the EC-130Hs, contractor's facility.

Aircraft Breakdown: Active 137, Reserve 92, ANG 159, Total 388

**Development Status**

N/A..

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	433	58.607										
KITS NONRECUR	4	2.567										
EQUIPMENT	257	6.336										
EQUIP NONREC												
CHANGE ORDERS		2.111										
DATA		3.430		0.010								
SIM/TRAINER												
SUPPORT-EQUIP		0.079										
FLIGHT TEST		0.110										
REFURB												
WARRANTY												
OGC		3.065		0.010		0.228						
DEPOT				1.318								
OTHER		0.209										
PMA		4.324		0.365								
Withhold Adjustments												



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	0.101										
FY-93	2	0.109										
FY-94	62	2.202										
FY-95	22	0.962										
FY-96	42	2.401										
FY-97	54	3.900										
FY-99	73	2.214										
FY-00	180	2.558	[25]	0.180								
TOTAL INSTALL	362	14.447	25	0.180								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	437	95.285		1.883		0.228						
INSTALLATION QTY	362		25									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	58.607
KITS NONRECUR									4	2.567
EQUIPMENT									[257]	6.336
EQUIP NONREC										
CHANGE ORDERS										2.111
DATA										3.440
SIM/TRAINER										
SUPPORT-EQUIP										0.079
FLIGHT TEST										0.110
REFURB										
WARRANTY										
OGC										3.303
DEPOT										1.318
OTHER										0.209
PMA										4.689
Withhold Adjustments										
INSTALLATION OF HARDWARE										
FY-92	2	KITS							[2]	0.101
FY-93	2	KITS							[2]	0.109
FY-94	62	KITS							[62]	2.202
FY-95	22	KITS							[22]	0.962
FY-96	42	KITS							[42]	2.401
FY-97	54	KITS							[54]	3.900
FY-99	73	KITS							[73]	2.214
FY-00	180	KITS							[130]	2.738
TOTAL INSTALL									387	14.627
TOTAL COST (BP-1100)									437	97.396
(Totals may not add due to rounding)										
INSTALLATION QTY									387	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

**Installation Schedule**

	<u>FY-91</u>				<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																		1	1											1	1					
Output																		1	1											1	1					
Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Input	20	20	20	20	20	21	21	28	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1				
Input	20	20	20	20	20	21	21	28						25	26	15	15	14	14	8	8	8	8	8												
Output	20	20	20	20	20	21	21	28						25	26	15	15	14	14	8	8	8	8	8												

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: ALR-69 (RWR) MN-8220

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

CSAF validated C-MNS implemented by SAF/AQQ 25/2282 Msg PMD. Aircrews flying missions in support of Operation Joint Forge in the Bosnia AOR, are being subjected to an increasing level of electronic threats which need to be modified so not to impact our worldwide airlift mission PMD 2264 (3). Installs Radar Warning Receiver, RWR, on 366 C-130 aircraft. Provides airborne warning of radar directed AAA, Air-Interceptors, and Surface-to-Air threats. Completes C-130 fleet for all aircraft already equipped with Airlift Defensive Systems (ADS). FY95 - ANG provided 2 group B as GFE at no cost to the mod program. Kit unit found Group B assets that belonged to the C-130 RWR program, that's why FY98 and FY99 group B costs are low. In FY99 HQ AMC pulled most of the funding for other programs. Beginning in FY 03 funding was reinstated, during this time ALR-69 evolved into ALR-69A (commonly called PLAID). HQ AMC's requirement is to upgrade existing aircraft to the new ALR-69A configuration and modify selected aircraft to this configuration. This new requirement required NRE funds for two trial installation kits and two kit proofs. Estimated NRE costs (FY03 dollars) are \$3M. Method of implementation is combination with installs being performed at depot overhaul and through the use of contract field teams.

Aircraft Breakdown: Active 64, Reserve 100, ANG 75, Total 239

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	4.497			24	6.174	55	16.500	38	11.400	15	4.500
KITS NONRECUR	2	4.091				0.283		1.989		1.725		0.421
EQUIPMENT	83	16.202			[24]	17.912	[55]	29.491	[38]	18.126	[15]	8.310
EQUIP NONREC	2	0.640				0.500		0.688		0.396		
CHANGE ORDERS		2.935										
DATA		1.903				0.840		0.579		0.329		0.500
SIM/TRAINER	2	2.784			[1]	0.660	[1]	0.339	[1]	0.300	[2]	0.400
SUPPORT-EQUIP		8.237				0.800		0.711		0.460		0.400
OGC		0.970		0.582		0.620		0.891		0.758		0.600
FLT TEST		0.005										
T.O. Printing		0.011										
SPARES												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	3.944								
FY-95	27	KITS	27	1.428								
FY-96	16	KITS	16	1.529								
FY-98	1	KITS	1	0.065								
FY-99	3	KITS	3	0.148								
FY-00	1	KITS	1	0.044								
FY-07	24	KITS					[24]	3.408				
FY-08	55	KITS							[55]	8.690		
FY-09	38	KITS									[38]	6.004
FY-10	15	KITS										
FY-11	5	KITS										
FY-12	9	KITS										
FY-13	6	KITS										
TOTAL INSTALL	87		7.158				24	3.408	55	8.690	38	6.004
TOTAL COST (BP-1100)	87	49.433		0.582	24	27.789	55	54.596	38	42.184	15	21.135
(Totals may not add due to rounding)												
INSTALLATION QTY	87						24		55		38	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.500	9	2.700	6	1.800			237	49.071
KITS NONRECUR		0.774							2	9.283
EQUIPMENT	[5]	2.740	[9]	4.936	[6]	3.978			[235]	101.695
EQUIP NONREC		0.430							[2]	2.654
CHANGE ORDERS										2.935
DATA		0.302								4.453
SIM/TRAINER	[1]		[1]	0.262	[1]	0.448			[10]	5.193
SUPPORT-EQUIP		0.522		0.233		0.200				11.563
OGC		0.600		0.500		0.812				6.333
FLT TEST										0.005
T.O. Printing										0.011
SPARES										
INSTALLATION OF HARDWARE										
FY-94			39 KITS						[39]	3.944
FY-95			27 KITS						[27]	1.428
FY-96			16 KITS						[16]	1.529
FY-98			1 KITS						[1]	0.065
FY-99			3 KITS						[3]	0.148
FY-00			1 KITS						[1]	0.044
FY-07			24 KITS						[24]	3.408
FY-08			55 KITS						[55]	8.690
FY-09			38 KITS						[38]	6.004
FY-10			15 KITS						[15]	2.370
FY-11	[15]	2.370							[15]	2.370
FY-11			5 KITS	[5]	0.790				[5]	0.790
FY-12			9 KITS			[9]	1.422		[9]	1.422
FY-13			6 KITS			[6]	0.948		[6]	0.948
TOTAL INSTALL	15	2.370	5	0.790	15	2.370			239	30.790
TOTAL COST (BP-1100)	5	9.238	9	9.421	6	9.608			239	223.986
(Totals may not add due to rounding)										
INSTALLATION QTY	15		5		15				239	

Method of Implementation: COMBINATION

Initial Lead Time: 24 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>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)		04/94	06/95	09/96		06/98					12/02	07/04	12/05	12/05	12/06
Delivery Date (Month/CY)		06/94	12/95	03/97		12/98					12/03	07/06	12/06	12/06	12/07
	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>											
Contract Date (Month/CY)	12/07	12/08	12/09	12/10											
Delivery Date (Month/CY)	12/08	12/09	12/10	12/11											

**Installation Schedule**

	<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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1	38							3	4	10	10	4	3	5	1	1	2			1				2							
Output					1	38							3	4	10	10	4	3	5	1	1	2			1				2							
	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				1				1																				6	6	6	6
Output					1				1																				6	6	6	6				
	<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>																			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input	14	14	14	13	9	9	10	10	4	4	4	3	1	1	1	2	4	4	4	4	3															
Output	14	14	14	13	9	9	10	10	4	4	4	3	1	1	1	2	4	4	4	4	3															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: INSTALLATION OF AN/APN-241 MN-8455

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130H, HC130P, LC-130H,  
 C-130H(2)

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

Installation of Northrop/Grumman Low Power Color Radar (AN/APN-241) on 4 ANG LC-130H (FY97), 14 HC-130Ps and 36 C-130H(2)s. The LC-130Hs are complete. On LC-130Hs, in conjunction with installation of the APN-241, the mod added electronic flight instruments and satellite communications systems. On the Moody AFB HC-130Ps the mod installs the APN-241 and removes the ARD-17 aerial tracker system, the APX-65 interrogator system, and Cook radome, and replaces the Fulton radomes with bullet nose radomes. Program provided interim contract support funds through FY00 as BP11 3010. Funding for ICS transferred to BP16 in FY01-FY04. One trial install in FY99 is required for the HC-130Ps at Moody AFB, one trial install is required for the tanker conversions in FY00, and one trial is required for C-130H(2) in FY01. Six (6) tanker conversion Group A and B procured. Program cancelled by AFSOC after only three (3) aircraft. Accounts for red blocks on aircraft breakdown and installs. Group B transferred to spares. Method of Implementation is Combination of Contractor's facility and Contract Field Teams.

- LC-130H -4
- HC-130P Tanker Conversion - 3 +3 (3 conversions cancelled by AFSOC after procurement. No installs for these 3)
- HC-130P (Moody) - 12
- C-130H(2) Kulis - 8
- C-130H(2) Reno - 8
- C-130H(2) Schnectady - 4
- C-130H(2) St Joseph - 8
- C-130H(2) Nashville - 8
- C-130H(2) Carswell - 8
- C-130H(2) Minneapolis - 8
- C-130H(2) Pittsburgh - 3

Aircraft Breakdown: Active 15, Reserve 11, ANG 48, Total 74

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	61	4.024	9	0.512	9	0.846						
KITS NONRECUR	7	1.675										
EQUIPMENT	61	31.231	[9]	5.740	[9]	5.986						
EQUIP NONREC	7	6.138										
CHANGE ORDERS												
DATA		1.600		0.072		0.152						
SIM/TRAINER												
SUPPORT-EQUIP		9.543		1.985		1.284						
SPARES												
OGC		0.971				0.543		0.600		0.634		
PMA		1.358		0.530								
T.O. Printing		0.062				0.095						
ICS		2.741										



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
Withhold Adjustments												
FLIGHT TEST		0.160										
INSTALLATION OF HARDWARE												
FY-97 4 KITS	4	0.200										
FY-99 2 KITS	2	0.055										
FY-00 12 KITS	11	0.959										
FY-01 5 KITS	3	0.203										
FY-02 21 KITS	16	0.950	[5]									
FY-03 4 KITS		0.168	[4]									
FY-04 10 KITS		0.494	[2]		[8]							
FY-05 10 KITS		0.333			[10]							
FY-06 9 KITS				0.600				[9]				
FY-07 9 KITS						0.686			[9]			
TOTAL INSTALL	36	3.362	11	0.600	18	0.686	9		9			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	68	62.865	9	9.439	9	9.592		0.600		0.634		
INSTALLATION QTY	36		11		18		9		9			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									79	5.382
KITS NONRECUR									7	1.675
EQUIPMENT									[79]	42.957
EQUIP NONREC									[7]	6.138
CHANGE ORDERS										
DATA										1.824
SIM/TRAINER										
SUPPORT-EQUIP										12.812
SPARES										
OGC										2.748
PMA										1.888
T.O. Printing										0.157
ICS										2.741
Withhold Adjustments										
FLIGHT TEST										0.160
INSTALLATION OF HARDWARE										
FY-97	4	KITS							[4]	0.200
FY-99	2	KITS							[2]	0.055
FY-00	12	KITS							[11]	0.959
FY-01	5	KITS							[3]	0.203
FY-02	21	KITS							[21]	0.950
FY-03	4	KITS							[4]	0.168
FY-04	10	KITS							[10]	0.494
FY-05	10	KITS							[10]	0.333
FY-06	9	KITS							[9]	0.600
FY-07	9	KITS							[9]	0.686
TOTAL INSTALL									83	4.648
TOTAL COST (BP-1100)									86	83.130
(Totals may not add due to rounding)										
INSTALLATION QTY									83	

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

**Installation Schedule**

	<u>FY-96</u>			<u>FY-97</u>			<u>FY-98</u>			<u>FY-99</u>			<u>FY-00</u>			<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1	2	1					1				1	3	3	3	2	1	1	1	
Output					1	2	1			1		1		3	3	3	2			1	1	1		
	<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>					
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	1			4	4	3	4	3	3	3	2	4	6	4	4	2	2	2	3	2	2	2	3	
Output	1			4	4	3	4	3	3	3	2	4	6	4	4	2	2	2	3	2	2	2	3	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: C-130 AVIONICS MODERNIZATION PROGRAM (AMP) MN-8517

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: AC/C/EC/HC/LC/MC-130

Center: ASC - Wright Patterson AFB, OH

PE 0401115F Team MOBIL

**Description/Justification**

This modification will accomplish the following: incorporate all the equipment and upgrades needed to meet AF Navigation Safety and the Global Air Traffic Management (GATM), now referred to as Communication Navigation Surveillance/Air Traffic Management (CNS/ATM). It will also incorporate various other reliability and maintainability upgrades, install Terrain Avoidance Warning System (TAWS) replace the weather avoidance radars, replace the compass systems and dual autopilots, install dual Flight Management Systems and provide HF/UHF/VHF Datalink. Following the AMP modernization, 268 of the AF's C-130s will be fully CNS/ATM and Nav/Safety compliant. 264 are funded here, 4 are RDT&E funded. USSOCOM's Common Architecture For Penetration (CAAP) program has been segregated from the AMP program. Funding for CAAP was not included in this program, but was found in USSOCOM's funding lines.

For C-130 AMP, the C-130 fleet consists of 4 different (H1, H2, H2.5, and H3) mission design series (MDSs) or models with multiple variants within each model. Multiple models and configurations result in large logistics support and aircrew training inefficiencies, as well as, complicate unit interoperability at forward operating locations. Today, the maintainability/supportability costs are increasing at a rate much faster than inflation for the cockpit instrumentation, navigation equipment and the radars. Delaying AMP will result in increased RM&S costs and our inability to meet mandated CNS/ATM and the AF Nav/Safety requirements. Aircraft that are not CNS/ATM compliant will be denied access to large segments of international air space.

The C-130 fleet, with its many MDSs, will require the development of specific kit designs for each model or MDS, or groups of similar MDSs. Starting in FY03, each MDS will proceed through its own development and production sequence in parallel. By staggering the development into sequential blocks of MDSs, this "waterfall" approach will result in an orderly sequencing of development and production for the many different MDSs.

Aircraft Breakdown: Active 60, Reserve 84, ANG 120, Total 264

**Development Status**

This Engineering and Development contract was awarded to Boeing on 30 July 2001. The Integrated Baseline Review (IBR) was conducted in late January 02. The program was restructured due to funding reductions in FY03/04 by Engineering Change Proposal (ECP) 1302; the ECP was awarded on 20 August 2003 and resulted in delays in the System Development and Demonstration program for up to 2 years. Funding shortfalls experienced in FY05 resulted in another need to re-baseline the program; this activity is on-going and a Contract Modification award is anticipated to occur in the 1st Quarter of FY08; an IBR will be conducted as part of the restructure activities.

Development activities for FY07 and 08 will result in a number of key technical milestones. First flight of the C-130H2 occurred in October 2006 and first flight of the C-130H2.5 is scheduled for the 3rd Quarter of FY07. Design, development and integration activities will focus on completing the Core/Defensive Systems software and the Group A (wiring and equipment racks) & Group B (radios, instruments, etc). The AMP Low Rate Initial Production and installation contract will be awarded in 3rd Quarter of FY08.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	494.090		232.342		225.828	[1]	188.069	[1]	137.692		87.886
PROCUREMENT (3010)												
INSTALL KITS							11	10.417	19	18.534	10	10.030
KITS NONRECUR												
EQUIPMENT							[11]	32.449	[19]	58.688	[10]	32.257
EQUIP NONREC												
CHANGE ORDERS								2.533		7.096		6.828
DATA								1.286		2.232		1.222
SIM/TRAINER							[0]	5.532	[1]	15.076	[2]	30.741
SUPPORT-EQUIP								20.924		3.600		1.231
OGC								14.263		31.107		32.465
PROGRAM MNGMT								10.355		17.969		9.840
CONTRACTOR SUPPORT								5.397		9.766		6.514

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
DEPOT										112.517		32.832	
TRAINING							1.700		5.300			4.400	
PMA							8.476		17.426			18.093	
INSTALLATION OF HARDWARE													
FY-08	11	KITS							[11]	52.577			
FY-09	19	KITS									[19]	79.082	
FY-10	10	KITS											
FY-11	19	KITS											
FY-12	12	KITS											
FY-13	17	KITS											
FY-14	34	KITS											
FY-15	36	KITS											
FY-16	36	KITS											
FY-17	34	KITS											
FY-18	27	KITS											
FY-19	9	KITS											
TOTAL INSTALL									11	52.577	19	79.082	
TOTAL COST (BP-1100)								11	113.332	19	351.888	10	265.535
(Totals may not add due to rounding)													
INSTALLATION QTY									11		19		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.240		9.707		9.389			[4]	1410.243
PROCUREMENT (3010)										
INSTALL KITS	19	19.626	12	12.702	17	18.600	176	210.934	264	300.843
KITS NONRECUR										
EQUIPMENT	[19]	61.205	[12]	40.068	[17]	58.232	[176]	630.403	[264]	913.302
EQUIP NONREC										
CHANGE ORDERS		6.899		7.765		8.302		90.981		130.404
DATA		2.336		1.525		2.220		24.358		35.179
SIM/TRAINER	[1]	20.945	[3]	48.148	[3]	36.887	[4]	58.934	[14]	216.263
SUPPORT-EQUIP		0.633								26.388
OGC		36.731		47.541		62.195		399.303		623.605
PROGRAM MNGMT		18.809		12.279		17.878		196.131		283.261
CONTRACTOR SUPPORT		11.367		8.029		9.364		86.915		137.352
DEPOT		16.773								162.122
TRAINING		6.100		6.100		3.000		1.000		27.600
PMA		19.055		21.605		23.137		207.759		315.551
INSTALLATION OF HARDWARE										
FY-08			11 KITS						[11]	52.577
FY-09			19 KITS						[19]	79.082
FY-10			10 KITS						[10]	40.300
FY-11	[10]	40.300							[19]	76.105
FY-12			12 KITS	[19]	76.105				[12]	48.171
FY-13			17 KITS						[17]	69.047
FY-14			34 KITS						[34]	138.379
FY-15			36 KITS						[36]	146.619
FY-16			36 KITS						[36]	147.733
FY-17			34 KITS						[34]	141.208
FY-18			27 KITS						[27]	111.899
FY-19			9 KITS						[9]	38.250
TOTAL INSTALL	10	40.300	19	76.105	12	48.171	193	793.135	264	1089.370
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	19	260.779	12	281.867	17	287.986	176	2699.853	264	4261.240
INSTALLATION QTY	10		19		12		193		264	

Method of Implementation: COMBINATION

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>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>
Contract Date (Month/CY)											05/08	05/09	05/10	05/11	05/12
Delivery Date (Month/CY)											02/09	02/10	02/11	02/12	02/13
	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>	<u>FY-18</u>	<u>FY-19</u>								
Contract Date (Month/CY)	05/13	05/14	05/15	05/16	05/17	05/18	05/19								
Delivery Date (Month/CY)	02/14	02/15	02/16	02/17	02/18	02/19	02/20								

**Installation Schedule**

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>										
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Input																																							
Output																																							
Quarter	1	<u>FY-06</u>			4	1	<u>FY-07</u>			4	1	<u>FY-08</u>			4	1	<u>FY-09</u>			4	1	<u>FY-10</u>			4	1	<u>FY-11</u>			4	1	<u>FY-12</u>			4	1	<u>FY-13</u>		
Input																																							
Output													11			19				10				19								12							
													3	4	4	4	5	5	5	3	3	2	2	4	5	5	5	3	3	3	3	3							
Quarter	1	<u>FY-14</u>			4	1	<u>FY-15</u>			4	1	<u>FY-16</u>			4	1	<u>FY-17</u>			4	1	<u>FY-18</u>			4	1	<u>FY-19</u>			4	1	<u>FY-20</u>							
Input	17																																						
Output	4	4	4	5	7	9	9	9	36	9	9	9	9	9	9	9	36	9	9	9	34	9	9	9	27	9	9	9	9	9	9	9	4	3	2				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: ENHANCED TCAS (TCAS II) MN-8526

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E, H, HCP,  
 LCH,MCH,MCP,ECH,HCN, ACU, ACH, MCE

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**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. Implementation is a combination consisting of contract field teams and contractor's facility.

Aircraft Breakdown: Active 241, Reserve 71, ANG 118, Total 430

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	340	19.756	54	3.500	20	1.100						
KITS NONRECUR	14	15.061	2	1.160								
EQUIPMENT	340	71.206	[54]	9.800	[20]	3.000						
EQUIP NONREC	14	2.995	[2]	1.215								
CHANGE ORDERS		3.732		0.609								
DATA		4.303		0.122		0.300						
SIM/TRAINER	6	3.575										
SUPPORT-EQUIP	48	0.998										
FLIGHT TEST		1.317		0.050		0.050						
OGC		6.377		0.100		0.450						
ICS												
RETROFIT		8.025										
WARRANTY												
Withhold Adjustments		4.179										



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	4.484										
FY-99	49	2.900										
FY-00	32	1.950										
FY-01	36	0.819										
FY-02	26	1.423										
FY-03	59	3.540										
FY-04	67	6.087										
FY-05	15	1.228										
FY-06	56		[56]	4.643								
FY-07	20				[20]	1.100						
TOTAL INSTALL	354	22.431	56	4.643	20	1.100						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	354	163.955	56	21.199	20	6.000						
INSTALLATION QTY	354		56		20							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									414	24.356
KITS NONRECUR									16	16.221
EQUIPMENT									[414]	84.006
EQUIP NONREC									[16]	4.210
CHANGE ORDERS										4.341
DATA										4.725
SIM/TRAINER									[6]	3.575
SUPPORT-EQUIP									[48]	0.998
FLIGHT TEST										1.417
OGC										6.927
ICS										
RETROFIT										8.025
WARRANTY										
Withhold Adjustments										4.179
INSTALLATION OF HARDWARE										
FY-98	70	KITS							[70]	4.484
FY-99	49	KITS							[49]	2.900
FY-00	32	KITS							[32]	1.950
FY-01	36	KITS							[36]	0.819
FY-02	26	KITS							[26]	1.423
FY-03	59	KITS							[59]	3.540
FY-04	67	KITS							[67]	6.087
FY-05	15	KITS							[15]	1.228
FY-06	56	KITS							[56]	4.643
FY-07	20	KITS							[20]	1.100
TOTAL INSTALL									430	28.174
TOTAL COST (BP-1100)									430	191.154
(Totals may not add due to rounding)										
INSTALLATION QTY									430	

Method of Implementation: COMBINATION

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

**Installation Schedule**

		<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input										1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	15	15	15	14	17	16	17	17	
Output										1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	14	16	15	14	17	16	17	17	
		<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>																							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																					
Input	4	4	4	3	10	16	16	14	5	7	5	3																					
Output	4	4	4	3	10	16	16	14	5	7	5	3																					

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H, H1, H2, H3

Center: WRALC Robins AFB GA

PE 0401115F

Team MOBIL

**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. Method of implementation is a combination of depot overhaul, contract field teams, and contractor's facility.

Aircraft Breakdown: Active 241, Reserve 137, ANG 229, Total 607

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	606	6.267										
KITS NONRECUR	1	0.401										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.673										
DATA		0.935		0.160		0.033						
SIM/TRAINER												
SUPPORT-EQUIP		2.109										
FLIGHT TEST												
OGC		1.040		0.326		0.275						
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-00	1											
FY-01	311	7.569										
FY-02	157	1.718	[56]	1.859	[35]	0.872						
TOTAL INSTALL	469	9.287	56	1.859	35	0.872						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	607	20.712		2.345		1.180						
INSTALLATION QTY	469		56		35							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									606	6.267
KITS NONRECUR									1	0.401
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.673
DATA										1.128
SIM/TRAINER										
SUPPORT-EQUIP										2.109
FLIGHT TEST										
OGC										1.641
Withhold Adjustments										
INSTALLATION OF HARDWARE										
FY-00		1 KITS							[1]	
FY-01		311 KITS							[311]	7.569
FY-02		295 KITS							[248]	4.449
TOTAL INSTALL									560	12.018
TOTAL COST (BP-1100)									607	24.237
(Totals may not add due to rounding)										
INSTALLATION QTY									560	

Method of Implementation: COMBINATION

Initial Lead Time: 6 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>
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

	Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input														15	14	14	14	39	39	38	39	25	26	26	26	26	38	39	38	39	14	14	14	14
Output														15	14	14	14	39	39	38	39	25	26	26	26	26	38	39	38	39	14	14	14	14
		<u>FY-07</u>				<u>FY-08</u>																												
Quarter	1	2	3	4	1	2	3	4																										
Input	9	9	9	8																														
Output	14	9	9	9	8																													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: ALE-47 CHAFF AND FLARE DISPENSER MN-8577

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: MC-130s, AC-130s & MH-53s

Center: ASC - Wright Patterson AFB, OH

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. Differences in installs and installations qrys are due to Group B lead time for procurement and the combination of mods into block mod approach which increased aircraft down times

Aircraft Breakdown: Active 106, Reserve 14, ANG 4, Total 124

**Development Status**

Contract Awarded 4QFY01.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	117	4.378										
KITS NONRECUR	7	5.300										
EQUIPMENT	117	3.701										
EQUIP NONREC	7	0.371										
CHANGE ORDERS		5.948		4.147								
DATA		4.950										
SIM/TRAINER	5	5.007										
SUPPORT-EQUIP		0.058										
FLIGHT TEST		0.534										
OGC		1.017				0.450						
SOFTWARE		1.186										
INSTALLATION OF HARDWARE												
FY-01	1	0.091	1	0.091								
FY-02	16	0.837	16	0.837								
FY-03	28	0.941	28	0.941								
FY-04	79	2.300	79	2.300								
TOTAL INSTALL	124	4.169										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	124	36.619		4.147		0.450						
INSTALLATION QTY	124											

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									117	4.378
KITS NONRECUR									7	5.300
EQUIPMENT									[117]	3.701
EQUIP NONREC									[7]	0.371
CHANGE ORDERS										10.095
DATA										4.950
SIM/TRAINER									[5]	5.007
SUPPORT-EQUIP										0.058
FLIGHT TEST										0.534
OGC										1.467
SOFTWARE										1.186
INSTALLATION OF HARDWARE										
FY-01		1 KITS							[1]	0.091
FY-02		16 KITS							[16]	0.837
FY-03		28 KITS							[28]	0.941
FY-04		79 KITS							[79]	2.300
TOTAL INSTALL										124 4.169
TOTAL COST (BP-1100)										124 41.216
(Totals may not add due to rounding)										
INSTALLATION QTY										124

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)	01/01	11/01	11/02	11/03	
Delivery Date (Month/CY)	10/01	08/02	08/03	08/04	

Installation Schedule

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	1	0	0	5	7	7	4	13	13	14	14	11	11	11	12
Output									1	1	0	0	5	7	7	4	13	13	14	14	11	11	11	12

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: C-130 SYSTEMS/STRUCTURE (PHASE II MODERNIZATION) MN-8578

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: C-130H, MC-130H, HC-130P/N,  
EC-130H, AC-130U

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

Replaces the center wing on MC-130H, HC-130N/P, C-130H, EC-130H, and AC-130U whose center wing service life expires in 2005-2020. Aircraft will be retained in inventory until 2030. Kit cost vary by MDS as reflected in the kit cost FY05-FY20. Method of implementation will be Combination consisting of depot overhauls (PDM) and depot speedline.

Aircraft Breakdown: Active 134, Reserve 1, ANG 20, Total 155

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	6.000	4	14.549	21	86.613	20	87.229	9	43.780	13	78.208
KITS NONRECUR EQUIPMENT	3	19.940	1	10.570			1	4.361	1	15.060		
EQUIP NONREC CHANGE ORDERS												
DATA		0.566		1.920		1.100		1.850		0.522		0.734
SIM/TRAINER SUPPORT-EQUIP		0.262		0.672		0.800		4.360				
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-05 4 KITS			[1]	2.520			[3]	8.900				
FY-06 5 KITS							[3]	8.907	[2]	5.120		
FY-07 21 KITS									[11]	28.140	[10]	24.789
FY-08 21 KITS											[8]	19.831
FY-09 10 KITS												
FY-10 13 KITS												
FY-11 13 KITS												
FY-12 6 KITS												
FY-13 7 KITS												
FY-14 11 KITS												
FY-15 7 KITS												
FY-16 6 KITS												
FY-17 8 KITS												
FY-18 9 KITS												
FY-19 8 KITS												
FY-20 6 KITS												
TOTAL INSTALL			1	2.520			6	17.807	13	33.260	18	44.620
TOTAL COST (BP-1100)	4	26.768	5	30.231	21	88.513	21	115.607	10	92.622	13	123.562



**Projected Financial Plan Continued**

(Totals may not add due to rounding)

INSTALLATION QTY

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY			1				6		13		18	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	59.600	6	30.828	7	38.721	54	384.690	146	830.218	
KITS NONRECUR	2	24.576					1	15.000	9	89.507	
EQUIPMENT											
EQUIP NONREC											
CHANGE ORDERS											
DATA		2.436								9.128	
SIM/TRAINER											
SUPPORT-EQUIP										6.094	
Withhold Adjustments											
INSTALLATION OF HARDWARE											
FY-05			4 KITS						[4]	11.420	
FY-06			5 KITS						[5]	14.027	
FY-07			21 KITS						[21]	52.929	
FY-08	[13]	29.363	21 KITS						[21]	49.194	
FY-09	[6]	16.017	10 KITS	[4]	10.952				[10]	26.969	
FY-10			13 KITS	[11]	30.118	[2]	5.792		[13]	35.910	
FY-11			13 KITS			[10]	28.958	[3]	12.256	[13]	41.214
FY-12			6 KITS					[6]	22.098	[6]	22.098
FY-13			7 KITS					[7]	22.967	[7]	22.967
FY-14			11 KITS					[11]	36.120	[11]	36.120
FY-15			7 KITS					[7]	24.930	[7]	24.930
FY-16			6 KITS					[6]	22.380	[6]	22.380
FY-17			8 KITS					[8]	29.800	[8]	29.800
FY-18			9 KITS					[9]	34.680	[9]	34.680
FY-19			8 KITS					[8]		[8]	
FY-20			6 KITS					[6]		[6]	
TOTAL INSTALL	19	45.380	15	41.070	12	34.750	71	205.231	155	424.638	
TOTAL COST (BP-1100)											
(Totals may not add due to rounding)	13	131.992	6	71.898	7	73.471	55	604.921	155	1359.585	
INSTALLATION QTY	19		15		12		71		155		

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>	<u>FY-18</u>
Contract Date (Month/CY)		04/05	04/06	12/06	12/07	12/08	12/09	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17
Delivery Date (Month/CY)		04/07	04/08	12/08	12/09	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17	12/18	12/19
		<u>FY-19</u>													
Contract Date (Month/CY)		12/18													
Delivery Date (Month/CY)		12/20													

**Installation Schedule**

	<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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	1	1	3	3	3	4	5	5	4	4	5	5	5	5	4				
Output								1								2	2	1	1	3	3	3	4	5	5	4	4	5	5							
	<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>				<u>FY-18</u>				<u>FY-19</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	4	4	4	3	3	3	3	2	2	1	1	2	2	3	3	3	3	3	2	2	2	2	1	2	2	1	1	2	2	2	2					
Output	5	4	4	4	4	3	3	3	3	2	2	1	1	2	2	3	3	3	3	3	2	2	2	2	1	2	2	1	1	2	2					
	<u>FY-20</u>				<u>FY-21</u>				<u>FY-22</u>																											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																								
Input	2	2	2	3	2	2	2	2	2	2	2	1	1																							
Output	2	2	2	2	2	3	2	2	2	2	2	2																								

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: ALR-69 UPGRADE MN-8591

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: SOF C-130

Center: WRALC Robins AFB GA

PE 0207442F

Team INFO

**Description/Justification**

The ALR-69 Radar Warning Receiver (RWR) is based upon 1970's technology and was initially installed on USAF aircraft in 1978. The system is planned to be in inventory well beyond the year 2016. The aircrews require an enhanced capability to precisely locate and identify the modern day threats in order to meet mission requirements in a dense threat environment and the capability to minimize Constant False Alarms when encountering these threats. Improved threat information that would be available from a modernized RWR will assist the aircrews in determining precise threat ranges/directions and provide option responses short of mission abort or violent aircraft maneuvering. Threat location refinements will help an enroute aircrew respond "real-time" to previously unknown threats by providing sufficiently accurate information to allow the aircrews to avoid hostile areas. The precision location/identification upgrade and minimization of Constant False Alarms will improve situational awareness capability and improve reliability for the current ALR-69 system.

Aircraft Breakdown: Active 14, Reserve 6, ANG 0, Total 20

**Development Status**

The RDT&E funds will be used for design/development activities associated with the modification that are planned for th SOF.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS					4	1.200	8	2.400	8	2.400			
KITS NONRECUR								2.000		2.000			
EQUIPMENT					[4]	3.796	[8]	2.728	[8]	2.240			
EQUIP NONREC													
CHANGE ORDERS								0.632		1.264			
DATA						1.000		0.579		0.329			
SIM/TRAINER							[1]	0.339					
SUPPORT-EQUIP						0.050		0.050		0.050			
OGC						0.269		0.246		0.323			
SPARES								0.772		0.772		0.402	
INSTALLATION OF HARDWARE													
FY-07		4 KITS					[4]	0.632				0.000	
FY-08		8 KITS							[8]	1.264		0.000	
FY-09		8 KITS									[8]	1.264	
TOTAL INSTALL								4	0.632	8	1.264	8	1.264
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)						4	6.315	8	10.378	8	10.642		1.666
INSTALLATION QTY									4		8		8

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.000
KITS NONRECUR										4.000
EQUIPMENT									[20]	8.764
EQUIP NONREC										
CHANGE ORDERS										1.896
DATA										1.908
SIM/TRAINER									[1]	0.339
SUPPORT-EQUIP										0.150
OGC										0.838
SPARES										1.946
INSTALLATION OF HARDWARE										
FY-07		4 KITS							[4]	0.632
FY-08		8 KITS							[8]	1.264
FY-09		8 KITS							[8]	1.264
TOTAL INSTALL									20	3.160
TOTAL COST (BP-1100)									20	29.001
(Totals may not add due to rounding)										
INSTALLATION QTY									20	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 11 Months

Milestones

	<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)	11/04	11/05	11/06	11/07	11/08	11/09
Delivery Date (Month/CY)	10/05	10/06	10/07	10/08	10/09	10/10

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629  
 Models of Aircraft Affected: C/HC-130H

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P  
 PE 0401134F Team MOBIL

Center: WRALC Robins AFB GA

**Description/Justification**

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the IR Man-Portable Air-Defense Systems (MANPADS) threat.

The current LAIRCM system [AN/AAQ-24 V(13)] consists of ultra-violet (UV) missile warning sensors, Small Laser Transmitter Assemblies (SLTA) containing an infrared (IR) tracker and colorless eye-safe multiband laser, a Control Indicator Unit (CIU) and a system processor containing processors to detect, track and counter incoming IR missiles. This system is fully automatic following power up. FY01 was the first year for LAIRCM RDT&E funding (PE 41130F). The Multi-Command Operational Requirements Document (LAIRCM ORD 314-92) was validated in FY98.

The current plan is to modify 179 Air Force aircraft in the FYDP to meet part of the AF's need for 444 LAIRCM capable aircraft to support extended contingency operations.

The Source of Repair Assignment Process (SORAP) has been completed for Phase I hardware and the airborne electronic components of the AN/AAQ-24 IRCM system have been determined to be a core candidate workload. Test and support equipment, training, data rights and other logistics support elements are required to stand up an organic depot repair capability.

\*\*\* 26.9M in FY 08 includes funding for seven AC-130s.

AFRC funding (PE 54343F) in FY08 (\$35.5M), FY09 (\$55.691M), FY10 (\$1.065M), FY11 (\$1.057M) , FY12 (\$1.078M), and FY13 (\$1.100M) is included in this document.

Aircraft Breakdown: Active 31, Reserve 25, ANG , Total 56

**Development Status**

LAIRCM Phase I contract was awarded on 28 Sep 01.

Development of the NexGen MWS began in Jun 04 with a planned production buy starting in FY07.

PE 41134F is a PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation. Funding reflected in the RDT&E line reflects the total of the various aircraft being modified with LAIRCM. Reference the LAIRCM R-Doc for a breakdown of the funding.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		144.915		49.951		40.463		19.324		26.369		6.189
PROCUREMENT (3010)												
INSTALL KITS	19	22.031	2	0.666	6	2.040	14	4.340	15	5.115		
KITS NONRECUR												
EQUIPMENT	19	43.536	[2]	1.311	[6]	4.454	[14]	11.025	[15]	11.813		
EQUIP NONREC												
CHANGE ORDERS		8.008		0.546		4.952		3.797		8.400		
DATA		1.734										
SIM/TRAINER												
SUPPORT-EQUIP		17.980		0.102		0.314		1.600		5.157		
CONTRACTOR SUPPORT		0.093		0.562								
SPARES						0.435		3.510		6.500		
ICS		1.100										
DEPOT		2.046						6.500		8.782		

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
TRAINING				0.205								
OGC		2.097		3.778		3.280		6.180		7.640		2.450
*** See Remarks ***		25.752						26.900				
INSTALLATION OF HARDWARE												
FY-03	7	4.340										
FY-05	12	6.250										
FY-06							[2]	0.897				
FY-07							[6]	2.690				
FY-08							[14]	6.277				
FY-09									[15]	6.723		
TOTAL INSTALL	19	10.590					22	9.864	15	6.723		
TOTAL COST (BP-1100)	19	134.967	2	7.170	6	15.475	14	73.716	15	60.130		2.450
(Totals may not add due to rounding)												
INSTALLATION QTY	19						22		15			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		7.189		7.328		7.478				309.206
PROCUREMENT (3010)										
INSTALL KITS									56	34.192
KITS NONRECUR									[56]	72.139
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										25.703
DATA										1.734
SIM/TRAINER										
SUPPORT-EQUIP										25.153
CONTRACTOR SUPPORT										0.655
SPARES										10.445
ICS										1.100
DEPOT										17.328
TRAINING										0.205
OGC										25.425
*** See Remarks ***		1.057		1.078		1.100				55.887
INSTALLATION OF HARDWARE										
FY-03			7 KITS						[7]	4.340
FY-05			12 KITS						[12]	6.250
FY-06			2 KITS						[2]	0.897
FY-07			6 KITS						[6]	2.690
FY-08			14 KITS						[14]	6.277
FY-09			15 KITS						[15]	6.723
TOTAL INSTALL									56	27.177
TOTAL COST (BP-1100)									56	297.143
(Totals may not add due to rounding)		1.057		1.078		1.100				
INSTALLATION QTY									56	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								7								12																
Output									3	4							4	4	4													



01/26/2007  
 FY 2008 PB  
 Modification Title and No: AAR-47 SENSOR UPGRADE MN-8651

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H/EC/HN/HP

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

This program installs an upgraded AAR-47 Missile Warning System (MWS) on C-130s equipped with Airlift Defensive System (ADS). The ADS consists of a MWS and flare and chaff dispenser system. The upgraded MWS has a new laser capability, sensors and processor. This program was initially funded under the ADS program and broken out its own modification program. Implementation will be through unit organizational level maintenance.

Aircraft Breakdown: Active 61, Reserve 85, ANG 104, Total 250

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	207	13.064	43	4.300								
EQUIP NONREC												
CHANGE ORDERS		7.207		3.520								
DATA		0.897		0.062								
SIM/TRAINER												
SUPPORT-EQUIP				0.474								
SPARES												
OGC		1.116		0.700								
PMA												
Withhold Adjustments												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	207	22.284	43	9.056								

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									250	17.364
EQUIP NONREC										
CHANGE ORDERS										10.727
DATA										0.959
SIM/TRAINER										
SUPPORT-EQUIP										0.474
SPARES										
OGC										1.816
PMA										
Withhold Adjustments										
TOTAL COST (BP-1100)									250	31.340
(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-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		03/04	10/04	10/05
Delivery Date (Month/CY)		03/05	10/05	10/06

01/26/2007  
 FY 2008 PB  
 Modification Title and No: HC-130 SIMULATOR MN-8678

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: HC-130P/N

Center: WR-ALC

PE 0207224F

Team AIR

**Description/Justification**

Procures the one and only HC-130N/P simulator. Increases Flight Training Unit (FTU) output for aircraft commander upgrades (from 0 to 55 percent) and instructor upgrades (from 0 to 100 percent) nearly doubling GPGL output from 37 to 78 percent. Eliminates current unsuitable simulator workarounds that utilize non HC-130 MDS specific trainers. Provides appropriate training solution, which allows approximately 3,000 hours of training to be accomplished at 1/10 the cost. Thereby providing sufficient trained HC-130 aircrews capable of supporting worldwide Combat Search and Rescue requirements

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

NA

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	28.342								
SUPPORT-EQUIP												
OGC		0.740								0.210		
REPROGRAM		0.050										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.790		28.342						0.210		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	28.342
SUPPORT-EQUIP										
OGC										0.950
REPROGRAM										0.050
TOTAL COST (BP-1100)										29.342
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: USM-464 TESTER MODIFICATION MN-8726

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: AFSOC Aircraft

Center: WRALC Robins AFB GA

PE 0404011F

Team INFO

**Description/Justification**

The USM-464 certifies the operational performance of the electronic warfare systems installed on AFSOC aircraft. It is the only flightline tester available for the ALR-69 radar warning receiver as well as the ALQ-172 and ALQ-196 radar jammers. This modification funds the replacement of unsupportable computers and the highest failing components for all 28 testers. Without modification, the testers will become unsustainable and unable to perform required tests; current tester in-commission rates are seldom above 55% due to parts availability.

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

**Development Status**

The current USM-464 traveling wave tubes will be replaced with solid state generators and the computer processors will also be replaced. The modification will replace the current 2200lbs trailer configuration with a 2-man portable case weighing less than 200lbs

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)												
		16	6.237	[6]	3.719							
		6.237		3.719								

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										
TOTAL COST (BP-1100)									[22]	9.956
(Totals may not add due to rounding)										9.956

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: AIRBORNE FIRE FIGHTING SYSTEM (AFFS) MN-9120

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

PE 0401115F

Team MOBIL

**Description/Justification**

Supports C-130 aerial fire fighting efforts. Missions conducted through Forestry Service

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

ANG effort; procured through Forestry Service

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		6.439										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CONGRESSIONAL		11.794		10.063								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		18.233		10.063								
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										6.439
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
CONGRESSIONAL										21.857
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										28.296
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: APN-241 RADAR - AFSOC MN-9122

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: AC-130Hs

Center: WRALC Robins AFB GA

PE 0404011F Team INFO

**Description/Justification**

Replace the AN/APN-59 radars currently on AFSOC's AC-130H Gunship. The AN/APN-59 is a 1950's vintage radar, plagued by high failure rates (40-50 hours MTBF/5-6 flights). The APN-241 provides precision ground mapping, color weather detection, traffic collision avoidance, predictive wind shear, reduced RF signature and a MTBF of 800 hours. The APN-241 radar will be the USAF radar for C-130s and is required for AMP.

The last year of funding is FY07. One installation will not take place until FY08, due to manufacture lead-time.

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

**Development Status**

APN-241 currently installed on USAF C-130H(3)s and C-130Js.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5	1.233	2	0.300								
KITS NONRECUR	1	1.521										
EQUIPMENT	5	2.501	[2]	1.000								
EQUIP NONREC	1	0.462										
CHANGE ORDERS												
DATA		1.302		0.555								
SIM/TRAINER	2	0.985	[1]	0.215								
SUPPORT-EQUIP												
ICS		0.075										
OGC		0.258		0.106								
SPARES				1.000								
FLT TEST		0.175										
*** See Remarks ***		2.200										
INSTALLATION OF HARDWARE												
FY-04 4 KITS		0.400			[1]	0.200	[1]		[2]			
FY-05 2 KITS						0.200			[2]			
FY-06 2 KITS						0.200			[2]			
TOTAL INSTALL		0.400			1	0.600	1		6			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	6	11.112	2	3.176		0.600						
INSTALLATION QTY					1		1		6			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.533
KITS NONRECUR									1	1.521
EQUIPMENT									[7]	3.501
EQUIP NONREC									[1]	0.462
CHANGE ORDERS										
DATA										1.857
SIM/TRAINER									[3]	1.200
SUPPORT-EQUIP										
ICS										0.075
OGC										0.364
SPARES										1.000
FLT TEST										0.175
*** See Remarks ***										2.200
INSTALLATION OF HARDWARE										
FY-04	4	KITS							[4]	0.600
FY-05	2	KITS							[2]	0.200
FY-06	2	KITS							[2]	0.200
TOTAL INSTALL									8	1.000
TOTAL COST (BP-1100)									8	14.888
(Totals may not add due to rounding)										
INSTALLATION QTY									8	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: AC-130 KILL CHAIN ARC-231 MN-9123

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: AC-130U

Center: WRALC Robins AFB GA

PE 0404011F

Team INFO

**Description/Justification**

Procures and installs new high-speed radio system on AC-130Us enabling large data transfer over UHF SATCOM. Replaces URC-187 with the ARC-231 adds Demand Access Multiple Assigned (DAMA) and 8.33KHz VHF capability.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0, Total 17

**Development Status**

This funds the permanent installation of the ARC-231 group A & B systems as well as hardware and software integration for AC-130U aircraft.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[17]	0.010								
KITS NONRECUR												
EQUIPMENT			17	1.485								
EQUIP NONREC												
CHANGE ORDERS				3.603								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES			[1]	0.144								
OTHER												
INSTALLATION OF HARDWARE												
FY-06				1.000	[2]		[15]					
TOTAL INSTALL				1.000	2		15					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			17	6.242								
INSTALLATION QTY					2		15					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[17]	0.010
KITS NONRECUR										
EQUIPMENT									17	1.485
EQUIP NONREC										
CHANGE ORDERS										3.603
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES									[1]	0.144
OTHER										
INSTALLATION OF HARDWARE										
FY-06									[17]	1.000
TOTAL INSTALL									17	1.000
TOTAL COST (BP-1100)									17	6.242
(Totals may not add due to rounding)										
INSTALLATION QTY									17	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		11/06
Delivery Date (Month/CY)		09/07

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: AC-130 LINK 16 GUNSHIP MN-9126

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: AC-130

Center: WRALC Robins AFB GA

PE 0401839F

Team AIR

**Description/Justification**

Procure, integrate and install combined Link 16 Tactical Data Link (TDL) capability for AFSOC AC-130H and AC-130U Gunship aircraft. TDL capability will be installed on all AC-130 aircraft to provide enhanced situational awareness and connectivity for the air and ground environment. FY 06 funding reduced by \$13.3M for higher AF priorities; funding will be restored in FY07-09 to support installation schedule. Obligations for FY06 based on currently released FY06 funding. Quantities increased from 21 to 25 due to 4 additional AC-130U aircraft contracted in 2003, delivered in 2006.

Aircraft Breakdown: Active 25, Reserve 0, ANG 0, Total 25

**Development Status**

Program will procure and integrate non-developmental Multi-Functional Information Distribution System (MIDS) Low Volume Terminals (LVTs) on the AC-130.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			7	3.000	18	7.400						
KITS NONRECUR				5.230		2.200						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				1.353								
SIM/TRAINER			[1]	1.200								
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06			7 KITS		[1]	0.400	[6]	1.000				
FY-07			18 KITS				[17]	1.700	[1]	0.600		
TOTAL INSTALL					1	0.400	23	2.700	1	0.600		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			7	10.783	18	10.000		2.700		0.600		
INSTALLATION QTY					1		23		1			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	10.400
KITS NONRECUR										7.430
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.353
SIM/TRAINER									[1]	1.200
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06		7 KITS							[7]	1.400
FY-07		18 KITS							[18]	2.300
TOTAL INSTALL									25	3.700
TOTAL COST (BP-1100)									25	24.083
(Totals may not add due to rounding)										
INSTALLATION QTY									25	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	2	7	7	7	1						
Output											1	2	7	7	7	1				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: MACHINE-TO-MACHINE SITUATIONAL AWARENESS (M2MSA) MN-9127

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

Replaces ARC-133 on AC130 aircraft with an ARC-231, adds a server, virtual displays, provides a data link capability to receive, transmit and view UNK-16, EPLRS and intelligence tracks using a commercial off the shelf program

Aircraft Breakdown: Active 25, Reserve , ANG , Total 25

**Development Status**

Jan 05-Crew Staton Working Group scheduled

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.876										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				1.400								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	25	4.876		1.400								

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.876
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										1.400
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									25	6.276
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: AERIAL SPRAY SYSTEM MN-9130  
 Models of Aircraft Affected: C-130H

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P  
 PE 0401115F Team MOBIL

Center: WR-ALC

**Description/Justification**

Aerial insect spray repellent

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

AFRC effort supported through WR-ALC

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT						0.105						
EQUIP NONREC												
CHANGE ORDERS				1.823								
DATA						0.188						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.157		0.207						
TOTAL COST (BP-1100)				1.980		0.500						
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										0.105
EQUIP NONREC										
CHANGE ORDERS										1.823
DATA										0.188
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.364
TOTAL COST (BP-1100)										2.480
(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-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		08/06
Delivery Date (Month/CY)		07/07

01/26/2007  
 FY 2008 PB  
 Modification Title and No: ASAR FOR 109th AW MN-9131

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: LC-130H

Center: WR-ALC

PE 0401115F

Team MOBIL

**Description/Justification**

109th AW Schednectady NY for polar missions. Crevasse detection to ensure safe landing on ice.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

ANG effort being worked through Sandia Labs

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.965		0.987		1.000						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		1.965		0.987		1.000						
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										3.952
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										3.952
(Totals may not add due to rounding)										3.952

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: NOISE CANCELLATION SYSTEM MN-9134  
 Models of Aircraft Affected: C-130

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT  
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P  
 PE 0401115F Team MOBIL

**Description/Justification**

Provides an improved noise cancellation system for C-130 Aircraft. (Congressional Add)

Aircraft Breakdown: Active 0, Reserve 0, ANG 5, Total 5

**Development Status**

This is an ANG COTS procurement.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			5	1.085		1.300						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			5	1.085		1.300						
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									5	2.385
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									5	2.385

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: C-130 WINDSCREEN MN-92292

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130

Center: WR-ALC

PE 0504343F

Team

**Description/Justification**

C-130H2 aircraft cockpit windscreens do not comply with DoD Military Standard 3009. Current windscreens in H2s do not allow transmission of the proper light wavelength for use of NVGs. Windscreens are not addressed under the AMP effort. Adds \$1.9M in aircraft modification funding to AFRC to install windscreens, which meet ASC/ENFC 9601 requirements, on their 45 C-130H aircraft.

Aircraft Breakdown: Active , Reserve 45, ANG , Total 45

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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					45	1.956						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					45	1.956						
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									45	1.956
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									45	1.956

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)			10/06
Delivery Date (Month/CY)			01/07



01/26/2007  
 FY 2008 PB  
 Modification Title and No: AFSOC SIMULATOR UPGRADE MN-92299

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: MC-130P

Center: OO-ALC

PE 0404011F

Team INFO

**Description/Justification**

The Aircrew Training and Rehearsal Systems (ATARS) contract acquires, sustains and supports mission qualification training and rehearsal system hardware, software and courseware (including instructors). These efforts will address obsolescence/recapitulation of MC-130P and MC-130H simulators including: update control loading, replace host computer, interface computer and input-output medium, replace and update instructor operator stations, and update Digital Radar Land Mass for MC-130H and MC-130P simulators.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[0]	4.138	[0]	1.184	[0]	6.276	[0]	0.637		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				4.138		1.184		6.276		0.637		
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										12.235
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										12.235

INSTALLATION QTY

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P-S

Models of Aircraft Affected: C-130

Center: WRALC Robins AFB GA

PE 0401115F

Team MOBIL

**Description/Justification**

Covers low cost safety mods. FY99 - for expediting DC Isolated Power for DC Essential Bus (Reference bar item #25) and Dual ADI Power.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT				0.009		0.000		0.163		1.820		1.900
Withhold Adjustments												
TOTAL COST (BP-1100)				0.009				0.163		1.820		1.900
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.900		0.001		0.001				5.794
Withhold Adjustments										
TOTAL COST (BP-1100)		1.900		0.001		0.001				5.794
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130

Center: WRALC Robins AFB GA

PE 0401115F

Team MOBIL

**Description/Justification**

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance of the C-130 aircraft.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
REFURB OF EMD ASSETS		1.843										
AIRCRAFT		2.449		0.969		0.034		1.900		1.900		1.900
PLS		1.487										
*** See Remarks ***		1.526										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		7.305		0.969		0.034		1.900		1.900		1.900

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										1.843
AIRCRAFT		1.900		0.548		0.407				12.007
PLS										1.487
*** See Remarks ***										1.526
TOTAL COST (BP-1100)		1.900		0.548		0.407				16.863
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>								
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: ANG SENIOR SCOUT MN-SCOUT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: Multiple

Center: ASC - Wright Patterson AFB, OH

PE 0503115F

Team INFO

**Description/Justification**

SENIOR SCOUT (SS) is an Intelligence, Surveillance and Reconnaissance (ISR) suite of equipment configured in a roll-on/roll-off shelter/capsule installed in slightly modified C-130 Super E/H/H1/H2 aircraft. (There are currently 18x ANG and 29x RegAF C-130s preconfigured to carry SS. SS can be carried on any C-130 Super E/H/H1/H2 aircraft with \$10K modification kits managed by Big Safari. SS could conceivably be carried on C-130 H3/J versions with requisite studies, funding, and engineering changes to SS modification kits.) The system provides direct Signals Intelligence support to local air and ground component commanders and to national command authorities and various intelligence agencies via communication "reachback". It is a flexible, low profile capability adaptable to Strategic, Theater, Tactical, and Counter Drug operations, and Military Operations Other Than War. The SENIOR SCOUT Reliability and Maintainability program provides for the sustained operational capabilities of the current platform. SENIOR SCOUT was fielded in FY89 and has been historically maintained/sustained by operations and maintenance funds. (The SS program was transferred in its entirety to the Air National Guard in FY94.) To extend the life of the sensor suite, obsolete hardware and software must continue to be replaced. Certain mandated interoperability and communications structures must also be complied with. These funds provide for the non-recurring engineering, fabrication and installation of three (3) shelter update kits, two (2) SATCOM groundstations, communication and equipment suites, sensors, and processing upgrades supporting COCOM critical collection requirements. SS is operated by the 169th Intelligence Squadron, Salt Lake City, UT ANG. All funding for the SS program is programmed, managed and executed under the guidelines of the USD/I Military Intelligence Program (MIP) by NGB/A2 for USAF/A2

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	16.720										
KITS NONRECUR EQUIPMENT		1.000										
EQUIP NONREC		6.750		1.300								
CHANGE ORDERS		2.781		3.238		3.434		3.861		3.970		4.063
DATA SIM/TRAINER SUPPORT-EQUIP CONGRESSIONAL		15.200		3.500		4.200						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		42.451		8.038		7.634		3.861		3.970		4.063
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	16.720
KITS NONRECUR										1.000
EQUIPMENT										8.050
EQUIP NONREC										33.942
CHANGE ORDERS		4.116		4.198		4.281				
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
CONGRESSIONAL										22.900
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)		4.116		4.198		4.281				82.612
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

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



BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130J					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$5.908	\$18.931	\$62.259	\$66.634	\$122.467	\$96.885	\$104.256	\$117.569	

This line item funds modifications to the C-130J aircraft, funds procurement of aircraft defensive avionics system hardware and software upgrades for USAF C/CC/EC/WC-130J aircraft and aircrew training devices (ATDs). These upgrades enable aircraft survivability in hostile operating environments and preserve HW/SW commonality with other USAF aircraft with the same system. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_1151	C-130J Block 9.0 Upgrade								89.0	137.8	226.8
	_1377	BLOCK 5.4	4.1									45.9
	_1411	Sensor Cant			1.7	2.4	0.5					4.6
	_1701	C-130J BLOCK 6.0 UPGRADE		17.9	21.9	1.5						41.3
	_2529	Pure Airblast Fuel Nozzle			20.4	0.0						20.4
	_2612	Avionics System and Structural			10.1	17.0	6.9					34.0
	_5222	BLOCK 8.0						36.2	71.0	10.1		117.3
	_5296	Wind Gust Brake			6.2	8.0	8.7	1.5				24.5
	_5448	Formation Positioning System					18.2	20.3	17.4	7.6		63.5
	_6298	C-130J BLOCK 7.0 UPGRADE				35.6	46.5	21.6	5.2			109.0
	8629	LARGE AIRCRAFT INFRARE					39.6	15.2	8.7	8.9		72.4
	99999X	LOW COST MODIFICATIONS	0.8	1.0	2.0	2.0	2.0	2.0	2.0	2.0		16.9
	Z88888	REPROGRAMMINGS	1.0	0.0								
<b>TOTAL FOR CLASS P</b>			5.9	18.9	62.3	66.6	122.5	96.9	104.3	117.6	137.8	776.6
<b>TOTAL FOR WEAPON SYSTEM C-130J</b>			5.9	18.9	62.3	66.6	122.5	96.9	104.3	117.6	137.8	776.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: BLOCK 5.4 MN-\_1377

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J(short), WC-130J,  
 EC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F Team MOBIL

**Description/Justification**

Funds the procurement and installation and hardware changes which are required to provide a basic operational capability. Block 5.4 bridges the gap between the commercially developed C-130J and the minimum user requirements. Retrofitting the fleet will begin in FY06 and will use FY05 funding.

Aircraft Breakdown: Active 7, Reserve 17, ANG 23, Total 47

**Development Status**

Development has been completed.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	47	27.400										
KITS NONRECUR EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		7.500										
DATA												
SIM/TRAINER	8	4.600										
SUPPORT-EQUIP												
ATD INTEGRATION			[8]	1.500								
INSTALLATION OF HARDWARE												
FY-04 22 KITS	22	2.310										
FY-05 25 KITS			[25]	2.613								
TOTAL INSTALL	22	2.310	25	2.613								
TOTAL COST (BP-1100)	47	41.810		4.113								
(Totals may not add due to rounding)												
INSTALLATION QTY	22		25									

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									47	27.400
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										7.500
DATA										
SIM/TRAINER									[8]	4.600
SUPPORT-EQUIP										
ATD INTEGRATION									[8]	1.500
INSTALLATION OF HARDWARE										
FY-04 22 KITS									[22]	2.310
FY-05 25 KITS									[25]	2.613
TOTAL INSTALL									47	4.923
TOTAL COST (BP-1100)									47	45.923
(Totals may not add due to rounding)										
INSTALLATION QTY									47	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<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
Input									5	5	6	6	6	6	7					
Output									5	5	6	6	6	6	6	7				

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Sensor Cant MN\_1411

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J (Short), WC-130J,  
 EC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F Team MOBIL

**Description/Justification**

Funds the installation of the Sensor Cant modification on USAF C-130J aircraft

Aircraft Breakdown: Active 43, Reserve 17, ANG 21, Total 81

**Development Status**

Development of Sensor Cant modification to begin 1Q FY08, with installations scheduled for FY09 and FY10

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[1]	4.000				
PROCUREMENT (3010)							60	1.481	21	0.519		
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES								0.200		0.400		
INSTALLATION OF HARDWARE												
FY-08			60	KITS					[60]	1.481		
FY-09			21	KITS						0.000	[21]	0.519
TOTAL INSTALL									60	1.481	21	0.519
TOTAL COST (BP-1100)							60	1.681	21	2.400		0.519
(Totals may not add due to rounding)												
INSTALLATION QTY									60		21	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	4.000
PROCUREMENT (3010)									81	2.000
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										0.600
INSTALLATION OF HARDWARE										
FY-08		60 KITS							[60]	1.481
FY-09		21 KITS							[21]	0.519
TOTAL INSTALL									81	2.000
TOTAL COST (BP-1100)									81	4.600
(Totals may not add due to rounding)										
INSTALLATION QTY									81	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	15	15	15	15	15	15	6	0
Output																	15	15	15	15	15	15	6	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: C-130J BLOCK 6.0 UPGRADES MN\_1701  
 Models of Aircraft Affected: C-130J, C-130J(short), WC-130J,  
 EC-130J

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130J Class P  
 PE 0401132F Team MOBIL

**Description/Justification**

Funds the procurement and installation of Global Air Traffic Management (GATM)/navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems. Four additional aircraft will undergo Block 6.0 conversion with RDT&E funding: 1 C-130J, 1 C-130J(short), 1 WC-130J, and 1 EC-130J Commando Solo.

Aircraft Breakdown: Active 40, Reserve 17, ANG 21, Total 78

**Development Status**

Development of the Block 6.0 upgrade began in 2Q/FY04. This is the first development contract on the commercially procured C-130J.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		20.854		10.172	[4]	20.474						
PROCUREMENT (3010)												
INSTALL KITS					56	15.000	22	6.120				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES						2.900		6.590				
DMS (Diminished Manufacturing Sources)												
ATD INTEGRATION								5.800				
INSTALLATION OF HARDWARE												
FY-07	56	KITS					[56]	3.360				
FY-08	22	KITS							[22]	1.520		
TOTAL INSTALL							56	3.360	22	1.520		
TOTAL COST (BP-1100)					56	17.900	22	21.870		1.520		
(Totals may not add due to rounding)												
INSTALLATION QTY							56		22			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	51.500
PROCUREMENT (3010)									78	21.120
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										9.490
DMS (Diminished Manufacturing Sources)										
ATD INTEGRATION										5.800
INSTALLATION OF HARDWARE										
FY-07		56 KITS							[56]	3.360
FY-08		22 KITS							[22]	1.520
TOTAL INSTALL									78	4.880
TOTAL COST (BP-1100)									78	41.290
(Totals may not add due to rounding)										
INSTALLATION QTY									78	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: Pure Airblast Fuel Nozzle MN-\_2529

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J                      Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401132F                      Team MOBIL

**Description/Justification**

Funds modification to the C-130J engine nozzles to prevent engine contamination/coking of C-130J aircraft components and passages off high pressure bleed air system as a result of fuel backflow.

Program modifies: 47 aircraft (184 Engines) plus 15 Spare engines

There are 16 nozzles per engine that will be replaced in the field resulting in a total procurment of 3184 Fuel Nozzles for the 199 engines.

Aircraft Breakdown: Active 7, Reserve 17, ANG 23, Total 47

**Development Status**

The improved nozzles have been developed commercially by the engine manufacturer.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							47	18.898		0.000		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES							[15]	1.500				
TOTAL COST (BP-1100)							47	20.398				
(Totals may not add due to rounding)												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									47	18.898
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES									[15]	1.500
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									47	20.398

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)				01/08
Delivery Date (Month/CY)				11/08

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Avionics System and Structural Modifications MN-\_2612

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130J Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401132F

Team MOBIL

**Description/Justification**

Funds the procurement and installation of Air Mobility Command's Requirements and Planing Council's approved initiatives.

Aircraft Breakdown: Active 42, Reserve 18, ANG 22, Total 82

**Development Status**

Incorporates previously developed equipment not associated with the international block upgrade program.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							27	7.110	55	12.324		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES								1.000		1.331		
ATD INTEGRATION								2.000				
INSTALLATION OF HARDWARE												
FY-08			27	KITS					[27]	3.385		
FY-09			55	KITS							[55]	6.896
TOTAL INSTALL									27	3.385	55	6.896
TOTAL COST (BP-1100)									27	10.110	55	17.040
(Totals may not add due to rounding)												6.896
INSTALLATION QTY									27		55	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	19.434
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										2.331
ATD INTEGRATION										2.000
INSTALLATION OF HARDWARE										
FY-08		27 KITS							[27]	3.385
FY-09		55 KITS							[55]	6.896
TOTAL INSTALL									82	10.281
TOTAL COST (BP-1100)									82	34.046
(Totals may not add due to rounding)										
INSTALLATION QTY									82	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	7	10	10	15	20	20		
Output																	7	10	10	15	20	20		

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Wind Gust Brake MN-\_5296

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130J Class P

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

PE 0401132F Team MOBIL

**Description/Justification**

Funds the procurement and installation of a wind-gust brake assembly mounted internally in the Gearbox Mounted Accessory Drive (GMAD) on the AE 2100D3 engine. When the AE2100D3 engine is not in operation, the propellers are subject to windmilling during periods of high wind gusts creating a safety hazard for the ground crew. The wind-gust assembly (wind-gust brake) is designed to reduce or eliminate undesired windmilling while the aircraft is parked.

Program modifies 82 aircraft (328 engines), 44 spare engines, and 12 rotatable GMAD pool spares.

Aircraft Breakdown: Active 41, Reserve 18, ANG 23, Total 82

**Development Status**

The wind-gust brake has been developed and is installed on United Kingdom C-130Js.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							9	1.460	36	5.986	37	6.305
KITS NONRECUR												
EQUIPMENT							[12]	2.160				
EQUIP NONREC												
CHANGE ORDERS								1.950				
DATA								0.250				
SIM/TRAINER												
SUPPORT-EQUIP								0.180				
SPARES							[4]	0.200	[22]	1.638	[18]	0.905
INSTALLATION OF HARDWARE												
FY-08		9 KITS							[9]	0.400		
FY-09		36 KITS									[36]	1.500
FY-10		37 KITS										
TOTAL INSTALL									9	0.400	36	1.500
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							9	6.200	36	8.024	37	8.710
INSTALLATION QTY									9		36	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	13.751
KITS NONRECUR										
EQUIPMENT									[12]	2.160
EQUIP NONREC										
CHANGE ORDERS										1.950
DATA										0.250
SIM/TRAINER										
SUPPORT-EQUIP										0.180
SPARES									[44]	2.743
INSTALLATION OF HARDWARE										
FY-08		9 KITS							[9]	0.400
FY-09		36 KITS							[36]	1.500
FY-10		37 KITS							[37]	1.520
TOTAL INSTALL			[37]	1.520						
			37	1.520					82	3.420
TOTAL COST (BP-1100)				1.520					82	24.454
(Totals may not add due to rounding)										
INSTALLATION QTY			37						82	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)				11/07	11/08	11/09
Delivery Date (Month/CY)				11/08	11/09	11/10

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	2	2	2	3	9	9	9	9	10	9	9	9				
Output																	2	2	2	3	9	9	9	9	10	9	9	9				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: C-130J BLOCK 7.0 UPGRADES MN\_6298

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J-30, WC-130J, EC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F

Team MOBIL

**Description/Justification**

Funds the procurement and installation of Global Air Traffic Management (GATM)/navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems. Four additional aircraft will undergo Block 7.0 conversion with RDT&E funding: 1 C-130J, 1 C-130J(short), 1 WC-130J, and 1 EC-130J Commando Solo.

It is anticipated that the costs incurred from installing the International Block 6.1 requirements will fall under Block 7.0. Both Block 6.1 and Block 7.0 are scheduled to end at the same time.

Aircraft Breakdown: Active 40, Reserve 17, ANG 21, Total 78

**Development Status**

Development of the Block 7.0 upgrade begins in 1Q/FY07. Expect operational safety, suitability, and effectiveness (OSS&E) certification in 4Q/FY08.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)						12.260		25.002		[4]	17.984		
PROCUREMENT (3010)													
INSTALL KITS										25	21.250	36	30.600
KITS NONRECUR													
EQUIPMENT													
EQUIP NONREC													
CHANGE ORDERS													
DATA													
SIM/TRAINER													
SUPPORT-EQUIP													
SPARES											9.400		7.912
ATD INTEGRATION											5.000		3.000
INSTALLATION OF HARDWARE													
FY-09			25 KITS										
FY-10			36 KITS										
FY-11			17 KITS										
TOTAL INSTALL												25	5.000
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)										25	35.650	36	46.512
INSTALLATION QTY												25	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	55.246
PROCUREMENT (3010)										
INSTALL KITS	17	14.450							78	66.300
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP SPARES										17.312
ATD INTEGRATION										8.000
INSTALLATION OF HARDWARE										
FY-09 25 KITS									[25]	5.000
FY-10 36 KITS	[36]	7.200							[36]	7.200
FY-11 17 KITS			[17]	5.166					[17]	5.166
TOTAL INSTALL	36	7.200	17	5.166					78	17.366
TOTAL COST (BP-1100) (Totals may not add due to rounding)	17	21.650		5.166					78	108.978
INSTALLATION QTY	36		17						78	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 11 Months

Milestones

	<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)				01/08	01/09	01/10
Delivery Date (Month/CY)				09/09	12/09	12/10

Installation Schedule

Quarter	<u>FY-05</u>			<u>FY-06</u>			<u>FY-07</u>			<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>			<u>FY-11</u>			<u>FY-12</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																		7	9	9	9	9	9	9	9	9	8
Output																			7	9	9	9	9	9	9	9	8

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J(short), WC-130J,  
 EC-130J

Center: AMC - Scott AFB, IL

PE 0401132F Team MOBIL

**Description/Justification**

Funds the procurement of low cost safety of flight modifications and contractor service bulletins necessary to maintain the airworthiness, capability, reliability, and maintainability of USAF C-130J aircraft.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

NA

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		1.121		0.795		1.031		2.000		2.000		2.000
CONGRESSIONAL		1.987										
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		3.108		0.795		1.031		2.000		2.000		2.000
(Totals may not add due to rounding)												
INSTALLATION QTY												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.000		2.000		2.000				14.947
CONGRESSIONAL										1.987
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)		2.000		2.000		2.000				16.934
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

		<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>		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																									
Output																									
Quarter	1	<u>FY-11</u>			<u>FY-12</u>			<u>FY-13</u>			<u>FY-14</u>			<u>FY-15</u>			<u>FY-16</u>			<u>FY-17</u>					
Input																									
Output																									

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-135					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$93.671	\$86.225	\$118.561	\$135.593	\$143.093	\$35.471	\$43.306	\$47.471	

The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modification budgeted in FY08/09 is the Global Air Traffic Management (GATM) Phase II. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIFIC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.5
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
P	8653	BLOCK 45				2.1	5.3	15.8	37.2	45.5	195.8	301.8
	8654	ENHANCED MODE S			4.5	5.3	4.0	8.9	4.0			26.8
	8655	FUEL SHUT OFF VALVE ACT			0.3	1.5	1.5	1.5	1.6	1.3		7.7
	9709	GATM PHASE II	81.4	72.5	103.3	122.5	132.1	8.8	0.0			920.4
	9738	CONTROL COLUMN BREAK (	9.0	11.7	8.4	3.0						45.0
	9815	EMERGENCY VISION ASSUR	2.6									3.1
	99999X	LOW COST MODIFICATIONS	0.7	2.0	2.0	1.2	0.2	0.4	0.4	0.6		21.9
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			93.6	86.2	118.5	135.6	143.1	35.4	43.3	47.4	195.8	1326.6
<b>TOTAL FOR WEAPON SYSTEM C-135</b>			93.6	86.2	118.5	135.6	143.1	35.4	43.3	47.4	195.8	1327.1

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

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: BLOCK 45 MN-8653

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F

Team MOBIL

**Description/Justification**

Block 45 provides increased capability and reduces operation and maintenance costs. The modification includes a new Digital Flight Director (DFD), Radio Altimeter (RA), Aeromedical Evacuation upgrade (AE), Real Time in Cockpit (RTIC) Spiral-1, and Night Vision (NVIS) exterior and boom pod lighting.

- DFD replaces existing analog flight director (high maintenance driver), providing a fully integrated flight guidance system and improved capability.
- RA replaces existing AL-101 radio altimeter (high maintenance driver) with a new state of the art high mean time between failure (MTBF) radio altimeter.
- AE adds power receptacles, overhead lighting and heating ducts through out the cargo area to improve the safety and comfort of patients and medical crews.
- RTIC Spiral 1 (Situational Awareness) adds carry-on system capability that allows processing, display, and interface designed to provide military airborne platforms with tactical situational awareness, mission critical beyond line of sight command and control communications.
- NVIS exterior & boom pod lighting replaces existing lights with NVIS compatible lighting to reduce KC-135 visibility to ground threats at low altitudes and allows for receiver night vision goggle use during air refueling operations.

Aircraft Breakdown: 416 KC-135R/T, 4 Special Purpose - totaling 420 aircraft.  
One (1) Prototype aircraft funded with RDT&E

Aircraft Breakdown: Active 198, Reserve 72, ANG 149, Total 419

**Development Status**

Includes software development, documentation of source data, NRE, engineering efforts, drawings, analysis, and prototype for integrating efforts for all components of Block 45 onto the aircraft.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							5.961		[1]	5.926		
PROCUREMENT (3010)												
INSTALL KITS											6	4.029
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.822		
SIM/TRAINER											[2]	0.138
SUPPORT-EQUIP										0.116		0.065
OGC										1.185		0.620

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-10				6 KITS							[6]	0.470
FY-11				21 KITS								
FY-12				54 KITS								
FY-13				66 KITS								
FY-14				69 KITS								
FY-15				72 KITS								
FY-16				74 KITS								
FY-17				57 KITS								
TOTAL INSTALL											6	0.470
TOTAL COST (BP-1100)										2.123	6	5.322
(Totals may not add due to rounding)												
INSTALLATION QTY											6	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	11.887
PROCUREMENT (3010)										
INSTALL KITS	21	12.267	54	31.642	66	39.376	272	168.788	419	256.102
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA								0.753		1.575
SIM/TRAINER	[10]	0.702	[7]	0.502					[19]	1.342
SUPPORT-EQUIP		0.067		0.068		0.070				0.386
OGC		1.099		0.618		0.578		2.436		6.536
INSTALLATION OF HARDWARE										
FY-10 6 KITS									[6]	0.470
FY-11 21 KITS	[21]	1.680							[21]	1.680
FY-12 54 KITS			[54]	4.414					[54]	4.414
FY-13 66 KITS					[66]	5.514			[66]	5.514
FY-14 69 KITS							[69]	5.894	[69]	5.894
FY-15 72 KITS							[72]	6.285	[72]	6.285
FY-16 74 KITS							[74]	6.598	[74]	6.598
FY-17 57 KITS							[57]	5.011	[57]	5.011
TOTAL INSTALL	21	1.680	54	4.414	66	5.514	272	23.788	419	35.866
TOTAL COST (BP-1100)	21	15.815	54	37.244	66	45.538	272	195.765	419	301.807
(Totals may not add due to rounding)										
INSTALLATION QTY	21		54		66		272		419	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																																	
Output																	1	1	2	2	5	5	5	6	13	13	14	14	1	1	2	2	
Input	16	16	17	17	17	17	18	18	18	18	18	18	18	18	18	19	19	14	14	15	14												
Output	16	16	17	17	17	17	18	18	18	18	18	18	18	18	18	19	19	14	14	15	14												

01/26/2007  
 FY 2008 PB  
 Modification Title and No: ENHANCED MODE S MN-8654

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F

Team MOBIL

**Description/Justification**

Mode S Enhanced Surveillance (EHS) replaces the existing APX-100 radio with an APX-119 radio. The upgrade allows ground tracking stations to track aircraft parameters like heading, airspeed, groundspeed, mach, rate of climb, track angle/rate and altitude. EHS improves air traffic management in congested airspace and ensures compliance with European airspace mandates. EHS makes the KC-135 ready for Mode 5 Identify Friend or Foe (IFF) and enables Automated Dependent Surveillance (ADS-B).

The modification will be accomplished via field level installation.

Aircraft breakdown: 416 KC-135R/T and 6 Special Purpose aircraft.

Aircraft Breakdown: Active 201, Reserve 72, ANG 149, Total 422

**Development Status**

RDT&E limited to integration of APX-119 radio to the KC-135 platform.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								1.565				
PROCUREMENT (3010)												
INSTALL KITS							75	3.915	90	4.797	65	3.536
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.090				
SIM/TRAINER							[1]	0.100				
SUPPORT-EQUIP								0.208		0.256		0.240
OGC								0.228		0.224		0.227
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							75	4.541	90	5.277	65	4.003

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										1.565
PROCUREMENT (3010)										
INSTALL KITS	150	8.340	42	2.386					422	22.974
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS										
DATA				0.200						0.290
SIM/TRAINER			[1]	0.100					[2]	0.200
SUPPORT-EQUIP		0.378		0.795						1.877
OGC		0.232		0.538						1.449
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	150	8.950	42	4.019					422	26.790

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 3 Months

Milestones

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



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: GATM PHASE II MN-9709

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

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 (HF DL) modem provide a backup to the SATCOM data link. Dual Communication Management Units (CMUs) prevent a single point of failure in the ATC data link system.

Kit Non-Recurring Engineering (NRE) contains funds for KC-135 R/T GATM prototypes and outyear NRE for Special Purpose unique variants. Mod Prep includes the cost of circuit breakers (CB) and transformer rectifiers (TR) Kits.

Funds for kits and installation for annual aircraft lots are obligated in the same fiscal year, as required by the GATM contract.

Aircraft Breakdown: 416 KC-135R/t aircraft and 6 special pupose aircraft.

Aircraft Breakdown: Active 201, Reserve 72, ANG 149, Total 422

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	153	31.266	44	9.252	42	11.741	60	13.983	60	12.686	63	13.714
KITS NONRECUR		9.080								8.500		0.000
EQUIPMENT	153	86.757	[44]	29.912	[42]	29.658	[60]	43.104	[60]	45.664	[63]	50.697
EQUIP NONREC		27.246										
CHANGE ORDERS		54.318		0.200		0.200		0.200		0.200		0.750
DATA		7.971		0.000		0.000		0.000		0.000		0.000
SIM/TRAINER	18	21.602	[0]	9.479								
SUPPORT-EQUIP		3.433		0.000		0.000		0.000		0.000		0.000
MILSTRIP		10.364		1.600		1.600		1.700		1.700		1.700
MOD Prep		16.230		1.206		1.268		5.331		8.408		6.630
WARRANTY		6.298		0.000		0.000		0.000		0.000		0.000
Mode S		6.415		0.000		0.000		0.000		0.000		0.000
OGC		27.776		6.413		5.100		6.113		9.151		12.977

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	3.217										
FY-00	3	4.306										
FY-02	50	28.924										
FY-03	25	14.873										
FY-04	26	33.550	[17]									
FY-05		6.239	[31]									
FY-06			[8]	23.329	[36]							
FY-07					[21]	22.906	[21]					
FY-08							[35]	32.893	[25]			
FY-09									[31]	36.182	[29]	
FY-10											[27]	45.589
TOTAL INSTALL	105	91.109	56	23.329	57	22.906	56	32.893	56	36.182	56	45.589
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	153	399.866	44	81.391	42	72.473	60	103.324	60	122.491	63	132.057
INSTALLATION QTY	105		56		57		56		56		56	



**Installation Schedule**

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1				1				2				8	3	7	11	10	11	9	14	14	14	14	
Output																					4	2	8	8	13	12	10	10	15	13						
	<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>															
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	13	15	14	14	14	15	14	14	12	15	15	14	14	14	14	14	14	14	14	14	12	10	8	6												
Output	13	15	14	14	13	15	15	14	13	15	15	15	15	15	15	14	13	13	14	14	14	12	12	12	9											

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: CONTROL COLUMN BREAK (CCB) MN-9738

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F

Team MOBIL

**Description/Justification**

This modification installs a brake that mechanically prevents stabilizer movement in the opposite direction of control column movement during a runaway trim condition. CCAB reduces system operational risk from High to Medium .

Scope: 416 KC-135R/T and 29 Special Purpose aircraft

**Installations:**

417 completed at (3) CFT sites. Meridian, Fairchild, and Rickenbacker.

(416 R/T + 1 SP = 417)

28 SP (RC/TC/WC) installations at Greenville (Depot) and paid for under a separate Program Element (PE).

This program is funding the purchase of 445 kits (417+28).

Aircraft Breakdown: Active 198, Reserve 35, ANG 212, Total 445

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	96	4.086	120	3.141	160	4.093	69	2.218				
KITS NONRECUR		2.394										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.072								0.075		
SIM/TRAINER	19	2.053										
SUPPORT-EQUIP		0.053										
OGC		4.276		1.813		3.472		0.541			1.065	
INSTALL				4.046		4.136		5.617			1.860	
INSTALLATION OF HARDWARE												
FY-05			96 KITS									
FY-06			120 KITS	[3]								
FY-07			160 KITS			[93]						
FY-08			69 KITS			[48]		[72]				
TOTAL INSTALL				3		141		142		142		17
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	96	12.934	120	9.000	160	11.701	69	8.376		3.000		
INSTALLATION QTY			3		141		142		142		17	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									445	13.538
KITS NONRECUR										2.394
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.147
SIM/TRAINER									[19]	2.053
SUPPORT-EQUIP										0.053
OGC										11.167
INSTALL										15.659
INSTALLATION OF HARDWARE										
FY-05		96 KITS							[96]	
FY-06		120 KITS							[120]	
FY-07		160 KITS							[160]	
FY-08		69 KITS							[69]	
TOTAL INSTALL									445	
TOTAL COST (BP-1100)									445	45.011
(Totals may not add due to rounding)										
INSTALLATION QTY									445	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Milestones

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

Installation Schedule

Quarter	<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>							
	1	2	3	4	1	2	3	4	1	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	35	35	35	36	35	35	35	37	35	35	35	37	35	35	35	37	35	36	36	38	20	8	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: EMERGENCY VISION ASSURANCE SYSTEM (EVAS) MN-9815  
 Models of Aircraft Affected: KC-135

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-135 Class P  
 PE 0401218F Team MOBIL

Center: OC-ALC

**Description/Justification**

The Emergency Vision Assurance System (EVAS) is a self-contained smoke filtering system developed to deal with continuous smoke events affecting an aircraft flight deck. The system includes a transparent envelope that inflates, displacing smoke on the flight deck and providing the aircrew a clear vision path to essential flight instruments.

The KC-135 program office conducted a study to determine the operational safety, suitability, and effectiveness of using EVAS on the KC-135. The study includes (1) a feasibility study conducted by an independent contractor, (2) a program office review of KC-135 smoke in the cockpit mishap reports, and (3) a program office assessment of the smoke in the cockpit risk on the platform ( IAW MIL-STD-882D ).

The final report is in draft and will be provided to Air Mobility Command in late August 2006.

Program funded by Congressional-Adds in FY05 and FY06.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												
CONGRESSIONAL		0.492		2.600								
TOTAL COST (BP-1100)		0.492		2.600								
(Totals may not add due to rounding)		0.492		2.600								

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										
CONGRESSIONAL										3.092
TOTAL COST (BP-1100)										3.092
(Totals may not add due to rounding)										3.092

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F

Team MOBIL

**Description/Justification**

Modifications are accomplished per the direction and priorities of Air Mobility Command, based on available resources. Modifications cost less than \$2M and are completed in less than 3 years.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		14.398		0.655		1.995		1.995		1.177		0.186
TOTAL COST (BP-1100)		14.398		0.655		1.995		1.995		1.177		0.186
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.431		0.418		0.608				21.863
TOTAL COST (BP-1100)		0.431		0.418		0.608				21.863
(Totals may not add due to rounding)		0.431		0.418		0.608				21.863

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CCALL				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$29.474	\$46.647	\$45.293	\$24.863	\$20.035	\$54.968	\$26.395	\$30.292

This line item funds modification for the Compass Call program. The primary modification budgeted in FY07 is Rivet Joint. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	1001	COMPASS CALL	29.5	46.6	45.3	24.9	20.0	55.0	26.4	30.3		278.0
<b>TOTAL FOR CLASS P</b>			29.5	46.6	45.3	24.9	20.0	55.0	26.4	30.3	0.0	278.0
<b>TOTAL FOR WEAPON SYSTEM CCALL</b>			29.5	46.6	45.3	24.9	20.0	55.0	26.4	30.3	0.0	278.0

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

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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: COMPASS CALL MN-1001

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: CCALL Class P

Models of Aircraft Affected: EC-130H/TC-130H

Center: ASC - Wright Patterson AFB, OH

PE 0207253F

Team INFO

**Description/Justification**

The EC-130H COMPASS CALL aircraft is the USAF's wide-area coverage Airborne Electronic Attack (AEA) and Offensive Counter Information (OCI) weapon system. The mission equipment must continue to evolve to keep pace with the adversary developments in new communications and sensor technology as well as use of rapidly advancing commercial technology. Production funds are required for modification kit production (both hardware and software) and installation on each aircraft during its Programmed Depot Maintenance (PDM) and mission system upgrade. Block 20, Block 30 and Block 35 configurations are currently in use. The Baseline 1 configuration will be installed beginning FY09.

Equipment includes mission equipment retrofits based on PDM / modification schedule.

\* \* \* REMARKS: Funding line for AEA modification for EC-130H COMPASS CALL weapons system.

Aircraft Breakdown: Active 15, Reserve 0, ANG 0, Total 15

**Development Status**

The EC-130H COMPASS CALL weapon system is continuously improved using a rapid development and acquisition process supporting a Baseline upgrade strategy. User needs and technology opportunities are continuously reviewed and a new mission equipment baseline is defined approximately every 24 months. Baseline 1 configuration of the COMPASS CALL is currently in development.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	8.608	2	8.284	2	8.119	2	8.221	2	7.844
KITS NONRECUR												
EQUIPMENT			[2]	19.866	[2]	37.263	[2]	35.355	[2]	15.167	[2]	10.696
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
*** See Remarks ***							0.619		0.275			0.195

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06		2 KITS		1.000								
FY-07		2 KITS	[2]		[2]	1.100						
FY-08		2 KITS					[2]	1.200				
FY-09		2 KITS							[2]	1.200		
FY-10		2 KITS									[2]	1.300
FY-11		2 KITS										
FY-12		2 KITS										
FY-13		1 KITS										
TOTAL INSTALL			2	1.000	2	1.100	2	1.200	2	1.200	2	1.300
TOTAL COST (BP-1100)			2	29.474	2	46.647	2	45.293	2	24.863	2	20.035
(Totals may not add due to rounding)												
INSTALLATION QTY			2		2		2		2		2	



BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-29					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$3.734	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

This line item funds the primary modifications to the C-29A, commercial equivalent to the Bombardier Challenger 600 series aircraft. There are no mods funded in FY08/09.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	C2901	CFIN A/C ATCALs	3.7									19.4
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
<b>TOTAL FOR WEAPON SYSTEM C-29</b>			3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4

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

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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: CFIN A/C ATCALs MN-C2901

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-29 Class P

Models of Aircraft Affected: Bombardier Challenger 600

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

PE 0305114F

Team C4I

**Description/Justification**

Combat Flight Inspection Aircraft (CFIN) are used to perform in-flight wartime/peacetime/contingency inspections and evaluations of Air Traffic Control systems and procedures (e.g., instrument departures, arrivals, and approaches). By a Memorandum Of Agreement (MOA) between the Air Force and the Federal Aviation Administration (FAA), the FAA accepted responsibility for the flight inspection program from the DOD in March 1991. As a part of this MOA, the AF transferred its organic CFIN aircraft to the FAA who assumed the responsibility to operate and maintain the fleet. That fleet is currently being upgraded to the Bombardier Challenger 600 series aircraft. In addition, the MOA identifies the AF as responsible for all military-unique requirements. When operating in threat environments, AF aircrews only operate the CFIN aircraft and perform the flight inspections to ensure the Navigation Aids (NAVAIDS) and routes are safe to fly in adverse weather. Currently, the CFIN aircraft lack threat detection/self protection systems which puts the aircrews and aircraft at risk where threats exist. During recent deployments, the certification of the instrument procedures were delayed until the airspace could be secured impacting mission effectiveness. On other occasions, additional combat aircraft were required to fly cover increasing the cost of the inspections. Under this program, the AF will fund for and procure four infrared Man-Portable Air Defense (MANPAD) system kits (A and B). The FAA will fund for and perform the kit installations. A total of six aircraft will eventually be modified and the four MANPAD systems will be rotated among the aircraft as required to perform the flight inspections

Aircraft Breakdown: Active 6, Reserve 0, ANG 0, Total 6

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5	1.500	1	0.500								
KITS NONRECUR		0.850										
EQUIPMENT	5	10.400	[1]	2.889								
EQUIP NONREC		1.150		0.345								
CHANGE ORDERS												
DATA		1.288										
SIM/TRAINER												
SUPPORT-EQUIP		0.510										
INSTALLATION OF HARDWARE												
FY-05			5 KITS		[5]							
FY-06			1 KITS				[1]					
TOTAL INSTALL					5		1					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	5	15.698	1	3.734								
INSTALLATION QTY					5		1					



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.000
KITS NONRECUR										0.850
EQUIPMENT									[6]	13.289
EQUIP NONREC										1.495
CHANGE ORDERS										
DATA										1.288
SIM/TRAINER										
SUPPORT-EQUIP										0.510
INSTALLATION OF HARDWARE										
FY-05		5 KITS							[5]	
FY-06		1 KITS							[1]	
TOTAL INSTALL									6	
TOTAL COST (BP-1100)									6	19.432
(Totals may not add due to rounding)										
INSTALLATION QTY									6	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<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
Input																
Output									5				1			

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: DARP					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$108.624	\$89.469	\$106.108	\$108.109	\$110.798	\$113.147	\$176.555	\$180.068	

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY08/09 is Rivet Joint. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_2504	COBRA BALL		2.7	3.4	3.6	4.0	4.0	4.3	4.7		26.6
	4263	RIVET JOINT	99.5	72.6	96.5	98.3	100.7	102.9	166.1	169.4		905.9
	4265	COMBAT SENT	8.9	5.6	6.2	6.3	6.2	6.2	6.2	6.0		51.6
	Z88888	REPROGRAMMINGS	0.2	8.5								
<b>TOTAL FOR CLASS P</b>			108.6	89.5	106.1	108.1	110.8	113.1	176.6	180.1	0.0	984.2
<b>TOTAL FOR WEAPON SYSTEM DARP</b>			108.6	89.5	106.1	108.1	110.8	113.1	176.6	180.1	0.0	984.2

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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01/26/2007  
 FY 2008 PB  
 Modification Title and No: COBRA BALL MN-\_2504

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: DARP Class P

Models of Aircraft Affected: RC-135S

Center: ASC - Wright Patterson AFB, OH

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.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY08-FY13 include the procurement, fielding and logistical support for two distinct baselines for COBRA BALL. Additional information is available within the classified Congressional budget exhibits.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[1]	2.745	[1]	3.400	[1]	3.600	[1]	3.950
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						2.745		3.400		3.600		3.950

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	4.000	[1]	4.300	[1]	4.650			[7]	26.645
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		4.000		4.300		4.650				26.645

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: RIVET JOINT MN-4263

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: DARP Class P

Models of Aircraft Affected: RC-135V, W, T

Center: ASC - Wright Patterson AFB, OH

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.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Aircraft, sensor systems, and associated ground support system modifications planned for FY08-FY13 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[1]	99.480		72.589		96.540		98.251		100.687
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100) (Totals may not add due to rounding)				99.480		72.589		96.540		98.251		100.687
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		102.905		166.088		169.370			[1]	905.910
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)		102.905		166.088		169.370				905.910
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: COMBAT SENT MN-4265

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: DARP Class P

Models of Aircraft Affected: RC-135U

Center: ASC - Wright Patterson AFB, OH

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.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY08-FY13 include the procurement, fielding and logistical support for two distinct baselines for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[1]	8.929	[1]	5.625	[1]	6.168	[1]	6.258	[1]	6.161
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				8.929		5.625		6.168		6.258		6.161
(Totals may not add due to rounding)												
INSTALLATION QTY												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	6.242	[1]	6.167	[1]	6.048			[8]	51.598
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	6.242		6.167		6.048				51.598	
INSTALLATION QTY										

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-3				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$48.841	\$64.312	\$54.286	\$87.895	\$86.758	\$183.008	\$150.777	\$191.543

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 FY08/09 is the Integrated Demand Assigned Multiple Access (DAMA) Global Air Traffic Management (GATM) program and additional support to block upgrades. Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	50001P	TSI	4.3	2.2	2.9	6.1	6.1	2.8	3.0	3.1		55.0
	50001T	BLOCK 40/45 UPGRADE			2.7	37.3	69.5	160.9	110.6	107.0		488.0
	7225	NEXT GENERATION IDENTIFI						7.1	24.5	23.8		55.5
	7267	NAVWAR		2.8	4.5	6.5						13.7
	7268	INTEGRATED DAMA GATM	32.4	30.6	33.1	20.8	1.4					145.4
	8662	AETC MTD UPGRADES-FIEL	0.1	0.5								0.6
	9707	RM&A MODS	10.0	22.1	11.1	17.3	9.7	12.1	12.6	15.0		160.4
	9709	E-3 AVIONICS MODERNIZATI								42.6		42.6
	Z88888	REPROGRAMMINGS	2.0	6.2								
<b>TOTAL FOR CLASS P</b>			48.8	64.3	54.3	87.9	86.8	183.0	150.8	191.5	0.0	961.3
<b>TOTAL FOR WEAPON SYSTEM E-3</b>			48.8	64.3	54.3	87.9	86.8	183.0	150.8	191.5	0.0	961.3

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

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 1	
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01/26/2007  
 FY 2008 PB  
 Modification Title and No: TSI MN-50001P

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-3 Class P

Models of Aircraft Affected: E-3

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

**Description/Justification**

This modification focuses on modernization and concurrency of the E-3 trainers, simulators, support systems and infrastructure associated with the E-3 weapon system. The modifications and support to the trainers, support systems and infrastructure include, but are not limited to a combination of the following: test program set development, packaging, handling, shipping and transportation of government furnished parts and equipment, infrastructure maintenance, operations and analysis, and training product support. These modifications are necessary to sustain the weapon system until and beyond 2035.

This modification was formally known as Programmed Depot Maintenance Activity (PDMA). Aircraft modifications were covered under this modification until FY04. Since FY04, aircraft modifications associated with this modification have been accomplished via the Reliability, Maintainability, and Availability (RM&A) modification (MN # 9707).

There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0, Total 33

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		4.437		3.011		3.199		5.148		5.286		5.560
PROCUREMENT (3010)												
INSTALL KITS	1	0.159										
KITS NONRECUR	1	2.946										
EQUIPMENT	63	1.741										
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.290										
SIM/TRAINER		0.768		0.110		0.431		0.120		3.125		3.130
SUPPORT-EQUIP		0.484		3.177		1.396		2.061		2.053		2.012
ICS		1.588										
CONTRACTOR SUPPORT		7.330		0.321		0.139		0.390		0.406		0.422
PROGRAM MNGMT		1.532		0.567		0.195		0.319		0.434		0.454
GFP				0.077								
OGC		0.801		0.023		0.018				0.046		0.102

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	0.059										
FY-96	1	1.162										
FY-99	0	2.117										
FY-00	0	1.257										
FY-01	0	0.264										
TOTAL INSTALL	2	4.859										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	24.498	4.275		2.179		2.890		6.064		6.120	
INSTALLATION QTY	28											

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		5.705		6.861		7.177				46.384
PROCUREMENT (3010)										
INSTALL KITS									1	0.159
KITS NONRECUR									1	2.946
EQUIPMENT									[63]	1.741
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.290
SIM/TRAINER		0.135		0.140		0.142				8.101
SUPPORT-EQUIP		2.003		2.118		2.233				17.537
ICS										1.588
CONTRACTOR SUPPORT		0.439		0.457		0.475				10.379
PROGRAM MNGMT		0.103		0.135		0.113				3.852
GFP										0.077
OGC		0.163		0.165		0.172				1.490
INSTALLATION OF HARDWARE										
FY-95	1		KITS						[1]	0.059
FY-96	1		KITS						[1]	1.162
FY-99	0		KITS							2.117
FY-00	0		KITS							1.257
FY-01	0		KITS							0.264
TOTAL INSTALL									2	4.859
TOTAL COST (BP-1100)		2.843		3.015		3.135			2	55.019
(Totals may not add due to rounding)										
INSTALLATION QTY									28	

Method of Implementation: DEPOT

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>
Contract Date (Month/CY)			12/95	12/96
Delivery Date (Month/CY)			09/96	09/97

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
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1				1				1				2				1				1
Output												1				1				1				1				1				1
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	1	1	1	1	1	1	1	1	1	1	1	1																				
Output	1	1	1	1	1	1	1	1	1	1	1	1																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: BLOCK 40/45 UPGRADE MN-50001T

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-3 Class P

Models of Aircraft Affected: E-3

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

**Description/Justification**

This modification upgrades numerous sensor and C2 systems to include the E-3 legacy Mission Systems Computers, Display processors, and Displays. Without this modification, the E-3's ability to fully support airspace control and Air Force battle management missions is severely restricted. The additional enhancements to the Mission Computing System of the AWACS provides an open computing architecture enabling rapid, low cost delivery of plug-and-play capability; data fusion (of both off-board and on-board sensor data) with Multi-Source Integration (MSI) for an improved picture of the battlespace and identification; Data Link Infrastructure (DLI) which supports a distributed system architecture and rapid changes to TADIL-J message formats and protocols, and improved electronic support measures processing. This modification will be installed on multiple simulators and trainers. The funded program includes procurement of 12 of the required 32 systems. The remaining procurement buys of 20 and installs of 22 are beyond the current FYDP. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 and P-1 will be modified with RDT&E funds as test articles.

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

**Development Status**

11/99 - Block 40/45 Risk Reduction initiated. Completed 09/03  
07/03 - SD&D Awarded. Estimated completion date 3Q FY09  
11/04 - Final Design & Manufacturing Review completed  
1/05 - Start of TS-3 modification 2/06 MOD complete  
3/06 - I&CO & Airworthiness Flight test  
3/07 - Mission Flight Test  
5/08 - Operational Assessment  
10/08 - Milestone C

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		583.470		100.370		136.456		86.058		57.748		92.397
PROCUREMENT (3010)												
INSTALL KITS									1	7.541	2	14.774
KITS NONRECUR										8.638		5.009
EQUIPMENT									[1]	4.605	[2]	8.308
EQUIP NONREC										5.216		4.193
CHANGE ORDERS										2.799		8.231
DATA							0.001			0.463		0.943
SIM/TRAINER									[0]	0.000	[0]	0.448
SUPPORT-EQUIP							0.002			1.328		2.207
DMS (Diminished Manufacturing Sources)										0.000		2.360
ICS										0.000		0.000
OTHER							2.399			2.345		1.030
GFE										0.231		2.874
PROGRAM MNGMT							0.296			2.647		5.145
OGC										0.134		0.284
CONTRACTOR SUPPORT										1.359		1.685

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-09												
FY-10											[1]	11.986
FY-11												
FY-12												
FY-13												
TOTAL INSTALL											1	11.986
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							2.698		1	37.306	2	69.477
INSTALLATION QTY											1	



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		29.074		15.724		6.281				1107.578
PROCUREMENT (3010)										
INSTALL KITS	2	17.155	4	31.113	3	23.118			12	93.701
KITS NONRECUR		19.264		0.000		0.000				32.911
EQUIPMENT	[2]	10.361	[4]	19.270	[3]	14.411			[12]	56.955
EQUIP NONREC		18.219		0.000		0.000				27.628
CHANGE ORDERS		9.439		5.686		12.238				38.393
DATA		0.874		0.765		0.735				3.781
SIM/TRAINER	[1]	30.698	[1]	10.569	[0]	0.000			[2]	41.715
SUPPORT-EQUIP		3.507		2.195		2.110				11.349
DMS (Diminished Manufacturing Sources)		8.298		6.071		6.027				22.756
ICS		3.994		3.118		5.412				12.524
OTHER		3.032		0.033		0.034				8.873
GFE		4.073		0.382		0.368				7.928
PROGRAM MNGMT		5.799		4.944		3.846				22.677
OGC		0.348		0.346		0.332				1.444
CONTRACTOR SUPPORT		5.512		5.552		5.396				19.504
INSTALLATION OF HARDWARE										
FY-09			1 KITS						[1]	11.986
FY-10			2 KITS						[2]	20.345
FY-11	[2]	20.345							[2]	20.573
FY-12			[2]	20.573					[2]	20.573
FY-13					[4]	32.948			[4]	32.948
TOTAL INSTALL	2	20.345	2	20.573	4	32.948			9	85.852
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	2	160.918	4	110.617	3	106.975			12	487.991
INSTALLATION QTY	2		2		4				9	

Method of Implementation: COMBINATION

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: NAVWAR MN-7267

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-3 Class P

Models of Aircraft Affected: E-3 B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

**Description/Justification**

NAVWAR (Navigation Warfare) is mandated by Chairman Joint Chiefs Staff Instruction (CJCSI) 6140.01 (15 Nov 98) and requires all DoD Global Positioning System (GPS) users to incorporate National Security Agency (NSA) Selective Availability Anti-Spoofing Module (SAASM), provisions for the transition to 'black keys', eliminate requirements to acquire GPS satellites using the civil signal (C/A) and incorporate new technology into the navigation sensor. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is funded with RDT&E funds.

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

**Development Status**

NAVWAR SD&D went on contract in July of 2005 and is currently 68% complete. MS C is planned for April 2007 with a production contract award in July 2007.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.801		4.406								
PROCUREMENT (3010)												
INSTALL KITS					5		15		12			
KITS NONRECUR												
EQUIPMENT					[5]	0.480	[15]	1.474	[12]	1.205		
EQUIP NONREC						1.039		1.059		2.086		
CHANGE ORDERS								0.677		1.884		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING												
OGC												
CONTRACTOR SUPPORT						0.963		0.787		0.814		
ICS												
PROGRAM MNGMT						0.273		0.496		0.461		
INITIAL SPARES												
INSTALLATION OF HARDWARE												
FY-07			5 KITS					[5]				
FY-08			15 KITS						[15]			
FY-09			12 KITS									[12]
TOTAL INSTALL								5		15		12
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					5	2.755	15	4.493	12	6.450		
INSTALLATION QTY								5		15		12

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										11.207
PROCUREMENT (3010)										
INSTALL KITS									32	
KITS NONRECUR										
EQUIPMENT									[32]	3.159
EQUIP NONREC										4.184
CHANGE ORDERS										2.561
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TRAINING										
OGC										
CONTRACTOR SUPPORT										2.564
ICS										
PROGRAM MNGMT										1.230
INITIAL SPARES										
INSTALLATION OF HARDWARE										
FY-07		5 KITS								[5]
FY-08		15 KITS								[15]
FY-09		12 KITS								[12]
TOTAL INSTALL										32
TOTAL COST (BP-1100)										32
(Totals may not add due to rounding)										13.698
INSTALLATION QTY										32

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Milestones

	<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)				07/07	06/08	06/09
Delivery Date (Month/CY)				06/08	05/09	05/10

Installation Schedule

Quarter	<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>			
	1	2	3	4	1	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																	5											

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: INTEGRATED DAMA GATM MN-7268

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-3 Class P

Models of Aircraft Affected: E-3 B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

**Description/Justification**

The Integrated DAMA (Demand Assigned Multiple Access)/GATM (Global Air Traffic Management) Program seeks to make communications and navigation improvements required to meet current mandated DAMA SATCOM (Satellite Communication) and Air Traffic Control (ATC) requirements. DAMA SATCOM is a Chairman Joint Chiefs of Staff (CJCS)-mandated Ultra High Frequency (UHF) satellite communications upgrade consisting of two new UHF DAMA terminals and new Radio Frequency (RF) components, to mitigate co-site interference, replacing the two non-DAMA UHF SATCOM radios on each aircraft. The DAMA enhancements will expand user availability of severely limited DOD UHF SATCOM channels and improve the interoperability and efficiency of DOD UHF SATCOM systems. The ATC Compliance program is a FAA/International Civil Aviation Organization (ICAO)/EUROCONTROL mandated upgrade that consists of new VHF radios with 8.33kHz channel spacing, Traffic-Alert Collision Avoidance System (TCAS)/Mode-S IFF transponder and Reduced Vertical Separation Minimum (RVSM) capability. The ATC enhancements will permit more aircraft to fly closer together in congested airspace worldwide, particularly in European airspace. Non-compliance currently results in airspace restrictions/denials and impacts AWACS ability to support worldwide response to situations requiring immediate on-scene command and control (C2) battle management. Approved funding will procure the required 32 production kits. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is modified with RDT&E funds. This modification will be installed on 2 Field Training Devices (FTD).

PE# 0303601F provided AWACS funding for (6) Airborne Integrated Terminal Kits:  
FY04 - \$3.718M (3)  
FY05 - \$9.446M (3)

Lead Time for Integrated DAMA/GATM (IDG) equipment is greater than 12 months.

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

**Development Status**

Core development was completed in FY 2004. Additional test requirements were completed in FY05-FY06 due to changes in CNS/ATM certification requirements.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		55.656										
PROCUREMENT (3010)												
INSTALL KITS	9	1.812	8	1.932	9	1.914	6	1.375				
KITS NONRECUR		1.400		4.546		2.390		2.482		3.275		
EQUIPMENT	9	5.304	[8]	5.797	[9]	5.743	[6]	4.124				
EQUIP NONREC												
CHANGE ORDERS								1.141		1.849		0.117
DATA												
SIM/TRAINER	3	3.800										
SUPPORT-EQUIP		1.845										
PROGRAM MNGMT		3.842		4.299		3.027		3.632		1.475		0.105
CONTRACTOR SUPPORT		1.965		2.154		2.533		2.182		1.759		
GFE		2.485		2.277		2.617		1.782				
ICS		0.760		0.326		0.676		0.690		0.705		
OGC		1.150		0.772		1.418		2.238		1.728		1.200

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04	3 KITS											
		1	2.800	[2]	2.583							
FY-05	6 KITS			[6]	7.749							
FY-06	8 KITS					[8]	10.250					
FY-07	9 KITS							[9]	13.412			
FY-08	6 KITS									[6]	10.001	
TOTAL INSTALL		1	2.800	8	10.332	8	10.250	9	13.412	6	10.001	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		9	27.163	8	32.435	9	30.568	6	33.058		20.792	1.422
INSTALLATION QTY		1		8		8		9		6		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										55.656
PROCUREMENT (3010)										
INSTALL KITS									32	7.033
KITS NONRECUR										14.093
EQUIPMENT									[32]	20.968
EQUIP NONREC										
CHANGE ORDERS										3.107
DATA										
SIM/TRAINER									[3]	3.800
SUPPORT-EQUIP										1.845
PROGRAM MNGMT										16.380
CONTRACTOR SUPPORT										10.593
GFE										9.161
ICS										3.157
OGC										8.506
INSTALLATION OF HARDWARE										
FY-04	3								[3]	5.383
FY-05	6								[6]	7.749
FY-06	8								[8]	10.250
FY-07	9								[9]	13.412
FY-08	6								[6]	10.001
TOTAL INSTALL									32	46.795
TOTAL COST (BP-1100)									32	145.438
(Totals may not add due to rounding)										
INSTALLATION QTY									32	

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: RM&A MODS MN-9707

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-3 Class P

Models of Aircraft Affected: E-3 B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

**Description/Justification**

RM&A modifications ensure continuing reliability, maintainability, and availability of AWACS in support of Task Force CONOPs and help lay the foundation for achieving the Commander Air Combat Command (COMACC) mandated Mission Capable (MC) rate of 80%. These modifications will purchase multiple aircraft kits, labs, and the installation of the kits (based on the required quantities per Aircraft and total funds available). The RM&A modifications include a combination of: Wideband Klystron Power Amplifier, 140 KVA Bus Input Power, Fuel Override Pump Replacement, Fuel Boost Pump Replacement, Dual Refresh Channel Low Voltage Power Supply, Fuel Quantity Indication System Improvement, Solid State Trigger Pulse Amplifier, Solid State High Power Amplifier Technical Orders, APY-1/APY-2 Receiver Protector, High Voltage Filter Upgrade Kits, Line Printer Installs, Defuel Valve Access Panel, Aircraft DC Power Reliability Improvements, Integrated Drive Generator Constant Speed Drive, Fuselage BS 259.5 Bulkhead Mod, ARC-169 Ultra High Frequency Low Power Filter, Low Amp Mixer Pre-Amp, Electronic Support System removal, Attitude Heading Reference System, Dehumidification Program, SF-6 Check Valve, Joint Tactical Information Data System (JTIDS) organic depot support, Rotary Coupler, Liquid Oxygen, Integration Engineering to proactively solve Diminished Manufacturing Source (DMS) problems, and Pinpoint Tester to replace the legacy system. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0, Total 33

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								5.552		4.959		9.527
PROCUREMENT (3010)												
INSTALL KITS	256	1.644	[37]	1.433	[56]	5.197	[15]	2.463	[10]	1.938	[10]	1.989
KITS NONRECUR				0.016		1.967						
EQUIPMENT	256	27.841	37	3.449	56	6.807	15	1.556	10	5.223	10	3.004
EQUIP NONREC		5.199										
CHANGE ORDERS						0.289		0.694		1.137		0.618
DATA		0.063		0.011				0.093				0.066
SIM/TRAINER	6	0.102	[1]	0.385					[2]	2.432		
SUPPORT-EQUIP		5.383		0.363		1.640		0.263		0.419		
OGC												
CONTRACTOR SUPPORT		0.535		0.705		0.740		0.777		0.825		0.838
PROGRAM MNGMT		6.197		1.326		2.186		1.230		1.236		0.723
DMS (Diminished Manufacturing Sources)		3.255		1.506		1.702		1.700		1.719		1.664



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04												
FY-05												
FY-06	33	0.198										
FY-07			[3]	0.810								
FY-08					[19]	1.546						
FY-09							[31]	2.373				
FY-10									[29]	2.353		
FY-11											[8]	0.838
FY-12												
FY-13												
TOTAL INSTALL	33	0.198	3	0.810	19	1.546	31	2.373	29	2.353	8	0.838
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	256	50.415	37	10.004	56	22.074	15	11.148	10	17.283	10	9.739
INSTALLATION QTY	33		3		19		31		29		8	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.603		11.210		13.247				54.098
PROCUREMENT (3010)										
INSTALL KITS	[11]	3.026	[8]	3.155	[10]	4.405			[413]	25.250
KITS NONRECUR										1.983
EQUIPMENT	11	3.083	8	4.324	10	5.454			413	60.740
EQUIP NONREC										5.199
CHANGE ORDERS		0.803		0.834		1.027				5.401
DATA		0.472				0.260				0.965
SIM/TRAINER	[1]	0.145							[10]	3.064
SUPPORT-EQUIP		0.567		0.232		0.577				9.445
OGC										
CONTRACTOR SUPPORT		0.884		0.931		1.006				7.240
PROGRAM MNGMT		0.437		0.566		0.540				14.440
DMS (Diminished Manufacturing Sources)		1.670		1.675		1.724				16.615
INSTALLATION OF HARDWARE										
FY-04			162 KITS							
FY-05			94 KITS						[33]	0.198
FY-06			37 KITS						[3]	0.810
FY-07			56 KITS						[19]	1.546
FY-08			15 KITS						[31]	2.373
FY-09			10 KITS						[29]	2.353
FY-10			10 KITS						[8]	0.838
FY-11	[9]	1.024							[9]	1.024
FY-12				[10]	0.926				[10]	0.926
FY-13						[4]	0.012		[4]	0.012
TOTAL INSTALL	9	1.024	10	0.926	4	0.012			146	10.082
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	11	12.110	8	12.644	10	15.005			413	160.422
INSTALLATION QTY	9		10		4				146	

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

**Installation Schedule**

		<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>										
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4									
Input								8	8	8	9	1	1	1		4	5	5	5	7	8	8	8	8	7	7	7	2	2	2	2		
Output									8	8	8	9	1	1	1		4	5	5	5	7	8	8	8	8	8	7	7	7	7	2	2	2
		<u>FY-11</u>			<u>FY-12</u>			<u>FY-13</u>			<u>FY-14</u>																						
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																	
Input	2	2	2	3	3	3	2	2	1	1	1	1																					
Output	2	2	2	2	3	3	3	2	2	1	1	1	1																				

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$72.146	\$5.620	\$19.745	\$28.399	\$16.047	\$17.292	\$19.943	\$22.402	

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC supports the national decision makers and the Joint Chiefs of Staff as the worldwide survivable and enduring node of the National Military Command System. The primary modification budgeted in FY08/09 is the KG-3X Modernization. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	3410	NPES (NC2AIS) E-4B	0.8	0.6	0.6	0.6	0.7	0.7	0.7	0.7		10.9
	4381	E-4B NATIONAL AIRBORNE O	11.4									98.1
	4383A	Message Processing System (M			3.9	4.8	0.3					9.0
	4387	SENIOR LEADERS COMMUNI	2.8									66.4
	4389	C-3 UHF DIGITIZATION				2.5	2.4					4.8
	4390	E-4B KG-3X MODERNIZATIO			1.5	0.1						1.6
	4391	SHF MUX UPGRADE						0.3	0.4			0.7
	4392	HIGH SPEED DATA 256 (HSD	5.1									13.5
	4393	STU III Replacement				12.7						12.7
	4394	Enhanced Mode S			2.6	0.4	0.3					3.3
	4395	Configuration Update - 0125						2.5				2.5
	4397	Configuration Update - 1677					2.5					2.5
	4399	MilStar Crypto					1.9	0.5				2.4
	4400	Family of Advanced Beyond-Lin							1.8	4.6		6.4
	4401	Presidential National Voice Conf							0.7	1.3		2.0
	4402	Crypto Update				2.0						2.0
	9709	GATM PHASE II	0.7									9.0

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

	P-1 SHOPP LIST ITEM NO. 54	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$72.146	\$5.620	\$19.745	\$28.399	\$16.047	\$17.292	\$19.943	\$22.402	

This line item funds modifications to the E-4B aircraft. The four engine E-4B is a highly modified Boeing 747-200 airframe used in support of the mission of the National Airborne Operations Center (NAOC). NAOC supports the national decision makers and the Joint Chiefs of Staff as the worldwide survivable and enduring node of the National Military Command System. The primary modification budgeted in FY08/09 is the KG-3X Modernization. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
	9709D	E-4B COMMUNICATION NAVI						3.5	8.0	5.0		16.5
	99999S	SERVICE BULLETINS	4.6	3.0	9.0	3.4	6.1	7.8	6.4	8.8		91.4
	99999X	LOW COST MODIFICATIONS	2.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0		30.9
	Z88888	REPROGRAMMINGS	44.7	0.5								
<b>TOTAL FOR CLASS P</b>			72.1	5.6	19.7	28.4	16.0	17.3	19.9	22.4	0.0	386.5
<b>TOTAL FOR WEAPON SYSTEM E-4</b>			72.1	5.6	19.7	28.4	16.0	17.3	19.9	22.4	0.0	386.5

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

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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: E-4B NATIONAL AIRBORNE OPERATION CENTER (NAOC) BLOCK 5A UPDATE MN-4381

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

The E-4B Audio Infrastructure Update (AIU) (formerly NAOC Block 5A Update) replaces the switchboard, semiautomatic switching system, manual telephone switching set, secure voice switching assembly, link select assembly, and portions of the patch & test facility with a modern switching system, an updated multiplexor, and new telephone devices. Prototype kit procured and installed with RDT&E funds, and subsequent kits installed with procurement funds.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

**Development Status**

IOC declared 26 August 2006

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	137.586		14.281		0.282						
PROCUREMENT (3010)												
INSTALL KITS	2	21.274										
KITS NONRECUR EQUIPMENT	2	36.677										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AF W/H												
INSTALLATION OF HARDWARE												
FY-04           1 KITS	1	28.741										
FY-05           1 KITS				11.366								
TOTAL INSTALL	1	28.741		11.366								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	2	86.692		11.366								
INSTALLATION QTY	1				1							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	152.149
PROCUREMENT (3010)										
INSTALL KITS									2	21.274
KITS NONRECUR										
EQUIPMENT									[2]	36.677
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AF W/H										
INSTALLATION OF HARDWARE										
FY-04		1 KITS							[1]	28.741
FY-05		1 KITS								11.366
TOTAL INSTALL									1	40.107
TOTAL COST (BP-1100)									2	98.058
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: CLS

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 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)							11/03	03/05
Delivery Date (Month/CY)							02/05	06/06

Installation Schedule

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: Message Processing System (MPS) MN-4383A

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-4 Class P  
 PE 32015F Team

Models of Aircraft Affected: E-4B

Center: OC-ALC

**Description/Justification**

Due to National Security Agency (NSA) mandated cryptographic device sunset date, the embedded cryptography on which the Message Processing System (MPS) architecture is based will be replaced with a software-based cryptographic subsystem. The MPS will also be modified to add sufficient bandwidth to interface with network infrastructure on the E-4B and to allow MPS to perform direct delivery of messages to the appropriate work cell on the aircraft. The MPS architecture will be maintained as will the existing message software.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	2.039	2	4.336		
KITS NONRECUR								1.900				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08		1 KITS							[1]	0.230		
FY-09		2 KITS							[1]	0.230	[1]	0.281
TOTAL INSTALL									2	0.460	1	0.281
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								1	3.939	2	4.796	0.281
INSTALLATION QTY									2		1	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.375
KITS NONRECUR										1.900
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		1 KITS							[1]	0.230
FY-09		2 KITS							[2]	0.511
TOTAL INSTALL									3	0.741
TOTAL COST (BP-1100)									3	9.016
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: SENIOR LEADERS COMMUNICATION SYSTEM (SLCS) MN-4387

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Models of Aircraft Affected:

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

PE 0302015F

Team INFO

**Description/Justification**

The Senior Leaders Communication System (SLCS) Wideband Modification provides the capability for Direct Broadcast Service (DBS), Global Broadcast System (GBS), and full motion point-to-point video; video teleconferencing ability; and access to defense information system network and public switch network for voice, video, and data. E-4B has the requirement to provide the President, the Secretary of Defense, and their staff broadband information to adequately perform their duties as if they were in their home office. Prototype kit procured and installed with RDT&E funds, and subsequent kits installed with procurement funds. The final SLCS modification will be done on aircraft tail 0787 or 1676.

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

**Development Status**

IOC declared 26 August 2006

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	9.475										
KITS NONRECUR	1	2.963										
EQUIPMENT	3	20.539										
EQUIP NONREC	1	2.500										
CHANGE ORDERS												
DATA		1.145										
SIM/TRAINER												
SUPPORT-EQUIP												
AF W/H												
INSTALLATION OF HARDWARE												
FY-03	1	11.203										
FY-04	1	15.745										
FY-05	1				[1]	2.783						
TOTAL INSTALL	2	26.948	1	2.783								
TOTAL COST (BP-1100)	3	63.570		2.783								
(Totals may not add due to rounding)												
INSTALLATION QTY	2											



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: C-3 UHF DIGITIZATION MN-4389

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F

Team INFO

**Description/Justification**

The E-4B's nuclear command and control mission is supported by a group of twenty-three, fixed ground entry points/stations (GEPs) (NAOC Ground Communications Network, PE: 0302052F) that provide networked connectivity between the E-4B and various high value ground sites. An ultra high frequency (UHF) radio link is used to connect airborne elements of the network with the ground-based portions of the circuit. The UHF radio link between airborne elements and the GEPs is in the process of converting from an analog to a digital format to both reduce long term network costs and to provide additional communication capabilities to its users.

Currently, the E-4B crew must temporarily install one of three sets of pre-production equipment to access this digital broadband capability. Following the modification, each of the E-4B aircraft will have a system that is both fully integrated into the E-4B's external communication and data distribution systems and is lighter than the carry-on equipment. An airborne modem will need to be developed since a device suitable for the E-4B mission requirements is not commercially available. The C3 UHF Digitization modernization will provide Internet protocol (IP) based connectivity to the Internet at both the UNCLAS and the SECRET levels. It will also provide Video Conferencing (VTC) capabilities, Voice over IP (VoIP), and access to Secure Internet Protocol Router Network (SIPRNET) with data rate processing up to 1.544Mbps. Digital Northstar provides more flexibility and utility than the current analog UHF/FDM system, including on-the-fly circuit changes, digital bulk encryption to protect the network from monitoring and intrusion, forward error correction, dynamic bandwidth management, and high-speed data transfer.

The goal of the Northstar system is to eventually phase out the analog capability at the GEPs in favor of the digital UHF wave form. This transition to a digital only system will not occur before all airborne users have a digital UHF capability similar to that provided by this E-4B modification. The E-4B will retain an analog Northstar UHF capability following the installation of this modification.

Aircraft Breakdown: Active 2, Reserve , ANG , Total 2

**Development Status**

RDT&E begins in FY08

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							3.109		4.050			
PROCUREMENT (3010)												
INSTALL KITS									1	0.628	1	0.607
KITS NONRECUR												
EQUIPMENT										0.535		0.577
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.056		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09		1 KITS							[1]	1.251		
FY-10		1 KITS									[1]	1.170
TOTAL INSTALL									1	1.251	1	1.170
TOTAL COST (BP-1100)									1	2.470	1	2.354
(Totals may not add due to rounding)												
INSTALLATION QTY									1		1	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										7.159
PROCUREMENT (3010)										
INSTALL KITS									2	1.235
KITS NONRECUR										
EQUIPMENT										1.112
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.056
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09		1 KITS							[1]	1.251
FY-10		1 KITS							[1]	1.170
TOTAL INSTALL									2	2.421
TOTAL COST (BP-1100)									2	4.824
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<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)					01/09	01/10
Delivery Date (Month/CY)					07/09	07/10

Installation Schedule

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: E-4B KG-3X MODERNIZATION MN-4390

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F

Team INFO

**Description/Justification**

This modification will provide modernized KG-33s and KGV-61A as End Cryptographic Units (ECUs) for the E-4B. Current ECUs are incompatible with modernized Communications Security (COMSEC) Key Management Infrastructures and lack programmability and flexibility. This program overcomes the shortcomings of the existing devices to satisfy current and future strategic and tactical operational requirements as stipulated by the Joint Chief of Staff instructions as well as the Air Force Cryptographic needs. The KG-33 will be used to encrypt transmissions on the Low Frequency/Very Low Frequency (LF/VLF) system which is part of the E-4B's Survivable Low Frequency Communication System (SLFCS). The KGV-61A is a Modified Miniature Receive Terminal (MMRT) and is receive only. Both the SLFCS and the MMRT are part of the Minimum Essential Emergency Communication Network (MEECN). This modification will not effect changes to the existing COMSEC boundary. Installation/modification shall meet FAA Part 25 Airworthiness Standards. The new cryptographic devices for this modification will be provided by the KG-3X Program (PE: 0303140F). The E-4B funds requested for this modification will pay for the installation and testing of the new cryptographic devices, document the technical details of the installation, and provide logistic support documentation.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	0.032	1	0.024		
KITS NONRECUR								1.100				
EQUIPMENT								0.017		0.010		
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.320		0.014		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08				2 KITS								0.040
FY-09				1 KITS			[2]	0.059		[1]		
TOTAL INSTALL							2	0.059	1	0.040		
TOTAL COST (BP-1100)							2	1.528	1	0.088		
(Totals may not add due to rounding)												
INSTALLATION QTY							2		1			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.056
KITS NONRECUR										1.100
EQUIPMENT										0.027
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.334
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		2 KITS							[2]	0.099
FY-09		1 KITS							[1]	
TOTAL INSTALL									3	0.099
TOTAL COST (BP-1100)									3	1.616
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: CLS

Initial Lead Time: 5 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

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



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: HIGH SPEED DATA 256 (HSD256) UPGRADE MN-4392

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

This modification provides an additional 256 kilobits per second (kbps) bandwidth of IP-based connectivity between the E-4B aircraft and commercial and government networks via a commercial broadband satellite communications provider, INMARSAT Global Ltd. This modification augments an existing E-4B INMARSAT processing capability that has been shown to have insufficient on-board capacity (bandwidth) to meet users worldwide communications needs. This High Speed Data (HSD) 256 modification will increase the pre-HSD256 E-4B INMARSAT bandwidth that restricts users from simultaneously exercising the full range of E-4B voice, data, and video processing and display capabilities. Additionally, this modification provides an economical path that will accommodate the anticipated user demand for increased airborne broadband IP-based bandwidth as mission support data and services are transferred to IP-based communication links. This HSD256 signal distribution within the E-4B uses some portions of the Senior Leaders Communications System (SLCS), which is now installed in two E-4Bs (aircraft tails 1677 and 0125) as part of the Modification Block 1 package. The installation will be inconjunction with the PDM on aircraft 1676. This modification does not provide for alteration of any terrestrial network or satellite network operation and control centers.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	2.029	1	1.300								
KITS NONRECUR		0.900		0.100								
EQUIPMENT	2	4.092	[1]	2.500								
EQUIP NONREC		0.625		0.150								
CHANGE ORDERS				0.450								
DATA		0.409		0.400								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05	2 KITS	0.386										
FY-06	1 KITS		[1]	0.200								
TOTAL INSTALL	2	0.386	1	0.200								
TOTAL COST (BP-1100)	2	8.441	1	5.100								
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.329
KITS NONRECUR										1.000
EQUIPMENT									[3]	6.592
EQUIP NONREC										0.775
CHANGE ORDERS										0.450
DATA										0.809
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-05		2 KITS							[2]	0.386
FY-06		1 KITS							[1]	0.200
TOTAL INSTALL									3	0.586
TOTAL COST (BP-1100)									3	13.541
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: CLS

Initial Lead Time: 7 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: STU III Replacement MN-4393

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

The STU-IIIIR is a National Security Agency (NSA)-approved Type I cryptographic device used to secure voice and data and is the only STU-III device that is certified for airborne operation. STU-IIIIR replacement is driven by the expiration of the current maintenance contract as well as by the established cessation date for keying support of existing STU-IIIs. This modification supports the E-4B Airborne Operations Center Communications Upgrade ORD that validates the need for secure voice and data to subscribers both within and outside the aircraft. NAOC will lose this secure communication capability without this modification. The anticipated STU-IIIIR replacement is the STE-RI.

Aircraft Breakdown: Active 2, Reserve , ANG , Total 2

**Development Status**

RDT&E funding to begin in FY08

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								16.211				
PROCUREMENT (3010)												
INSTALL KITS									2	6.376		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.383		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09                   2 KITS									[2]	5.903		
TOTAL INSTALL									2	5.903		
TOTAL COST (BP-1100)									2	12.662		
(Totals may not add due to rounding)												
INSTALLATION QTY									2			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										16.211
PROCUREMENT (3010)										
INSTALL KITS									2	6.376
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.383
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09									[2]	5.903
TOTAL INSTALL									2	5.903
TOTAL COST (BP-1100)									2	12.662
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: CLS

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Enhanced Mode S MN-4394

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

This modification upgrades the Mode S / Identification Friend or Foe (IFF) transponder with Enhanced Surveillance capability on the E-4B. The Enhanced Mode S capability provides for a safer and more efficient air traffic management system. Enhanced Mode S is required by March 2009 for flights over Europe. This requirement was originated by the European Organization for the Safety of Air Navigation (EUROCONTROL), not the Air Force or Department of Defense.

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

**Development Status**

No research and development is required; the group B equipment already exists.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	0.360	1	0.180		
KITS NONRECUR EQUIPMENT								1.820				
EQUIP NONREC CHANGE ORDERS												
DATA								0.250				0.100
SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08 2 KITS							[1]	0.195	[1]	0.195		
FY-09 1 KITS											[1]	0.195
TOTAL INSTALL							1	0.195	1	0.195	1	0.195
TOTAL COST (BP-1100) (Totals may not add due to rounding)							2	2.625	1	0.375		0.295
INSTALLATION QTY							1		1		1	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.540
KITS NONRECUR										1.820
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.350
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		2 KITS							[2]	0.390
FY-09		1 KITS							[1]	0.195
TOTAL INSTALL									3	0.585
TOTAL COST (BP-1100)									3	3.295
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

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

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Crypto Update MN-4402

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F

Team INFO

**Description/Justification**

This modification replaces the KYV-5, KY-58, and KY-100 cryptologic boxes with form fit replacements built and provided in 2009 by the Air Force Cryptologic Systems Group (CPSG).

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

**Development Status**

RDT&E funding to begin in FY09. CPSG to begin development in FY08.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									3	0.213		
KITS NONRECUR										1.134		
EQUIPMENT										0.177		
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.311		
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09												
3 KITS									[3]	0.142		
TOTAL INSTALL									3	0.142		
TOTAL COST (BP-1100)									3	1.977		
(Totals may not add due to rounding)												
INSTALLATION QTY									3			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.213
KITS NONRECUR										1.134
EQUIPMENT										0.177
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.311
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09			3 KITS						[3]	0.142
TOTAL INSTALL									3	0.142
TOTAL COST (BP-1100)									3	1.977
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: CLS

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

There are numerous miscellaneous modifications (service bulletins) anticipated for incorporation on the E-4 to keep the weapon system in compliance with FAA standards/certification. These service bulletins affect safety, product improvement, maintenance and reliability. Funding for engine service bulletins begin in FY08. These service bulletins affect the safety, product improvements, maintenance and reliability for the engines.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		42.316		4.626		3.013		9.028		3.386		6.057
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		42.316		4.626		3.013		9.028		3.386		6.057
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		7.829		6.360		8.821				91.436
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		7.829		6.360		8.821				91.436
INSTALLATION QTY										

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 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>	<u>FY-03</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>					
Delivery Date (Month/CY)															

**Installation Schedule**

Quarter	1	<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>
Input		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4
Output																
Quarter	1	<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>
Input		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4
Output																
Quarter	1	<u>FY-05</u>		<u>FY-06</u>		<u>FY-07</u>		<u>FY-08</u>		<u>FY-09</u>		<u>FY-10</u>		<u>FY-11</u>		<u>FY-12</u>
Input		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4 1		2 3 4
Output																
Quarter	1	<u>FY-13</u>														
Input		2 3 4														
Output																

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-4 Class P

Models of Aircraft Affected: E-4

Center: OC-ALC

PE 0302015F

Team INFO

**Description/Justification**

These are low cost modifications not expected to exceed \$1.9M per year which are necessary for reliability, maintainability, and/or improved system performance.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.184										
.		15.212		1.999		1.466		1.999		1.999		1.999
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		15.396		1.999		1.466		1.999		1.999		1.999
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										0.184
.		1.999		1.999		1.999				30.671
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)		1.999		1.999		1.999				30.855
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>								
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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input																																				
Output																																				

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-8C					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$34.594	\$137.563	\$79.689	\$81.420	\$202.149	\$212.088	\$142.002	\$30.816	

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 FY08/09 is the JSTARS Re-engining Program. Other modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	38199	JSTARS Re-engining		122.7	46.1	63.2	182.4	194.2	129.0	17.9		755.5
	38200	RELIABILITY, MAINTAINABILI	2.1	3.1	3.7	4.7	5.8	5.9	6.9	5.3		93.6
	38202	CSACI (COMBINED SATCOM/	6.6									49.3
	38203	KILL CHAIN ENHANCEMENT	11.0	6.3	1.5	2.0	2.1	2.1	2.1	3.6		59.8
	38205	JTRS INTEGRATION				10.7	11.9	9.8	4.0	4.0		40.5
	38206	Communications Navigation Sur	15.0									23.5
	38208	Affordable Moving Surface Targ		6.1	28.4	0.8						35.3
	Z88888	REPROGRAMMINGS	0.0	-0.6								
<b>TOTAL FOR CLASS P</b>			34.6	137.6	79.7	81.4	202.1	212.1	142.0	30.8	0.0	1057.6
<b>TOTAL FOR WEAPON SYSTEM E-8C</b>			34.6	137.6	79.7	81.4	202.1	212.1	142.0	30.8	0.0	1057.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: JSTARS Re-engining MN-38199

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Models of Aircraft Affected:

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

**Description/Justification**

Modification required to upgrade JSTARS fleet of 17 operational, one test (test a/c paid for with RDT&E funds), and one in-flight trainer aircraft with a new Propulsion Pod System in order to meet current ORD requirements. The re-engining program includes the purchase and installation of new engines, thrust reversers, nacelles, pylons, fan, exhaust duct, and all associated components and initial spares along with the upgrade of the training devices. Funding will support the modernization program; however, realignment of funds from this BP11 line may be needed to support initial spares and properly align funds in the FYDP. These realignments are included in the OTHER field under the Projected Financial Plan for Procurement (3010).

Development re-engining contract award is projected for Jan 07, with procurement contract award projected July FY07. Production period of performance will extend through FY13 with the final installations and the upgrade of the second weapons system trainer.

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

**Development Status**

The NRE phase will include the developmental engineering associated with the integration of a COTS propulsion pod system on Joint STARS. This will include all associated drawings, tech manual, flight test, and trainer modification to field a fully operational and supportable propulsion pod system upgrade. NRE is projected to be completed in the 3rd quarter FY09. This may require some reprogramming of funds.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				12.500		30.963	0	19.764		14.438		0.500
PROCUREMENT (3010)												
INSTALL KITS					3	14.145	1	4.890	1	5.490	5	26.340
KITS NONRECUR												
EQUIPMENT					[3]	80.155	[1]	27.716	[1]	31.115	[5]	149.265
EQUIP NONREC												
CHANGE ORDERS										1.000		1.000
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER						28.200		13.300		17.100		3.400
PMA						0.200		0.200		0.300		0.300
INSTALLATION OF HARDWARE												
FY-07			3 KITS						[3]	6.150		
FY-08			1 KITS						[1]	2.050		
FY-09			1 KITS								[1]	2.100
FY-10			5 KITS									
FY-11			5 KITS									
FY-12			3 KITS									
TOTAL INSTALL									4	8.200	1	2.100
TOTAL COST (BP-1100)					3	122.700	1	46.106	1	63.205	5	182.405
(Totals may not add due to rounding)												
INSTALLATION QTY									4		1	



**(Continued)**

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		0.500		0.500						79.165
PROCUREMENT (3010)										
INSTALL KITS	5	27.330	3	16.935					18	95.130
KITS NONRECUR										
EQUIPMENT	[5]	154.875	[3]	95.965					[18]	539.091
EQUIP NONREC										
CHANGE ORDERS		1.000								3.000
DATA										
SIM/TRAINER			[1]	1.200					[1]	1.200
SUPPORT-EQUIP										
OTHER				3.600		10.914				76.514
PMA		0.300		0.300		0.300				1.900
INSTALLATION OF HARDWARE										
FY-07			3 KITS						[3]	6.150
FY-08			1 KITS						[1]	2.050
FY-09			1 KITS						[1]	2.100
FY-10	[5]	10.700							[5]	10.700
FY-11			5 KITS	[5]	11.000				[5]	11.000
FY-12			3 KITS			[3]	6.700		[3]	6.700
TOTAL INSTALL	5	10.700	5	11.000	3	6.700			18	38.700
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	5	194.205	3	129.000		17.914			18	755.535
INSTALLATION QTY	5		5		3				18	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: RELIABILITY, MAINTAINABILITY, AVAILABILITY (RMA) and FLEET RETROFIT MODS MN-38200

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F Team INFO

**Description/Justification**

Joint STARS (JSTARS) Reliability, Maintainability & Availability (RMA) program monitors, identifies, evaluates, compares, and prioritizes projects that increase the RMA of the Joint STARS system. RMA also identifies corrective actions that produce the most favorable projected return on investment. With the production line complete, the RMA program is critical. Ongoing system-wide analyses identify areas for improvement, which then depend upon RMA funding for implementation into the fleet.

RMA modifications of aircraft and prime mission equipment enable the Air Force to achieve and maintain warfighter requirements for Mission Capability rates, aircraft availability levels and mission effectiveness. The JSTARS RMA program is for implementation of modifications, including low cost modifications, that are not covered by block upgrades or spiral development programs. These modifications are the result of but not limited to. Service Bulletins (SBs), Airworthiness Directives (ADs), obsolescence and Diminishing Manufacturing Sources/Material Shortages (DMS/MS) issues, Deficiency Reports (DRs), Class A/B/C mishaps, and Immediate and Urgent Time Compliance Technical Orders (TCTOs).

The RMA modification line was established to satisfy unforeseen requirements and to improve the Mission Capable (MC) rate for the E-8C fleet. The E-8C fleet continues to miss the ACC MC requirement, which validates the need to improve the MC rate through RMA projects.

This line includes all cost associated with non-recurring engineering (NRE) and the purchase and installation of RMA modifications into the Joint STARS system. Projects typical of the RMA line include the following:

Diminishing Manufacturing Sources/Material Shortages (DMS/MS), Fuel Quantity Indicating System (FQIS), fuel boost and override pump, fuel flow transmitters, Pressure Regulator Shut-Off Valve (PRSOV), Landing Gear Door Position Switches, Oil Pressure Transmitter, Digital Engine Pressure Ratio Transmitter (DEPRT), air cycle machine improvement, vapor cycle machine improvement, auxiliary hydraulic pump, engine driven hydraulic pump, flight control actuator components, FOO Screens, Nose Cowl, Potable H2O Deactivation, Flow Control Topping Sensor Warning Stencil, Pre-Cooler Fitting Replacement, Vapor Cycle Machine Prognostics, and Air Cycle Machine Prognostics. The priority of these efforts executed in a fiscal year can change based upon unplanned requirements and/or emergencies. FY04 funding included a Congressional Plus Up of \$3.5M for Joint STARS Re-engining.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		56.191		1.849		2.963		3.540		4.479		4.563
PMA				0.223		0.142		0.169		0.214		1.218

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		56.191		2.072		3.105		3.709		4.693		5.781
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		4.648		4.751		4.857				87.841
PMA		1.298		2.104		0.404				5.772
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		5.946		6.855		5.261				93.613
INSTALLATION QTY										

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: CSACI (COMBINED SATCOM/ABCCC CAPABILITY INSERTION) MN-38202  
 Models of Aircraft Affected: E-8C

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-8C Class P  
 PE 0207581F Team INFO

Center: ESC - Hanscom AFB, MA

**Description/Justification**

A CSAF mandate divested all functions from the Airborne Battlefield Command and Control Center (ABCCC) fleet in Oct 02 and ordered the migration of these capabilities to Joint STARS, AWACS and CRC using a synergistic employment scheme. When ABCCC divested, Joint STARS assumed 10 of the 14 tasks identified for migration.

Due to budget constraints, the Air Force created the CSACI program by merging the former SATCOM and ABCCC programs. This will deliver critically needed communications within approved funding and on time. To minimize costs and aircraft downtime during modification, the SATCOM and ABCCC installs will be executed as a single integrated program. One aircraft will receive CSACI during production and 16 will receive CSACI as modifications.

SATCOM will replace JSTARS' two obsolete and logistically unsupportable satellite radios with two ARC-231 radios. The ARC-231 provides mandatory Demand Assigned Multiple Access (DAMA) capability. ABCCC will install a 3rd satellite radio into JSTARS, specifically to accommodate the additional taskings created by retirement of the EC-130E and movement of the ABCCC mission from the retired EC-130E into JSTARS.

The total of three new satellite radios will provide JSTARS with access to the Dedicated Air Request Net, access to C2 Voice Net, compliance with Joint Technical Architecture (JTA) standards, and beyond-line-of-sight capability to receive and transmit secure voice and data. These capabilities allow near real time reliable information for the destruction of hostile targets while also providing the capability for a greater volume of communications simultaneously providing relief to "choke points".

CSACI Kits are ordered in various configurations and costs depending on whether an individual ABCCC Capability Insertion (ACI) kit, a SATCOM kit or a combined SATCOM ACI kit is needed for a particular aircraft.

Aircraft Breakdown: Active , Reserve 0, ANG 16, Total 16

**Development Status**

RDT&E for the DAMA SATCOM and ABCCC efforts have been completed.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		116.952										
PROCUREMENT (3010)												
INSTALL KITS	16	11.425										
KITS NONRECUR												
EQUIPMENT	16	21.299										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
.												
PMA		5.813		0.300								

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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		4 KITS	4	2.398								
FY-04		3 KITS	3	1.798								
FY-05		9 KITS			[9]	6.270						
TOTAL INSTALL			7	4.196	9	6.270						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			16	42.733		6.570						
INSTALLATION QTY			7		9							



UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: KILL CHAIN ENHANCEMENT MODIFICATIONS MN-38203  
 Models of Aircraft Affected: E-8C

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-8C Class P  
 PE 0207581F Team INFO

Center: ESC - Hanscom AFB, MA

**Description/Justification**

To proceed from enemy identification to engagement (executing the 'kill chain'), the warfighter must find, fix, track, target and engage enemy threats, as well as assess the overall battlespace. The Joint STARS Kill Chain Enhancement / Spiral Development program monitors, identifies, evaluates, compares and prioritizes projects that expediently deliver warfighting capabilities to help the warfighter win and survive in today's complex battlefield. The program is focused on rapid implementation and delivery, rather than long-term production prior to the useable capability. The Air Force will implement emerging technologies that greatly increase system and system-of-systems capability, as well as interoperability with Joint Service, allied, and coalition systems. Efforts executed typically arise out of warfighter experiments, exercises or real world lessons learned. In either case, the Air Force has a rigorous process in place to prioritize these enhancements. FY03/04 provided Tracker Improvements (which included time critical targeting efforts), trainer mods, Reduced Vertical Separation Minimums (RVSM) kit buys, and other related costs.

Representative efforts in FY07 on out include imagery comparison, UAV software improvements, Broadcast Intel track correlation, multi-sensor radar service and tracker improvements, time critical targeting initiatives, IP enabling technologies to enhance C2 and shorten the kill chain, machine-to-machine data exchange, enhanced targeting and interdiction, radar & SAR enhancements. Examples include Interim Capability for Airborne Networking (ICAN), Network Centric Collaborative Targeting (NCCT) Enhanced Land Maritime Mode (ELMM), weapons guidance, and Diminishing Manufacturing Sources (DMS).

Current budgeted dollars reflect the most likely cost of the above modifications. There is a small chance that the contractor-DoD team could field these modifications at lower than expected cost, or that other low cost candidate enhancements will come to the forefront that rank more highly. Candidates typically arise out of warfighter experiments, exercises or real world lessons learned. In either case, the Air Force has a rigorous process in place to prioritize potential enhancements. Prioritization is based on immediate benefit to the warfighter, technical feasibility, and overall executability. All candidates will: (1) greatly improve system capability with respect to finding, fixing, tracking or targeting enemy targets or assessing the battlespace; (2) be within the current budget; and (3) be executed within contractual and fiscal guidelines and regulations.

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

**Development Status**

Program identifies, develops and implements high priority projects that are identified during warfighter experiments, exercises or real world lessons learned.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		42.639		14.108		3.918		3.744		3.010		2.871
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT		1.426		1.500		2.196		0.100		0.100		0.100
INTEGRATION		27.758		9.477		4.061		1.374		1.913		1.973



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		29.184		10.977		6.257		1.474		2.013		2.073
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		3.158		5.022		6.340				84.810
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
PROGRAM MNGMT		0.100		0.100		0.200				5.822
INTEGRATION		2.000		2.000		3.406				53.962
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		2.100		2.100		3.606				59.784
INSTALLATION QTY										

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: JTRS INTEGRATION MN-38205

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Models of Aircraft Affected: E-8B

Center: ESC - Hanscom AFB, MA

PE 0207581F Team INFO

**Description/Justification**

This program will begin the multi-phase installation of the Joint Tactical Radio System (JTRS) into the E-8C Joint STARS. JTRS will provide DoD a common family of software programmable radios for reliable multi-channel voice, data, imagery and video communications. JTRS radios will be modular, scaleable, backwards-compatible and network capable, and will mitigate communications problems caused by unique "stovepiped" legacy systems.

JTRS radios will be integrated into the E-8C (i.e., replace current radios) in three phases. Phase I will provide the E-8C with the capability to receive data via the Integrated Broadcast Service (IBS). In addition, this phase will provide a new Link 16 capability to resolve Diminishing Manufacturing Sources (DMS) and Crypto Modification issues, plus a Mobile User Objective System (MUOS) SATCOM channel with increased band width. Further phases will be defined as operational and logistical requirements dictate which E-8C radios must be replaced.

JSTARS PE (0207581F) Funding will acquire four (4) Phase I Upgrade Group A Kits, including all other acquisition costs (i.e.; PMA, tech data, etc.). Seven will be installed on operational aircraft in FY09, FY10, FY11, FY12.

The JTRS program PE (0207423F) will also acquire five (5) and install four (4) A Kits for JSTARS, including all other acquisition costs (PMA, tech data, etc) from FY09-11. The funds in that JTRS Program Element are reflected in the "Other" line in the Projected Financial Plan section of this P-3A, as well as being reflected just below this description. Funding will include the following:

FY09 \$6.206M, procure 2 kits  
FY10 \$7.277M, procure 2 kits, install 2 kits  
FY11 \$5.156M, procure 1 kit, install 2 kits

Funding costs below are solely in the Joint Stars PE.

Retrofitting the remainder of the fleet (including the test and training aircraft) will be done when funds are available.

PMA supports all modification efforts.

Aircraft Breakdown: Active 0, Reserve 0, ANG 11, Total 11

**Development Status**

Development of the JTRS Phase I implementation will start in FY08 and will be completed in FY09 and then Phases II and III will commence.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.199					7.059		12.912			1.081
PROCUREMENT (3010)												
INSTALL KITS									3	3.515	2	5.984
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												0.150
DATA												0.878
SIM/TRAINER									[1]	0.400		
SUPPORT-EQUIP										0.280		0.230
PMA										0.060		0.200
OTHER										6.454		2.752

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-09			3 KITS						[3]			1.696
FY-10			2 KITS								[2]	
FY-11			4 KITS									
FY-12			2 KITS									
TOTAL INSTALL									3		2	1.696
TOTAL COST (BP-1100)									3	10.709	2	11.890
(Totals may not add due to rounding)												
INSTALLATION QTY									3		2	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.548								21.799
PROCUREMENT (3010)										
INSTALL KITS	4	3.660	2	3.847					11	17.006
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.150
DATA		0.539								1.417
SIM/TRAINER									[1]	0.400
SUPPORT-EQUIP										0.510
PMA		0.200		0.200		0.200				0.860
OTHER		2.838				3.835				15.879
INSTALLATION OF HARDWARE										
FY-09			3 KITS						[3]	1.696
FY-10		2.600	2 KITS						[2]	2.600
FY-11	[4]		4 KITS						[4]	
FY-12			2 KITS	[2]					[2]	
TOTAL INSTALL	4	2.600	2						11	4.296
TOTAL COST (BP-1100)	4	9.837	2	4.047		4.035			11	40.518
(Totals may not add due to rounding)										
INSTALLATION QTY	4		2						11	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<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)							11/08	11/09	11/10
Delivery Date (Month/CY)							05/09	05/10	05/11

Installation Schedule

	Quarter	<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>			
		1	2	3	4	1	2	3	4	1	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

01/26/2007  
FY 2008 PB

Modification Title and No: Communications Navigation Surveillance/Air Traffic Management (CNS/ATM) MN-38206

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F Team INFO

**Description/Justification**

The tremendous growth in air traffic presents increasing challenges for air traffic service providers, air carriers, and the military. Such growth is straining air base capacity and airport resources. The present air traffic control system requires significant upgrades to increase system capacity and flight efficiency while continuing to meet Flight Safety Standards

**TCAS/Mode S**

FY05 Omnibus approved acceleration of Traffic Alert Collision Avoidance System (TCAS) beginning in FY05 by adding \$8.560M for TCAS. Current schedule supports kit buys and installation, to be sourced from same funds with the addition of \$11.3M added in FY06. Current funding supports the TCAS installation schedule of 18 installs (17 operational jets and 1 In-Flight Trainer (T-1)) beginning in Dec 2007.

**CNS/ATM**

The CNS/ATM mod is required due to increasingly restrictive standards for access to European, trans-Atlantic, and trans-Pacific airspace. International Civil Aviation Organization (ICAO), Federal Aviation Administration (FAA) and other civil aviation authorities are implementing Communications, Navigation, Surveillance, and Air Traffic Management (CNS/ATM), formerly GATM architectures. In order for military aircraft to fly in civil airspace unrestricted, compliance with CNS/ATM is mandatory. This modification is required to implement CNS/ATM in the E-8C JSTARS fleet in compliance with an AF-wide initiative. Items include Global Positioning System (GPS)/Flight Management System (FMS) upgrade; integrated TCAS capability; Terrain Avoidance Warning System (TAWS) capability; and upgrades to the Flight Data Recorder (FDR), Cockpit Voice Recorder (CVR), and Emergency Locator Transmitter (ELT). Also planned for inclusion is Mode 5/S, 8.33kHz VHF radio capability, Controller Pilot Data Link Communications (CPDLC) capability, Automatic Dependent Surveillance - A & B (ADS-A)(ADS-B), Very High Frequency Data Link (VHF DL), SATCOM Voice & Data, High Frequency Data Link (HF DL), Aeronautical Telecommunications Network (ATN), and Required Navigation Performance 1, 2, & 4 (RNP-1)(RNP-2) and (RNP-4). These efforts will meet baseline requirements called out in the Air Force Capstone Requirements Document (CRD-1).

Program Decision Memorandum 1 in Dec 05 deleted CNS/ATM Procurement funding throughout the FYDP. A subsequent deletion of FY08 RDT&E funding has forced a restructure of the fully integrated, all-inclusive CNS/ATM program to a spiral development, incremental delivery approach for each component of full CNS/ATM capabilities. The initial spiral will incorporate 8.33 kHz VHF radio capability and retain the accelerated TCAS installation. The incremental delivery of 8.33 kHz VHF radio capability will include upgrade of the two Weapon System Trainers (WST) and Navigator Training System (NTS). Installations will be implemented on aircraft as funding becomes available.

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

**Development Status**

The CNS/ATM development contract was awarded in Apr 04 with a follow on award for the full-up development efforts in Aug 04, with completion scheduled to occur in FY08. Prior year development activities addressed risk reduction efforts and were funded via Congressional plus ups.

TCAS development was sourced with WRAP funding (\$4.499M).

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		64.167		27.328		35.157						
PROCUREMENT (3010)												
INSTALL KITS	8	0.423	10	0.676								
KITS NONRECUR EQUIPMENT	8	1.990	[10]	5.892								
EQUIP NONREC CHANGE ORDERS		0.146		0.235								
DATA		0.701		0.358								
SIM/TRAINER SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
PMA		0.201		0.259								
OTHER				0.008								
GFE	8	1.606	[10]	1.949								
INSTALLATION OF HARDWARE												
FY-05           8 KITS		3.493			[8]							
FY-06           10 KITS				5.598			[10]					
TOTAL INSTALL		3.493		5.598	8		10					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	8	8.560	10	14.975								
INSTALLATION QTY					8		10					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										126.652
PROCUREMENT (3010)										
INSTALL KITS									18	1.099
KITS NONRECUR										
EQUIPMENT									[18]	7.882
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.381
SIM/TRAINER										
SUPPORT-EQUIP										1.059
PMA										0.460
OTHER										0.008
GFE									[18]	3.555
INSTALLATION OF HARDWARE										
FY-05		8 KITS							[8]	3.493
FY-06		10 KITS							[10]	5.598
TOTAL INSTALL									18	9.091
TOTAL COST (BP-1100)									18	23.535
(Totals may not add due to rounding)										
INSTALLATION QTY									18	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 5 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)							12/06	12/06
Delivery Date (Month/CY)							03/07	05/07

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>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input																																	
Output																																	
Quarter	1	2	3	4																													
Input	2	3	3	2																													
Output	2	3	3	2																													



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: Affordable Moving Surface Target Engagement (AMSTE) MN-38208

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

**Description/Justification**

The E-8 Joint STARS AMSTE program is a result of the previous efforts accomplished under the Defense Advanced Research Project Agency (DARPA) AMSTE program. DARPA demonstrated execution of the Find, Fix, Track, Target, Engage and Assess (F2T2EA) kill chain for mobile land-based targets in 2002. A later demo, Resultant Fury 2005, adapted the AMSTE capabilities to perform maritime interdiction operations, providing target discrimination and precision engagement in near all-weather conditions against mobile-maritime surface targets. ELMM is a lead-in effort for AMSTE that provides enhancement in location and tracking capability.

The CSAF has directed implementation of the AMSTE capability on Joint STARS as soon as possible based on operational needs to meet Maritime Interdiction shortfalls.

AMSTE will employ advanced radar modes to increase Joint STARS location and tracking capability for Long Term Track Maintenance (LTTM) in maritime and terrestrial environments. Additionally, AMSTE will provide an engagement capability for maritime interdiction operations. Two E-8 platforms must be employed for AMSTE engagement operations, communicating via an interplatform data-link (IPDL). As potential maritime targets are identified for engagement, Joint STARS will coordinate release of a precision guided weapon from the delivery platform and will provide continual precision location information to the weapon in flight via a Weapon Data Link (WDL).

Proposed implementation will retrofit 17 operational Joint STARS aircraft and 2 trainers (maintainer/crew) and one test aircraft (funded with RDT&E).

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

**Development Status**

AMSTE pre-contract planning began Dec 05; development started in Dec 06.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						41.238		4.000				
PROCUREMENT (3010)												
INSTALL KITS					4	2.852	13	16.080				
KITS NONRECUR								1.148				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						1.279		0.435				
DATA						0.046		0.641		0.117		
SIM/TRAINER							[1]	1.410				
SUPPORT-EQUIP						0.090		0.043				
INSTALLATION OF H							[17]	5.817				
PMA						0.109		0.373		0.044		
TRAINING								0.092		0.030		
OTHER						1.724		2.361		0.609		

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-07					[4]							
FY-08							[13]					
TOTAL INSTALL					4		13					
TOTAL COST (BP-1100)					4	6.100	13	28.400		0.800		
(Totals may not add due to rounding)												
INSTALLATION QTY					4		13					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										45.238
PROCUREMENT (3010)										
INSTALL KITS									17	18.932
KITS NONRECUR										1.148
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										1.714
DATA										0.804
SIM/TRAINER									[1]	1.410
SUPPORT-EQUIP										0.133
INSTALLATION OF H									[17]	5.817
PMA										0.526
TRAINING										0.122
OTHER										4.694
INSTALLATION OF HARDWARE										
FY-07			4	KITS						[4]
FY-08			13	KITS						[13]
TOTAL INSTALL										17
TOTAL COST (BP-1100)										17
(Totals may not add due to rounding)										35.300
INSTALLATION QTY										17

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									4	2	4	4	3			
Output										3	5	5	4			

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: H-1					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$33.764	\$40.275	\$22.112	\$13.338	\$18.778	\$2.550	\$2.580	\$2.609	

This line item funds modifications to the UH-1N aircraft. The two engine UH-1N is a light, utility helicopter primarily used for missile site and range support and distinguished visitor airlift support. The modifications in FY08/09 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	8846	UH-1N TAIL BOOM REPLACE	1.0	5.3	5.1	3.5	0.8	0.3				16.0
<b>TOTAL FOR CLASS P-S</b>			1.0	5.3	5.1	3.5	0.8	0.3	0.0	0.0	0.0	16.0
P	_1135	UH-1N SIMULATOR UPGRAD			8.7	0.5						9.2
	_2802	HUEY II MODERNIZATION	28.3	31.4	7.7	7.9	17.1	1.7	1.0	1.0		101.9
	_6019	FORWARD LOOKING INFARE	2.6									3.5
	8839	NIGHT VISION INSTRUMENT	1.0	2.8								3.9
	99999X	LOW COST MODIFICATIONS	0.8	0.7	0.6	1.4	0.9	0.6	1.6	1.6		10.8
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			32.8	35.0	17.0	9.8	18.0	2.3	2.6	2.6	0.0	129.4
<b>TOTAL FOR WEAPON SYSTEM H-1</b>			33.8	40.3	22.1	13.3	18.8	2.6	2.6	2.6	0.0	145.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 56	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: UH-1N SIMULATOR UPGRADE MN-\_1135

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

Models of Aircraft Affected: UH-1N

Center: AETC Randolph AFB San Antonio, TX

PE 0207597F

Team AIR

**Description/Justification**

This program will modify and upgrade UH-1N Operational Flight Trainers at Kirtland AFB, NM due to component obsolescence. These efforts are part of a collaborative investment strategy that will simultaneously upgrade simulators for the HH-60G, MC-130H, and MC-130P aircraft systems. The concurrent upgrades are designed to leverage system synergies and maximize investment with minimum downtime. UH-1N Simulator components to be upgraded include: image generators, host computers, Electronic Warfare (EW) equipment, instructor operator and motion stations. Pilot simulator training is more efficient and provides greater throughput than actual aircraft training.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							1	7.091				
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.385				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								1.217		0.196		
INSTALLATION OF HARDWARE												
FY-08										[1]	0.328	
TOTAL INSTALL										1	0.328	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								1	8.693		0.524	
INSTALLATION QTY										1		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	7.091
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.385
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.413
INSTALLATION OF HARDWARE										
FY-08			1	KITS					[1]	0.328
TOTAL INSTALL									1	0.328
TOTAL COST (BP-1100)									1	9.217
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 16 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: HUEY II MODERNIZATION MN-\_2802

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

Models of Aircraft Affected: UH-1H

Center: WRALC Robins AFB GA

PE 84747F Team

**Description/Justification**

This program will modernize existing UH-1H airframes and convert them into a TH-1H (Huey II) helicopter configuration. The U.S. Army has trained USAF H-1 pilots since 1972 at no cost due to excess capacity. In Oct 2004, the Army transitioned to a new flight school and train on a new airframe to better meet internal Army requirements and will no longer have the resources to train AF pilots. Due to currently mandated specialized undergraduate helicopter pilot training requirements, the USAF will take possession of 40 former Army UH-1H aircraft (24 operational and 16 for parts).

The modifications will be conducted at a contractor facility and be installed real-time. Planned changes include upgrading/replacing the engine, transmission, gearbox, rotor blades, tail boom and drive system. These efforts will yield an increased internal payload and an enhanced avionics suite. The improved reliability and maintainability of the Huey II will result in a helicopter that requires significantly less maintenance time than that for the UH-1H. This industry-standard modernization program is a cost effective specialized undergraduate helicopter pilot training solution that will ensure the reliability and supportability of the aircraft through 2025.

FY 2005 funds will modify one UH-1H airframe as the trial install aircraft to the Huey II configuration.  
FY 2006 funds will modify nine UH-1H airframes to the Huey II configuration.  
FY 2007 funds will modify six UH-1H airframes to the Huey II configuration.  
FY 2008 funds will modify two UH-1H airframes to the Huey II configuration.  
FY 2009 funds will modify two UH-1H airframes to the Huey II configuration.  
FY 2010 funds will modify four UH-1H airframes to the Huey II configuration.

Installations are not separately priced.

Aircraft Breakdown: Active 24, Reserve 0, ANG 0, Total 24

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	1	5.088	9	27.841	6	24.739	2	7.347	2	7.503	4	16.493
EQUIP NONREC												
CHANGE ORDERS				0.386		0.270		0.275		0.279		0.284
DATA												
SIM/TRAINER					[2]	6.289						
SUPPORT-EQUIP												0.210
OGC		0.768		0.100		0.100		0.100		0.100		0.100



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-05	1											
FY-06			[9]									
FY-07					[6]							
FY-08							[2]					
FY-09									[2]			
FY-10												[4]
TOTAL INSTALL	1		9		6		2		2			4
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	5.856	9	28.327	6	31.398	2	7.722	2	7.882	4	17.087
INSTALLATION QTY	1		9		6		2		2			4



01/26/2007  
 FY 2008 PB  
 Modification Title and No: FORWARD LOOKING INFARED SYSTEM MN-\_6019

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: UH-1N

Center: WRALC Robins AFB GA

PE 0101235F

Team SPACE

**Description/Justification**

This modification procures Forward Looking Infrared (FLIR) for Air Force Space Command's fleet of UH-1Ns for target identification and surveillance in support of ICBM and spacelift operations. FLIR provides the ability to detect intruders, day or night, and in varied terrain and environmental conditions. It will also improve existing capabilities to locate and identify camouflaged or hidden forces, support movement of nuclear weapons during ICBM convoy operations, and provide a concise tactical assessment for response force employment and recapture. Procurement meets the requirement of Combat Mission Needs Statement 01-130.

Aircraft Breakdown: Active 29, Reserve 0, ANG 0, Total 29

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.613								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.890										
INSTAL												
FLT TEST												
TOTAL COST (BP-1100)		0.890	27	2.613								
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.613
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.890
INSTAL										
FLT TEST										
TOTAL COST (BP-1100)									27	3.503
(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-04</u>	<u>FY-05</u>
Contract Date (Month/CY)		02/05
Delivery Date (Month/CY)		05/05

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: NIGHT VISION INSTRUMENT COCKPIT LIGHTING MN-8839

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

Models of Aircraft Affected: UH-1N

Center:

PE

Team

**Description/Justification**

This program will modify all UH-1N cockpit lighting making them compatible with Night Vision Goggles (NVGs). Incompatible cockpit lighting configurations fail to illuminate vital switches and gauges, disable critical monitoring/warning devices, contribute to spatial disorientation, and are a contributing factor to mishaps. The need for real-world threat missions and realistic training necessitates NVG operations--higher risk factor for crews without NVG compatible lighting.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			17	0.652	45	2.119						
KITS NONRECUR			[1]	0.318								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[2]	0.443						
SUPPORT-EQUIP												
INSTALL												
OGC				0.037		0.149						
FLT TEST												
INSTALLATION OF HARDWARE												
FY-06			17 KITS		[17]	0.039						
FY-07			45 KITS				[45]	0.136				
TOTAL INSTALL					17	0.039	45	0.136				
TOTAL COST (BP-1100)					17	1.046	45	2.847				
(Totals may not add due to rounding)												
INSTALLATION QTY					17		45					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.771
KITS NONRECUR									[1]	0.318
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[2]	0.443
SUPPORT-EQUIP										
INSTALL										
OGC										0.186
FLT TEST										
INSTALLATION OF HARDWARE										
FY-06		17 KITS							[17]	0.039
FY-07		45 KITS							[45]	0.136
TOTAL INSTALL									62	0.175
TOTAL COST (BP-1100)									62	3.893
(Totals may not add due to rounding)										
INSTALLATION QTY									62	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Input								17		15	15	
Output								17		15	15	15

01/26/2007  
 FY 2008 PB  
 Modification Title and No: UH-1N TAIL BOOM REPLACEMENT MN-8846

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: UH-1N

Center: WRALC Robins AFB GA

PE Team

**Description/Justification**

The program will remove and replace aging tailbooms with new tail booms on UH-1N helicopters. Current tail booms are approaching 37 years of age and have accumulated on average 10,925 flight hours. Due to the high number of hours, the occurrence of fatigue cracks i bulkheads, longerons and skins is expected to accelerate. This will result in extended maintenance downtime as well as increased frequency of special inspections, resulting in reduced aircraft availability and degraded mission capable rates.

The mod will be an O/I level install.

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

**Development Status**

None Required

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.280	26	4.037	26	4.298	7	2.831	1	0.757
KITS NONRECUR			1	0.714								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						1.248						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC							0.848		0.687			0.010
FLT TEST												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	0.994	26	5.285	26	5.146	7	3.518	1	0.767

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									61	12.203
KITS NONRECUR									1	0.714
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.248
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.276								1.821
FLT TEST										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)		0.276							62	15.986

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 17 Months

Follow-On Lead Time: 23 Months

Milestones

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



01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: LOW COST MODIFICATIONS

Center: WRALC Robins AFB GA

PE 0101235F

Team SPACE

**Description/Justification**

Low cost modifications.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.602		0.784		0.728		0.551		1.414		0.924
TOTAL COST (BP-1100)		2.602		0.784		0.728		0.551		1.414		0.924
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.621		1.580		1.609				10.813
TOTAL COST (BP-1100)		0.621		1.580		1.609				10.813
(Totals may not add due to rounding)		0.621		1.580		1.609				10.813

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>												
Delivery Date (Month/CY)															

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HH-60					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$60.006	\$16.677	\$19.565	\$0.530	\$6.596	\$4.692	\$4.828	\$4.924	

This line item funds modifications to the HH-60 helicopter. The HH-60 is a twin engine, aerial refuelable helicopter capable of performing combat search and rescue missions day or night. The major modification effort budgeted in FY08/09 is to upgrade the communications and navigations systems. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_1072	Dual Enginer Contingency Powe	4.8	2.4								10.6
	8254	ALTITUDE HOLD AND HOVE	9.2									9.2
	8496	KIRTLAND SIM UPGRADES	11.5	3.2	19.6	0.5						37.3
	8560	SERVICE LIFE EXTENSION P	1.0	4.0								15.4
	99999S	SERVICE BULLETINS					6.6	4.7	4.8	4.9		21.0
	99999X	LOW COST MODIFICATIONS	0.0	0.0			0.0	0.0				0.9
	ARR	701C ENGINE AND GEARBO	12.5	1.4								70.5
	T8415	UPGRADE COMMUNICATION	21.1	5.7								160.7
	Z88888	REPROGRAMMINGS	-0.0	0.0								
<b>TOTAL FOR CLASS P</b>			60.0	16.7	19.6	0.5	6.6	4.7	4.8	4.9	0.0	325.6
<b>TOTAL FOR WEAPON SYSTEM HH-60</b>			60.0	16.7	19.6	0.5	6.6	4.7	4.8	4.9	0.0	325.6

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

	P-1 SHOPP LIST ITEM NO. 57	PAGE NO. 1	
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01/26/2007  
 FY 2008 PB  
 Modification Title and No: Dual Engine Contingency Power MN-\_1072

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P  
 PE 0207224F Team AIR

Models of Aircraft Affected: HH-60

Center: WRALC Robins AFB GA

**Description/Justification**

Dual Engine Contingency Power:

The USAF has a requirement to provide the availability of maximum engine power to the HH-60G Combat Search and Rescue (CSAR) Helicopter. This program modifies 89 HH60G Helicopters with a Dual Engine Control Unit capability which allows the use of maximum engine power during emergency/power constrained situations. This modification will provide extra power availability to assist in preventing uncontrolled impacts with the ground as a result of limited power during high altitude, high temperature and high gross weight conditions. This modification will also upgrade the existing H-60 Weapon System Trainer and H-60 Operational Flight Trainer.

Note: Installation cost for Trial Install kit and installation is accounted for in the NRE line.

Aircraft Breakdown: Active 56, Reserve 15, ANG 18, Total 89

**Development Status**

No RDT&E Required

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	26	0.200	62	1.230								
KITS NONRECUR	1	1.330										
EQUIPMENT	27	0.500	[62]	2.800								
EQUIP NONREC												
CHANGE ORDERS						0.260						
DATA		0.500										
SIM/TRAINER			[2]									
SUPPORT-EQUIP		0.250										
FLT TEST		0.500										
OGC		0.120		0.160		0.160						
INSTALLATION OF HARDWARE												
FY-05			27 KITS									
FY-06			62 KITS			[62]	1.940					
TOTAL INSTALL	1		26	0.610	62	1.940						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	27	3.400	62	4.800		2.360						
INSTALLATION QTY	1		26		62							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									88	1.430
KITS NONRECUR									1	1.330
EQUIPMENT									[89]	3.300
EQUIP NONREC										
CHANGE ORDERS										0.260
DATA										0.500
SIM/TRAINER									[2]	
SUPPORT-EQUIP										0.250
FLT TEST										0.500
OGC										0.440
INSTALLATION OF HARDWARE										
FY-05		27 KITS							[27]	0.610
FY-06		62 KITS							[62]	1.940
TOTAL INSTALL									89	2.550
TOTAL COST (BP-1100)									89	10.560
(Totals may not add due to rounding)										
INSTALLATION QTY									89	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1	6	7	6	7	15	16	15	16				
Output								1	6	7	6	7	15	16	15	16				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: ALTITUDE HOLD AND HOVER SYSTEM (AHHS) MN-8254

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P  
PE 0207224F Team AIR

**Description/Justification**

The HH-60 Helicopter Altitude Hold and Hover Stabilization System (AHHS) will provide a barometric and radar altitude hold capability and long-term stabilization of a hovering helicopter relative to the earth's surface. AHHS will decrease pilot workload and increase safety during over water and reduced visibility operation. This modification also includes installing the Improved Cyclic and collective Grips. Mods to the PAVE HAWK has resulted in additional weapon, mission, and flight control systems that exceeds the switch capacity of the standard flight control grips and weapon, mission and flight control switches are not readily accessible to the pilot and co-pilot. The Improved Cyclic and Collective Grips will provide ready access to controls for basic aircraft equipment and specific mission equipment mods. Without the improved grips aircrews will continue to experience a higher level of pilot workload. The Improved AHHS will provide digital capabilities for hands off landing in low visibility and dustout conditions. FY06 funding was received in 4Q FY06 as part of the Global War on Terrorism (GWOT) supplemental funding line. This supplemental appropriation provides for the procurement and installation of 100 AHHS kits. Based aircraft availability and install time requirements the installations will continue through FY09 and into FY10. Adjustments to the FY09 APOM will be required to compensate for this installation schedule.

Aircraft Breakdown: Active 67, Reserve 15, ANG 18, Total 100

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			100	1.000								
KITS NONRECUR			[1]	4.000								
EQUIPMENT			[100]	2.500								
EQUIP NONREC			[1]	0.035								
CHANGE ORDERS												
DATA				0.165								
SIM/TRAINER			[2]	0.200								
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 100 KITS			[100]	1.300								
TOTAL INSTALL			100	1.300								
TOTAL COST (BP-1100)			100	9.200								
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.000
KITS NONRECUR									[1]	4.000
EQUIPMENT									[100]	2.500
EQUIP NONREC									[1]	0.035
CHANGE ORDERS										
DATA										0.165
SIM/TRAINER									[2]	0.200
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06           100 KITS									[100]	1.300
TOTAL INSTALL									100	1.300
TOTAL COST (BP-1100)									100	9.200
(Totals may not add due to rounding)										
INSTALLATION QTY									100	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input								0			8		8	8	8	8	8	8	8	8	8	8	8	8	10	10
Output											8	8	8	8	8	8	8	8	8	8	8	8	10	10		

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: KIRTLAND SIM UPGRADES MN-8496

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60 Sim

Center: OO-ALC - Hill AFB, UT

PE 0207224F

Team AIR

**Description/Justification**

HH-60 Weapons System Trainer (WST) and Operational Flight Trainer (OFT) are sole Air Force training devices used to provide initial, upgrade, instructor, and simulator refresher training to CSAR HH-60 Helicopter aircrew members. The training devices provide high fidelity simulations of the HH-60G Helicopter cockpit and trains aircrew in aircraft system performance and flight characteristics. Accurate simulation is vital to the safe operation of the aircraft. The current upgrade efforts are intended to vastly improve the fidelity of the training devices. These modifications to the simulator systems will upgrade the obsolete image generators, host computers, avionics, and Electronic Warfare (EW) equipment. Additional computer capacity will enable continued operation of the training devices and concurrency with the aircraft. These efforts will also correct known deficiencies in helicopter aerodynamics model and more accurately replicate the actual high altitude performance of the aircraft. Helicopter mishaps in SWA and CONUS have been attributed to aircrew unfamiliarity with high altitude helicopter operations. All efforts run an average of 16 months to complete, but are dependant on training schedule and mission priority.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A - No RDT&E Required

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	1	2.460	[1]	11.500	[1]	3.233	[1]	19.565	[1]	0.530		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		2.460		11.500		3.233		19.565		0.530		
(Totals may not add due to rounding)												
INSTALLATION QTY												



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									[5]	37.288
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										37.288
INSTALLATION QTY										

Method of Implementation: CLS

Initial Lead Time: 25 Months

Follow-On Lead Time: 15 Months

Milestones

	<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)	09/05	04/06	01/07	01/08	01/08	01/09
Delivery Date (Month/CY)	10/07	07/07	04/08	04/09	04/09	04/10

Installation Schedule

		<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>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	Input																																
	Output																																
Quarter	Input																																
	Output																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 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: HH-60 Class P  
 PE 0207224F Team AIR

Center: WRALC Robins AFB GA

**Description/Justification**

The USAF has established a requirement for HH-60G helicopters to extend use as their primary Combat Search and Rescue (CSAR) helicopter through CY2015. Because of the H-60 Personal Recovery Vehicle program, the SLEP program has been restructured to a Structural Integrity Program (SIP). Current in Service estimates indicate the helicopter structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. This modification funds SIP for 10 of the oldest HH-60Gs, which were procured in FY81 and FY82 and 19 FY87-FY89 HH-60s with the highest flying hours. Program will be executed in two phases. The first phase is the tail rotor pylon and the second phase will incorporate the remainder of mission critical areas identified to add 10,000 flight hours to the airframe. Funding for the installation of the tail install kits is paid for in the NRE lines. First tail pylon install was in FY04. The first phase two install begins in FY06. With past program budget cuts, inflation cost and scope of mod increases, current funding profile will accomplish 10 tail pylon modifications and 7 complete aircraft SIP modifications through FY06.

Note: Total installs consist of 10 tail pylon SIP kits and 7 acft SIP kits

Aircraft Breakdown: Active 17, Reserve 0, ANG 0, Total 17

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	15	0.896										
KITS NONRECUR	2	8.700										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.080		0.835								
DATA		0.300										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.219		0.150		0.050						
INSTALLATION OF HARDWARE												
FY-01	1		1									
FY-04	9	0.239										
FY-05	7						[7]	3.910				
TOTAL INSTALL	10	0.239					7	3.910				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	17	10.434		0.985		3.960						
INSTALLATION QTY	10					7						



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: 701C ENGINE AND GEARBOX UPGRADE MN-ARR  
 Models of Aircraft Affected: HH-60G

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P  
 PE 0207224F Team AIR

Center: WRALC Robins AFB GA

**Description/Justification**

701C Engine and Gearbox Description/Justification

This program modifies 36 pre-1990 HH-60Gs with an improved durability gearbox, rotor-brake, and T-701C engines. 13 ANG modifications were previously completed under this program but competing priorities delayed funding for Active Component aircraft until FY05. Remaining 21 aircraft will be upgraded with the new engines, improved gearbox, and rotor-brake beginning in FY05 (17 in FY05 and five in FY06). Additionally, six 1991 transition aircraft were produced with T701C engines and improved gearbox but require rotor-brake modification (all six in FY07). The funding profile allows concurrent installation at multiple locations in minimum time with minimal impact to aircraft availability. This modification increases power available by 20% providing acceptable power margins at high altitudes and in hot environments. These are the last 21 aircraft in the fleet of 101 that require this modification. Completion will standardize the fleet.

Note: Last 6 kits are Rotor Brake kits for 87-89 model H-60 which were received from SAC with 701C engines and durability gearboxes. The lead time for procurement of the R/B kits is less than 18 months.

Aircraft Breakdown: Active 21, Reserve 0, ANG 13, Total 34

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	30	13.357	4	3.875		0.500						
KITS NONRECUR		0.745										
EQUIPMENT	13	4.870										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.100				0.090						
SIM/TRAINER												
SUPPORT-EQUIP		0.068										
ENGINE	56	34.588	[10]	5.763								
OGC		1.062		0.264		0.125						
INSTALLATION OF HARDWARE												
FY-98	6	0.706										
FY-99	7	1.120										
FY-05	17		[17]	2.550								
FY-06	4					[4]	0.725					
TOTAL INSTALL	13	1.826	17	2.550	4	0.725						
TOTAL COST (BP-1100)	30	56.616	4	12.452		1.440						
(Totals may not add due to rounding)												
INSTALLATION QTY	13				7							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									34	17.732
KITS NONRECUR										0.745
EQUIPMENT									[13]	4.870
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.190
SIM/TRAINER										
SUPPORT-EQUIP										0.068
ENGINE									[66]	40.351
OGC										1.451
INSTALLATION OF HARDWARE										
FY-98		6 KITS							[6]	0.706
FY-99		7 KITS							[7]	1.120
FY-05		17 KITS							[17]	2.550
FY-06		4 KITS							[4]	0.725
TOTAL INSTALL									34	5.101
TOTAL COST (BP-1100)									34	70.508
(Totals may not add due to rounding)										
INSTALLATION QTY									34	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 18 Months

Milestones

	<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)		09/98	06/99						05/05	11/05
Delivery Date (Month/CY)		09/99	12/00						11/06	05/07

Installation Schedule

	Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																	
Output														6	2	2	2	1															
														6	2	2	2	1															
Quarter	1	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>															
Input										1				3	3	2	2	2	2	2	2	2	1										
Output														1		3	3	3	2	2	2	2	2	1									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

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: HH-60 Class P  
PE 0207224F Team AIR

**Description/Justification**

Modifies the HH60G fleet with upgraded communications and navigation systems and integrated electronic warfare systems through a four phase sequential approach (also known as Block 152 upgrade). The HH60G Self Protection System (Mod 6590) is a prerequisite. Phase A adds SATCOM over-the-horizon communications (FY00-FY05). i486 CDU upgrade (Mod 8494) is a prerequisite to Phase B which adds HAVE CSAR for near-real-time threat/survivor awareness (FY01-FY05). Phase C provides external mounting of weapons systems (FY02-FY07). Phase D adds next generation radar warning receiver, corrects night vision goggle (NVG) interior/exterior lighting deficiencies, and adds NVG helmet mounted heads-up display (FY03-FY09). This modification corrects human factors, safety, and mission equipment deficiencies dating back to Operation DESERT STORM and significantly increases survivability. Due to the limited availability of these Low Density/High Demand aircraft, down time will be minimized by concurrent phase installations as much as possible. Installations are conducted by multiple methods (contractor facility or contractor field team) depending on phase. Initial and follow-on lead times as well as kit costs vary depending on phase and equipment complexity. In FY00 the program was restructured and the modification redesigned. The result was a four phase approach requiring four additional trial installs (five trial and 415 production installs for a total of 420 installs for 104 aircraft). Eight AFRC HH-60G aircraft were realigned in FY03/04 to Active Duty.

See remarks section for background information regarding FY00 program restructure.

Note: FY05 and FY06 installs obscure due to procurement of FY05/FY06 GM/AHS kits in FY05. GM/AHS kits are O/I level installation.

Aircraft Breakdown: Active 71, Reserve 15, ANG 18, Total 104

**Development Status**

Non-recurring engineering (NRE) for Block A will be completed by 4Q FY00. NRE for Block B begins FY00, completes FY01. NRE for Block C will begin FY02, complete FY03.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	371	32.650	27	2.978								
KITS NONRECUR	5	19.111										
EQUIPMENT	163	47.584	[27]	16.051								
EQUIP NONREC	3	4.487										
CHANGE ORDERS	1	2.684		0.636		1.530						
DATA		1.745		0.100		1.080						
SIM/TRAINER	6	5.952			[1]	0.140						
SUPPORT-EQUIP		3.849		0.050		0.318						
ICS												
OGC		6.117		0.236		0.200						
FLIGHT TEST		4.613		0.050		0.400						

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	23	0.600										
FY-01	42	0.800										
FY-02	91	1.340										
FY-03	96	1.577										
FY-04	50	0.907										
FY-05	69		[69]	0.958								
FY-06	27				[27]	2.000						
TOTAL INSTALL	302	5.224	69	0.958	27	2.000						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	371	134.016	27	21.059		5.668						
INSTALLATION QTY	302		69		27							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	35.628
KITS NONRECUR									[5]	19.111
EQUIPMENT									[190]	63.635
EQUIP NONREC									[3]	4.487
CHANGE ORDERS									[1]	4.850
DATA										2.925
SIM/TRAINER									[7]	6.092
SUPPORT-EQUIP										4.217
ICS										
OGC										6.553
FLIGHT TEST										5.063
INSTALLATION OF HARDWARE										
FY-00	23	KITS							[23]	0.600
FY-01	42	KITS							[42]	0.800
FY-02	91	KITS							[91]	1.340
FY-03	96	KITS							[96]	1.577
FY-04	50	KITS							[50]	0.907
FY-05	69	KITS							[69]	0.958
FY-06	27	KITS							[27]	2.000
TOTAL INSTALL									398	8.182
TOTAL COST (BP-1100)									398	160.743
(Totals may not add due to rounding)										
INSTALLATION QTY									398	

Method of Implementation: COMBINATION

Initial Lead Time: 24 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>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)	09/98	03/99	05/00	10/00	10/01	10/02	10/03	10/04	10/05	10/06	10/07	10/08	10/08
Delivery Date (Month/CY)	09/00	03/00	05/01	10/01	10/02	10/03	10/04	10/05	10/06	10/07	10/08	10/09	

Installation Schedule

Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	12	11	10	10	10	10	12	23	23	23	22	24	24	24	24	24
Output																		12	11	10	10	10	10	12	12	23	23	23	22	24	24	24
Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>																			
1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																	
Input	13	13	12	12	17	17	17	18	7	7	7	6																				
Output	24	13	13	12	12	17	17	17	18	7	7	7	6																			



BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HAEUAV					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$0.000	\$4.592	\$24.332	\$106.588	\$110.841	\$128.586	\$110.544	\$57.563	

This line item funds Global Hawk SIGINT to High Altitude Endurance Unmanned Vehicle. The primary modification budgeted in FY08/09 is in support of the Ground Stations, and the Global Hawk Aircraft. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	470001	GH Aircraft Mods		0.0	24.0	104.3	110.3	121.9	103.9	57.1		521.6
	470003	GH Ground Station Mods		4.6	0.3	2.2	0.5	6.7	6.7	0.5		21.5
<b>TOTAL FOR CLASS P</b>			0.0	4.6	24.3	106.6	110.8	128.6	110.5	57.6	0.0	543.0
<b>TOTAL FOR WEAPON SYSTEM HAEUAV</b>			0.0	4.6	24.3	106.6	110.8	128.6	110.5	57.6	0.0	543.0

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

	P-1 SHOPP LIST ITEM NO. 58	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: GH Aircraft Mods MN-470001

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HAEUAV Class P

Models of Aircraft Affected: Block 10, 20, 30 and 40

Center: ASC - Wright Patterson AFB, OH

PE 0305220F

Team INFO

**Description/Justification**

The Global Hawk System provides high altitude, deep look, long endurance intelligence, surveillance, and reconnaissance (ISR) capability that complements space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

The Global Hawk System is comprised of aircraft, payloads, ground segment, and support segment. The aircraft is a fully autonomous, high altitude, long endurance Remotely Piloted Aircraft (RPA). The Global Hawk Block 10 is an imagery-intelligence (IMINT) collecting RPA designed to carry 2,000 pounds of payload. Its payload includes a Synthetic Aperture Radar (SAR), an Electro-Optical (EO)/Infrared (IR) camera called the integrated sensor suite (ISS). The Global Hawks, Blocks 20, 30, and 40 are based on a 3,000 pound payload aircraft. The block designations are primarily determined by sensor payloads. The Block 20 payload includes an enhanced ISS (EISS). The Block 30 includes an EISS and incorporates a wide spectrum Signals Intelligence (SIGINT) sensor for simultaneous collection known as multi-INT. The Block 40 carries a single sensor known as the Radar Technology Insertion Payload (RTIP). The RTIP is based on active electronically scanned array (AESA) technology. The user will determine the quantity of each aircraft based on current operational requirements. The Ground Segment (GS) includes the Mission Control Element (MCE) and the Launch and Recovery Element (LRE). The support segment includes aerospace ground equipment, tech orders, spares, support equipment, and training, etc. to enable employment of the Global Hawk System. The Global Hawk System will continue to evolve and upgrade its capabilities to satisfy new requirements and address reliability and maintainability issues as they arise.

The Global Hawk System will be continually modified to maintain pace with the evolving threat and the increasing capabilities included in spiral development. These planned modifications include aircraft and ground station retrofits to incorporate new capabilities or meet mandated equipment standards.

In FY08 Global Hawk will procure long-lead items necessary for the procurement of Block 30 and Block 40 payloads.

A miscellaneous entry has been added to anticipate urgent operational low cost mods that occur in the execution year and are necessary for continued operational support of Combatant Commanders.

Footnote: Not all equipment purchases install in the same year. Some aircraft modifications have 30 month lead times between long-lead purchases and actual install.

Details:

FY07 - Total BP11 = \$4.592M

- o Ground Station Mods = \$4.592M: see "GH Ground Station Mods" document for details
- o Aircraft Mods = \$0.0M: no aircraft mods in FY2007

FY08 - Total BP11 = \$24.332M

- o Ground Station Mods = \$0.332M: see "GH Ground Station Mods" document for details
- o Aircraft Mods = \$24.000M: purchase long-lead equipment for 3 SIGINT sensors, 1 RTIP sensor to be procured in FY09, and low cost modifications

FY09 - Total BP11 = \$106.588M

- o Ground Station Mods = \$2.243M: see "GH Ground Station Mods" document for details
- o Aircraft Mods = \$104.345M: purchases long-lead items for 3 more SIGINT sensors to be procured in FY10, purchases 3 SIGINT sensors, 1 RTIP sensor [i.e., SIGINT (3 - Equipment (E)), RTIP (1 - E)], and low cost modifications

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

**Development Status**

Block 10 is fielded and is approaching completion of production. Blocks 20-40 are in development and are undergoing further spiral development/upgrades. Block 20 first production lot was awarded in 2004, and has entered development test in FY2007. Block 30 first was awarded in FY05 and Block 40 was first awarded in FY06. Ongoing modifications support emerging requirements and reliability/maintainability issues.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					0	0.000	0	0.000	0	0.000	1	0.029
KITS NONRECUR EQUIPMENT					[0]	0.000	[1]	23.000	[4]	103.845	[4]	98.672
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP MISC					[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000
					[0]	0.000		1.000	[0]	0.500	[0]	1.500
INSTALLATION OF HARDWARE											[1]	10.140
FY-10												
FY-11												
FY-12												
FY-13												
TOTAL INSTALL											1	10.140
TOTAL COST (BP-1100)								24.000		104.345	1	110.341
(Totals may not add due to rounding)												
INSTALLATION QTY											1	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	16	3.107	23	3.857	28	3.953			68	10.946
KITS NONRECUR EQUIPMENT	[19]	99.869	[22]	68.145	[25]	19.042			[75]	412.573
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP MISC	[0]	0.000	[0]	0.000	[0]	0.000				7.500
[0]	1.500	[0]	1.500	[0]	1.500					
INSTALLATION OF HARDWARE										
FY-10 1 KITS									[1]	10.140
FY-11 16 KITS	[16]	17.452							[16]	17.452
FY-12 23 KITS			[23]	30.391					[23]	30.391
FY-13 28 KITS					[28]	32.568			[28]	32.568
TOTAL INSTALL	16	17.452	23	30.391	28	32.568			68	90.551
TOTAL COST (BP-1100)	16	121.928	23	103.893	28	57.063			68	521.570
(Totals may not add due to rounding)										
INSTALLATION QTY	16		23		28				68	

Method of Implementation: COMBINATION

Initial Lead Time: 30 Months

Follow-On Lead Time: 11 Months

Milestones

	<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)				03/08	05/09	12/09	12/10
Delivery Date (Month/CY)				09/10	04/10	11/10	11/11

Installation Schedule

	Quarter	<u>FY-05</u>			<u>FY-06</u>			<u>FY-07</u>			<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>			<u>FY-11</u>			<u>FY-12</u>		
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									
Output																									
Quarter	1	2	3	4																					
Input		10	10	8																					
Output		8	10	10																					

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: GH Ground Station Mods MN-470003

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HAEUAV Class P

Models of Aircraft Affected: Block 10, 20, 30 and 40

Center: ASC - Wright Patterson AFB, OH

PE 0305220F

Team INFO

**Description/Justification**

The Global Hawk System provides high altitude, deep look, long endurance intelligence, surveillance, and reconnaissance (ISR) capability that complements space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

The Global Hawk System is comprised of aircraft, payloads, ground segment, and support segment. The aircraft is a fully autonomous, high altitude, long endurance Remotely Piloted Aircraft (RPA). The Global Hawk Block 10 is an imagery-intelligence (IMINT) collecting RPA designed to carry 2,000 pounds of payload. Its payload includes a Synthetic Aperture Radar (SAR), an Electro-Optical (EO)/Infrared (IR) camera called the integrated sensor suite (ISS). The Global Hawks, Blocks 20, 30, and 40 are based on a 3,000 pound payload aircraft. The block designations are primarily determined by sensor payloads. The Block 20 payload includes an enhanced ISS (EISS). The Block 30 includes an EISS and incorporates a wide spectrum Signals Intelligence (SIGINT) sensor for simultaneous collection known as multi-INT. The Block 40 carries a single sensor known as the Radar Technology Insertion Payload (RTIP). The RTIP is based on active electronically scanned array (AESA) technology. The user will determine the quantity of each aircraft based on current operational requirements. The Ground Segment (GS) includes the Mission Control Element (MCE) and the Launch and Recovery Element (LRE). The support segment includes aerospace ground equipment, tech orders, spares, support equipment, and training, etc. to enable employment of the Global Hawk System. The Global Hawk System will continue to evolve and upgrade its capabilities to satisfy new requirements and address reliability and maintainability issues as they arise.

The Global Hawk System will be continually modified to maintain pace with the evolving threat and the increasing capabilities included in spiral development. These planned modifications include aircraft and ground station retrofits to incorporate new capabilities or meet mandated equipment standards.

A miscellaneous entry has been added to anticipate urgent operational low cost mods that occur in the execution year and are necessary for continued operational support of Combatant Commanders.

Footnote : Not all equipment purchases install in the same year. Some ground station equipment modification have long-lead purchases as much as 25 months in advance of the actual install.

Details:

FY07 - Total BP11 = \$4.592M

- o Ground Station Mods = \$4.592M: purchases equipment and install kits for Ground Station Enhancements [i.e. Ground Segment Retrofits (2 - Installs), etc.]. Installs occur in FY2009.
- o Aircraft Mods = \$0.0M: see "GH Aircraft Mods" document

FY08 - Total BP11 = \$24.332M

- o Ground Station Mods = \$0.332M: funds low cost modifications
- o Aircraft Mods = \$24.000M: see "GH Aircraft Mods" document

FY09 - Total BP11 = \$106.588M

- o Ground Station Mods = \$2.243M: funds installation of equipment purchased in FY07 [i.e., Ground Segment retrofits (2 - installs), etc.]; and low cost modifications
- o Aircraft Mods = \$104.345M: see "GH Aircraft Mods" document

Aircraft Breakdown: Active 10, Reserve , ANG , Total 10

**Development Status**

The Block 10 Ground Station has completed development and is currently being fielded. Future ground station development blocks support the aircraft Block 20/30/40 development and fielding schedules. Ongoing modifications support emerging requirements and reliability/maintainability issues.

**Projected Financial Plan**

PRIOR	FY-06	FY-07	FY-08	FY-09	FY-10
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**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.116	0	0.000	0	0.000	0	0.000
KITS NONRECUR												
EQUIPMENT					[2]	4.476	[0]	0.000	[0]	0.000	[0]	0.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP					[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000
MISC					[0]	0.000	[0]	0.332	[0]	0.682	[0]	0.500
INSTALLATION OF HARDWARE												
FY-07									[2]	1.561		
FY-11												
FY-12												
TOTAL INSTALL									2	1.561		
TOTAL COST (BP-1100)					2	4.592		0.332		2.243		0.500
(Totals may not add due to rounding)												
INSTALLATION QTY									2			

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.048	4	0.049	0	0.000			10	0.213
KITS NONRECUR										
EQUIPMENT	[4]	2.372	[4]	2.425	[0]	0.000			[10]	9.273
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP	[0]	0.000	[0]	0.000	[0]	0.000				
MISC	[0]	0.500	[0]	0.500	[0]	0.500				3.014
INSTALLATION OF HARDWARE										
FY-07 2 KITS									[2]	1.561
FY-11 4 KITS	[4]	3.738							[4]	3.738
FY-12 4 KITS			[4]	3.677					[4]	3.677
TOTAL INSTALL	4	3.738	4	3.677					10	8.976
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	4	6.658	4	6.651		0.500			10	21.476
INSTALLATION QTY	4		4						10	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 25 Months

Follow-On Lead Time: 5 Months

Milestones

	<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)			12/06			12/09	12/10
Delivery Date (Month/CY)			01/09			05/10	05/11

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$61.000	\$94.105	\$109.496	\$108.290	\$354.834	\$658.196	\$660.340	\$646.040

This line item funds multiple modifications that apply to weapon systems funded at less than \$2 million per year as well as weapon systems with much greater budgets. The overall goal of the modifications budgeted in FY08/09 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY08/09, is Roll-On Beyond Line of Sight Tactical Data Link, and Full Combat Mission Training. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_9783	Link-16 Support and Sustainme	3.0	2.8	0.0	9.7	46.3	99.9	104.2	75.8		343.8
	1000	COMBAT AIR FORCES RESC		1.0	4.9	0.6						6.5
	4501	EHF SATCOM		6.0			100.5	230.0	242.9	278.1	1,162.2	2,019.7
	8668	Advanced Targeting Pod Modific	0.8	0.8	0.9	0.9	0.9	0.9	0.9	1.0		15.1
	8669	Full Combat Mission Training		10.6	51.8							62.4
	8728	DEPOT MAINTENANCE (NON	0.3	0.3								1.2
	8729	Theatre Airborne Reconnaissan	19.9									47.5
	8730	ROLL-ON BEYOND LINE-OF-		11.5	14.6	12.6	26.3	26.6	27.3	27.9		147.9
	9860	JOINT TACTICAL RADIO SYS	2.9	49.6	25.5	68.6	176.5	290.0	284.9	263.1		1,161.0
	99999A	LOW COST SAFETY MODIFIC	0.0	0.0	0.0	0.0						0.0
	99999J	MISCELLANEOUS LOW COS	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.3
	99999X	LOW COST MODIFICATIONS	0.0	0.0	0.0	0.0						0.0
	CMWS	COMMON MISSILE WARNIN	0.2	0.2								0.8
	E900	E-9A TELEMETRY SYSTEM U	0.3	0.1								10.6
	E901	Sea Surveillance Radar Upgrad			4.2	5.1	0.1	0.1				9.5
	MFOQA	Military Flight Operations Quality			7.5	10.7	4.0					22.2
	STNGR7	F-16 STING R7 POD UPGRAD	20.7	7.3								41.4
	T8137	UHF SATCOM UPGRADE	2.6	3.7								217.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 59	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$61.000	\$94.105	\$109.496	\$108.290	\$354.834	\$658.196	\$660.340	\$646.040	

This line item funds multiple modifications that apply to weapon systems funded at less than \$2 million per year as well as weapon systems with much greater budgets. The overall goal of the modifications budgeted in FY08/09 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY08/09, is Roll-On Beyond Line of Sight Tactical Data Link, and Full Combat Mission Training. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
	Z88888	REPROGRAMMINGS	0.4	-0.0								
<b>TOTAL FOR CLASS P</b>			51.2	94.1	109.5	108.3	354.8	647.7	660.3	646.0	1162.2	4111.6
	99999F	LOW COST MODIFICATIONS	0.0	0.0	0.0	0.0	0.0	0.0				0.0
	C32	Operational Airlift Support	9.8									9.8
	EWPod	Multi-Platform Electronic Equip						10.5				10.5
<b>TOTAL FOR CLASS</b>			9.8	0.0	0.0	0.0	0.0	10.5	0.0	0.0	0.0	20.3
<b>TOTAL FOR WEAPON SYSTEM OTHER</b>			61.0	94.1	109.5	108.3	354.8	658.2	660.3	646.0	1162.2	4131.9

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 59	PAGE NO. 2	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: Link-16 Support and Sustainment MN\_9783

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Models of Aircraft Affected: Various

Center: ESC - Hanscom AFB, MA

PE 0207434F

Team LOG

**Description/Justification**

Tactical Data Links (TDL) are used in a combat environment to exchange information such as messages, data, radar tracks, target information, platform status, imagery, and command assignments. TDLs provide interoperability, local and global connectivity, and situational awareness to the user when operating under rapidly changing operational conditions. TDLs are used by the Air Force, Army, Navy, and Marine Corps as part of theater Command and Control (C2) elements, weapons platforms, and sensors. TDLs include, but are not limited to: Link 16, Link 11, Situational Awareness Data Link (SADL), Variable Message Format (VMF), Integrated Broadcast Service (IBS), Intra-Flight Data Link (IFDL), Multifunction Advanced Data Link (MADL), and Tactical Targeting Network Technology (TTNT).

Roll-On Beyond Line-of-Sight Enhancement (ROBE) (FY05-07): ROBE is a family of scalable, multi-function, Automated Relay Terminals (SMART) with the primary objective of connecting battle directors in the Air and Space Operations Center (AOC) to the multi-tactical, data link network participants in theater or en route. In addition, tactical information is forwarded via ROBE to provide KC-135 crews with a battlespace situational awareness picture. In FY07, ROBE Spiral 1-equipped KC-135s were upgraded to Spiral 2 functionality, adding capabilities such as SADL, remote control, user interface improvements. Two (2) ROBE Spiral 2 Group A and one (1) ROBE Spiral 2 Group B kit were purchased with RDT&E funds in FY06. The remaining 19 Spiral 2 Group B kit and 38 Spiral 2 Group A-kit upgrades were procured in FY06 and installed in FY07. Three (3) existing ROBE Spiral 1 ground-based Group A kits, used for initial fielding and training, were also upgraded to Spiral 2 capability in FY07 and an additional four (4) Ground-based A kits were also procured.

Objective Gateway (OG) (FY09-13): OG fulfills joint requirements to bridge dissimilar tactical networks and provide Global Information Grid connectivity to combat forces at the edge of the battlespace. Interim OG (I-OG) is an initial, incremental deployment of OG capability through rapid transition of technology demonstrations/prototypes and off the shelf hardware and software applications. The airborne I-OG integrates the Battlefield Airborne Communications Node (BACN) payload onto a large aircraft. Funding beginning in FY10 procures I-OG aircraft services, including operating hours, aircrews, training, maintenance, and supply support.

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

**Development Status**

All ROBE KC-135 development is complete. Using FY02 DERF, 40 KC-135s were modified with ROBE Spiral 1 Group A hardware and 20 ROBE Spiral 1 Group B kits were procured. ROBE Spiral 2 development started in FY05 and completed in FY06.

I-OG and BACN development, which integrates primarily COTS and GOTS communication and information hardware and software into an airborne payload, is ongoing within the OG program. The initial BACN prototype was integrated on a NASA WB-57 and participated in the Air Force's Joint Expeditionary Force Experiment 2006 (JEFX 06). The next BACN spiral, which began in FY06, adds capabilities and migrates the payload to a business jet test bed for use in JEFX 08. A subsequent spiral began in FY07 to further enhance the BACN payload for integration onto I-OG aircraft.

The RDT&E funding below reflects ROBE and Family of Gateways development funding in PE 0207434F, Projects 655050 and 655262.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		24.722		51.376		53.890		149.394		146.614		108.550
PROCUREMENT (3010)												
INSTALL KITS			[45]	2.815								
KITS NONRECUR												
EQUIPMENT	13	2.046	6	0.181								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER							0.001		9.708			46.296

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-05					[13]	1.897						
FY-06					[6]	0.876						
TOTAL INSTALL					19	2.773						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	13	2.046	6	2.996		2.773		0.001		9.708		46.296
INSTALLATION QTY					19							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		121.721		136.757		127.952				920.976
PROCUREMENT (3010)										
INSTALL KITS									[45]	2.815
KITS NONRECUR										
EQUIPMENT									19	2.227
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OTHER		99.938		104.173		75.826				335.942
INSTALLATION OF HARDWARE										
FY-05	13 KITS								[13]	1.897
FY-06	6 KITS								[6]	0.876
TOTAL INSTALL									19	2.773
TOTAL COST (BP-1100)		99.938		104.173		75.826			19	343.757
(Totals may not add due to rounding)										
INSTALLATION QTY									19	

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

Quarter	<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
Input																
Output													13	3	3	
													13	3	3	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: COMBAT AIR FORCES RESCUE MSN TRNG MN-1000

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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						1.037	4.877			0.630		
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						1.037	4.877			0.630		
(Totals may not add due to rounding)						1.037	4.877			0.630		

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										6.544
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										6.544
(Totals may not add due to rounding)										6.544

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: EHF SATCOM MN-4501

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center: ESC - Hanscom AFB, MA

PE 0303601F Team SPACE

**Description/Justification**

The Family of Advanced Beyond Line-of-Sight Terminals (FAB-T) Increment 1 program will provide Extremely High Frequency (EHF) voice and data military satellite communications (MILSATCOM) for nuclear and conventional forces as well as airborne and ground command posts with connectivity to MILSTAR and Advanced EHF satellites. Increment 2 will provide robust secure 2-way Ku/Ka band SATCOM capability on High Altitude Endurance (HAE) Intelligence, Surveillance and Reconnaissance (ISR) aircraft to operate with current and future Ka and Ku frequency band satellites. Increment 3 will provide XDR+ capabilities to platforms requiring High Data Rate EHF (45 Mbps) and Processed Ka (274 Mbps) communications in support of TSAT. Increment 4 will provide optical (Lasercom) communication capability for Airborne Intelligence, Surveillance, and Reconnaissance (AISR) platforms requiring data rates in excess of 1 Gbps. Also included in the FAB-T program is the Advanced Multi-band Communications Antenna System (AMCAS) that provides a multi-beam, multi-band antenna that enables simultaneous connectivity to more than one satellite. This antenna addresses limited aircraft external surface area, historically high antenna integration costs and aerodynamic and low observability restrictions. It enables airborne weapon systems to support the warfighter's need for higher data rates for while providing a common solution for each platform.

This funding line modifies aircraft to maintain Single Integrated Operations Plan connectivity, procuring new equipment for B-2, B-52, RC-135, C-32, E-3, E-8, B-1, VC-25, C-40 B/C, F-35, F-15E, A-10, EC-130H, EC-130, and C-130H aircraft currently lacking EHF connectivity. It will also equip the RQ-4 (Global Hawk) and MQ-1/MQ-9 (Predator) aircraft with Ka/Ku capable airborne terminals and platform specific antennas to operate with modified Wideband Global Satellites (WGS) and Transformational Satellites (TSAT). The RQ-4 will also receive Lasercom. Funding for crypto begins in FY07. Funding for production of terminals begins in FY10 following the production decision. Installation of FAB-T equipment is supported in each aircraft Modification Title and Number (MN) so that costs and install kit quantities are not included below. Equipment unit costs vary by platform due to variations in content.

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

**Development Status**

Increment 1 risk reduction was completed in FY01; development began with contract award in FY02. Concurrent development and procurement in FY10-FY11 is necessary to resolve any software problems, perform aircraft integration and installation tests, conduct satellite testing and integration, and field upgrades through an incremental development acquisition strategy. Increment 2 risk reduction began in FY03; development began with contract award in FY05. AMCAS risk reduction began in FY04. System design and development will begin with contract award in FY08, with production commencing in FY10. Increments 3 and 4 will be definitized in conjunction with TSAT. See also RDT&E Budget Item Justification Sheet for Program Element 0303601F, 'MILSATCOM Terminals'.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		345.723		229.951		248.519		365.185		352.413		331.895
PROCUREMENT (3010)												
INSTALL KITS												5.981
KITS NONRECUR EQUIPMENT											9	66.803
EQUIP NONREC						2.204						12.997
CHANGE ORDERS												1.909
DATA												2.112
SIM/TRAINER												
SUPPORT-EQUIP												0.313
SPARES												6.419
OGC							3.813					4.003



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-10			9	KITS								
FY-11			25	KITS								
FY-12			41	KITS								
FY-13			95	KITS								
FY-14			253	KITS								
FY-15			253	KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							6.017				9	100.537
INSTALLATION QTY											9	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		231.580		180.572		179.083				2464.921
PROCUREMENT (3010)										
INSTALL KITS		0.921		5.024		8.432		6.958		27.316
KITS NONRECUR										
EQUIPMENT	25	169.825	41	166.909	95	177.611	506	992.699	676	1573.847
EQUIP NONREC		13.664		2.439						31.304
CHANGE ORDERS		6.796		9.120		13.827		26.700		58.352
DATA		7.647		10.194		14.621		21.112		55.686
SIM/TRAINER										
SUPPORT-EQUIP		1.136		1.519		2.099		3.758		8.825
SPARES		23.692		39.670		55.027		95.538		220.346
OGC		6.276		8.043		6.518		15.399		44.052
INSTALLATION OF HARDWARE										
FY-10				9 KITS						
FY-11				25 KITS						
FY-12				41 KITS						
FY-13				95 KITS						
FY-14				253 KITS						
FY-15				253 KITS						
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	25	229.957	41	242.918	95	278.135	506	1162.164	676	2019.728
INSTALLATION QTY	25		41		95		506		676	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>
Contract Date (Month/CY)								12/06	12/07	12/08	12/09	12/10	12/10	12/11	12/12
Delivery Date (Month/CY)								12/07	12/08	12/09	12/10	12/11	12/12	12/13	12/14
	<u>FY-15</u>														
Contract Date (Month/CY)	12/14														
Delivery Date (Month/CY)	12/15														

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									3	3	3	6	6	6	7	10	10	10	11	23	24	24	24	63	63	63	64	64	63	63	63	63				
Output									3	3	3	6	6	6	6	7	10	10	10	11	23	24	24	24	63	63	63	64	64	64	63	63				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: Full Combat Mission Training MN-8669

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Models of Aircraft Affected: Various high fidelity Weapon System Trainers

Center: ASC - Wright Patterson AFB, OH

PE 0207701F Team

**Description/Justification**

Full Combat Mission Training supports Air Force Distributed Mission Operations, an operational readiness initiative enabling the USAF to exercise and train at the operational and strategic levels of war while facilitating unit level training. Networked Live-Virtual-Constructive components form the integrated DMO battlespace by linking geographically distributed high fidelity combat and combat support training devices including C2 and ISR systems

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

All Modification are for Aircraft simulators

Funds support the modification of high fidelity weapon system trainers to permit their integration into the Distributed Mission Operations network. Includes but is not limited to modifications of visuals, image generators, host computers and software.

In FY 07 \$6.9M of these BP 11 funds will be converted to approximately \$5.9M in BP 13 and \$1.0M in BP 16 to fund the acquisition of 2 A-10C Full Mission Trainers (FMT) and associated Initial Spares. The balance of the FY 07 funding supports the modification 5 A-10 Trainers to the full-up A-10C configuration. FY 08 funding supports modification of 5 A-10 Trainers, 3 F-22 Trainers, 3 B-1 Trainers (Visual/RADAR Mod), 3 B-2 Trainers (Visual) and 3 B-52 Trainers (Defensive Systems Rehost).

Development requirements vary by weapon system from ready to purchase on an existing contract (A-10C) to some development required. In the cases where development will be required RDT&E funding is programmed.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						0.000		31.182				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[7]	10.598	[16]	51.843				
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						10.598		51.843				
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	<u>FY-11</u>		<u>FY-12</u>		<u>FY-13</u>		<u>TO COMP</u>		<u>TOTAL</u>	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										31.182
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[23]	62.441
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										62.441
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: Theatre Airborne Reconnaissance System (TARS) MN-8729

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

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

Center: ASC - Wright Patterson AFB, OH

PE 0207217F

Team INFO

**Description/Justification**

The Theater Airborne Reconnaissance System (TARS) is an electro-optical imagery pod currently carried on F-16 Block 25/30/32 aircraft and includes a ground station/Mission Verification Equipment (MVE).

TARS provides a day only, under-the-weather, electro-optical (visible) imagery collection capability in a medium-to-high threat environment. Two of the 20 existing pods were upgraded with a Solid State Recorder (SSR) and Near Real Time (NRT) Data-Link (DL). These were used in developmental tests with an Electro-Optical sensor and Synthetic Aperture Radar (SAR) sensor. Nine of the remaining 18 pods are equipped with a Medium-Altitude Electro-Optical (MAEO) sensor, Forward Framing Sensor (FFS) and a digital tape recorder. The 9 remaining pods are equipped with FFS only and a digital tape recorder.

This Pre-Planned Program Improvement (P3I) effort is funded via the FY05 GWOT Supplemental (\$11.8M), FY05 Air Force Top Down (\$15.8M) and FY06 Air Force Top Down (\$19.95M). The program also received FY06 Title IX GWOT RDT&E funding (\$3.0M--located in PE 305206F) to integrate and test Common Imagery Processor (CIP) in TARS. The TARS P3I program is an effort to upgrade 12 TARS pods with Solid State Recorders (SSR), Near Real Time data-links and produce up to 7 ground stations/MVEs. Current funding will provide a total of 13 data-link capable (DLC) pods with SSRs and 7 ground stations/MVEs to the warfighter. Delivery begins 2QFY07 with 13 operational pods delivered by 1QFY08. The remaining pods will be in reserve storage and used for spare parts.

This program may support potential future sensor upgrades such as Synthetic Aperture Radar (SAR), Infrared (IR), multi-band EO/IR and Hyperspectral Imaging (HSI). Other capability improvements may include geo-spatial upgrades, data-link improvements, network centric enhancements, increases to on-board processing, storage, automatic cueing/targeting/identification capabilities, software and simulation improvements, ground station improvements, and integration of these capabilities on other platforms. This program may also support the integration of TARS to F-16 Block 40/50 aircraft.

This program will participate in the development, testing and implementation of international standards (to include NATO standardization agreements) to pursue Joint, Allied and Coalition interoperability.

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

**Development Status**

Completed initial test flights in Jul 05. Additional DT/OT testing began Dec 06.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				3.000								
PROCUREMENT (3010)												
INSTALL KITS	8	4.700	[5]	5.000								
KITS NONRECUR												
EQUIPMENT	8	13.977	5	14.950								
EQUIP NONREC		0.500										
CHANGE ORDERS		0.708										
DATA		0.870										
SIM/TRAINER												
SUPPORT-EQUIP		2.000										
SPARES		2.727										
TRAINING		0.218										
INTEGRATION		1.900										

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-05		8 KITS				[3]						
FY-06		5 KITS		[5]		[5]						
TOTAL INSTALL				5		8						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	8	27.600	5	19.950								
INSTALLATION QTY			5		8							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										3.000
PROCUREMENT (3010)										
INSTALL KITS									[13]	9.700
KITS NONRECUR										
EQUIPMENT									13	28.927
EQUIP NONREC										0.500
CHANGE ORDERS										0.708
DATA										0.870
SIM/TRAINER										
SUPPORT-EQUIP										2.000
SPARES										2.727
TRAINING										0.218
INTEGRATION										1.900
INSTALLATION OF HARDWARE										
FY-05		8 KITS								[8]
FY-06		5 KITS								[5]
TOTAL INSTALL										13
TOTAL COST (BP-1100)										13
(Totals may not add due to rounding)										47.550
INSTALLATION QTY										13

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 4 Months

Follow-On Lead Time: 5 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input													5	0	7	1	0					
Output															6	3	2	2				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB

Modification Title and No: ROLL-ON BEYOND LINE-OF-SIGHT ENHANCEMENT MN-8730

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Models of Aircraft Affected: C-130, C-17, C-5, KC-10, KC-135 and Other

Center: ESC - Hanscom AFB, MA

PE 0401839F Team AIR

**Description/Justification**

Tactical Data Links (TDL) are used in a combat environment to exchange information such as messages, data, radar tracks, target information, platform status, imagery, and command assignments. TDLs provide interoperability, local and global connectivity, and situational awareness to the user when operating under rapidly changing operational conditions. TDLs are used by all Service Theater Command and Control (C2) elements, weapons platforms, and sensors. TDLs include, but are not limited to Link-16, Link-11, Situational Awareness Data Link (SADL), and Variable Message Format (VMF), Integrated Broadcast Service (IBS), and Tactical Targeting Network Technology (TTNT).

Roll-on Beyond Line-of-Sight Enhancement (ROBE): ROBE is in a family of scalable, multi-function, Automated Relay Terminals (SMART) with the primary objective of connecting battle directors in the Air and Space Operations Center (AOC) to the multi-tactical, data-link-network participants in theater or en route. In addition, tactical information is forwarded via ROBE to provide the KC-135 equipped crews with situational awareness data. These efforts will add capabilities such as, but not limited to, the Intelligence ENTR Card.

The Mobility Air Forces (MAF) Data Link Integration (DLI) is a tactical data link enabling capability for aircraft in the MAF fleet. The capability is a common Group B equipment solution, loosely integrated within MAF aircraft to provide tactical data communications, processing, and display. The capability provides MAF air crews with situational awareness and threat information; and provides AMC C2 units with in-transit visibility and reach-forward to MAF aircraft worldwide. These efforts will add equipment capabilities such as, but not limited to: Link 16, satellite communications (SATCOM), and AFTRS-R intelligence receive.

Aircraft Breakdown: Active 1148, Reserve , ANG , Total 1148

**Development Status**

ROBE Development: Development of the ROBE Spiral 2 capability will start in early FY05 paid by Link 16 Sup & Sus 0207434F. ROBE Spiral 1 Kits were developed using Defense Emergency Relief Funds (DERF). All development activities to support ROBE Spiral 1 KC-135 integration are complete. 40 KC-135's were modified with Group A Spiral 1 hardware and 20 Group B Spiral 1 ROBE kits were purchased with DERF.

MAF DLI development will start late in FY07 with the integration of NDI components into a Data Link processor capability. This will be followed in FY08 through FY14 and beyond by aircraft integration efforts on multiple MAF platforms including but not limited to the C-17, C-130, KC-135, KC-10, and C-5.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						22.016						
PROCUREMENT (3010)												
INSTALL KITS									184	12.603	241	26.263
KITS NONRECUR						11.539	14.616					
EQUIPMENT	20	1.077										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												



**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-09		184 KITS							[184]			
FY-10		241 KITS									[241]	
FY-11		241 KITS										
FY-12		241 KITS										
FY-13		241 KITS										
TOTAL INSTALL									184		241	
TOTAL COST (BP-1100)									184	12.603	241	26.263
(Totals may not add due to rounding)		1.077			11.539		14.616					
INSTALLATION QTY									184		241	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										22.016
PROCUREMENT (3010)										
INSTALL KITS	241	26.591	241	27.314	241	27.915			1148	120.686
KITS NONRECUR										26.155
EQUIPMENT									[20]	1.077
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09			184 KITS							[184]
FY-10			241 KITS							[241]
FY-11			241 KITS							[241]
FY-12			241 KITS		[241]					[241]
FY-13			241 KITS				[241]			[241]
TOTAL INSTALL				241		241			1,148	
TOTAL COST (BP-1100)	241	26.591	241	27.314	241	27.915			1,148	147.918
(Totals may not add due to rounding)										
INSTALLATION QTY	241		241		241				1,148	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	Quarter	<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>							
		1	2	3	4	1	2	3	4	1	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																				46	46	46	46	61	60	60	60	61	60	60	60	61	60	60	60		

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: JOINT TACTICAL RADIO SYSTEM MN-9860

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: Multiple

Center: ESC - Hanscom AFB, MA

PE 0207423F

Team C4I

**Description/Justification**

Joint Tactical Radio System (JTRS) is the Department of Defense family of common software-defined programmable radios that will form the foundation of radio frequency information transmission for Joint Vision 2020. JTRS radios are intended to interoperate with existing radio systems and provide the warfighter with additional communications capability to communicate via voice, data and video and obtain information directly from battlefield sensors. JTRS will provide mobile internet protocol (IP) based networking capability to the warfighter. The JTRS program is built around an open Software Communications Architecture (SCA), allowing common software waveform applications to be implemented across the family of radios to provide joint-service, allied and coalition interoperability.

The JTRS program was restructured in FY06 placing all development of JTRS products under the JTRS JPEO. This restructure reduced the number of waveforms and hardware produced and stretched out the delivery of these JTRS products. The AF has had to modify procurement plans in accordance with these changes to meet warfighter requirements until JTRS products are available. The AF will procure airborne JTRS variants and transformation systems required to ensure networking capability, such as airborne gateways, routers or other suitable transitional systems (i.e., tactical radio communications system utilizing existing technology or mature systems readily available in the commercial marketplace) to be installed on AF aircraft. Aircraft procurement funds are for radio systems (B-Kits) and network infrastructure components. Terminal costs vary depending on JTRS variant or transitional systems form factors.

Aircraft Breakdown: Active 3977, Reserve 0, ANG 0, Total 3977

**Development Status**

The JTRS budget justification will be found in the Navy FY 2008 President's Budget under Joint Tactical Radio System Program (PE 0604280N, BA 5) since the JTRS program is a joint program and the funding resides in the Navy's Budget.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				16.947		33.423		20.062		16.892		47.457
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			59	2.915	0	49.570	187	25.461	458	68.584	752	176.539
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06		59 KITS			[59]							
FY-08		187 KITS							[187]			
FY-09		458 KITS										[458]
FY-10		752 KITS										
FY-11		758 KITS										
FY-12		825 KITS										
FY-13		938 KITS										
TOTAL INSTALL					59				187			458
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			59	2.915		49.570	187	25.461	458	68.584	752	176.539
INSTALLATION QTY					59				187			458

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		54.699		55.757		56.890				302.127
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	758	290.020	825	284.860	938	263.068			3977	1161.017
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06										[59]
FY-08										[187]
FY-09										[458]
FY-10										[752]
FY-11										[758]
FY-12										[825]
FY-13										[938]
TOTAL INSTALL	752		758		825		938		3,977	
TOTAL COST (BP-1100)	758	290.020	825	284.860	938	263.068			3,977	1161.017
(Totals may not add due to rounding)										
INSTALLATION QTY	752		758		825		938		3,977	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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										59								187				458				752				758			
Output										59								187				458				752				758			
Input																																	
Output																																	

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Operational Airlift Support MN-C32

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				9.817								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				9.817								

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										9.817
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									9.817
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Sea Surveillance Radar Upgrade MN-E901

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: E-9A

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

PE 0208015F

Team RDT&E

**Description/Justification**

This modification is to upgrade the antiquated and unsupported telemetry system currently installed in the E-9A. Failure of any of the single-point failure items installed in the telemetry system would hinder the E-9A's ability to support low-altitude AMRAAM, Tomahawk, Sea Harrier shots. Upgrade will insure support for future systems such as Advanced Standoff Missile, Next Generation Target Control System, F/A-22, other services, etc.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	4.223	1	5.054		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08				1 KITS							[1]	0.133
FY-09				1 KITS								
TOTAL INSTALL											1	0.133
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							1	4.223	1	5.054		0.133
INSTALLATION QTY											1	



(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	9.277
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08			1 KITS						[1]	0.133
FY-09			1 KITS						[1]	0.135
TOTAL INSTALL									2	0.268
TOTAL COST (BP-1100)									2	9.545
(Totals may not add due to rounding)				0.135						
INSTALLATION QTY			1						2	

Method of Implementation: DEPOT

Initial Lead Time: 33 Months

Follow-On Lead Time: 33 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</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																												
Output																												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
 FY 2008 PB  
 Modification Title and No: Military Flight Operations Quality Assurance (Service-Wide Support) MN-MFOQA  
 Models of Aircraft Affected: T-6, C-17

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P  
 PE 0901212F Team

Center: ASC - Wright Patterson AFB, OH

**Description/Justification**

Following direction from the Office of the Secretary of Defense provided through PBD 705, Mishap Reduction Initiatives, 4 Dec 2004, and the OSD Military Flight Operations Quality Assurance (MFOQA) Program Implementation memo of 11 Oct 2005, the Air Force has initiated development of MFOQA processes for various aircraft across the mission spectrum.

MFOQA is the analysis and trending of aircraft system and flight performance data to proactively enhance combat readiness through improvements in operations, maintenance, training and safety functions. Analysis of recorded data identifies and quantifies both normal and hazardous flight environments and, where applicable, enables the monitoring of control measure effectiveness. Benefits are derived through a variety of analysis processes, including the operational trending of aggregate data and post-mission playback features for both aircrew flight operations training and maintenance diagnostics.

The MFOQA analysis process utilizes data generated onboard the aircraft; this data is collected through on-board recording systems and retrieved post flight. Several aircraft fleets require upgrades to their data collection capabilities; these upgrades range from simple software upgrades to a modification of the data recorder.

3010 BP11 funding allocated in FY08-10 will provide modifications to airlift, trainer, bomber and fighter aircraft to improve their data collection systems. These upgrades range from software updates to modifications of the data collection hardware. Contracts have not yet been issued for these upgrades, though the T-6 contract should be ready by Feb 2007, and the C-17 contract by Aug 2007. At that point timelines for procurement and installation of modification kits will be available.

At this time aircraft under consideration for these upgrades belong to Active Duty units.

Aircraft Breakdown = Aircraft retrofit with improved data collection capability (this is 408 T-6 and 180 C-17)  
 Active - 528 Reserve - 0 ANG - 0 Total - 528 Total Funded - 528 Total Install - 528

Aircraft Breakdown: Active 528, Reserve 0, ANG 0, Total 528

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							7.483		10.692		4.024	
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							7.483		10.692		4.024	
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										22.199
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										22.199
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: F-16 STING R7 POD UPGRADE MN-STNGR7

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Models of Aircraft Affected: MULTI (F-16)

Center: AAC Eglin AFB

PE 0207136F

Team AIR

**Description/Justification**

The AN/ASQ-213 Pod, a High Speed Anti-Radiation Missile (HARM) Targeting System (HTS), senses enemy radar emissions and provides targeting information for the F-16 Block 50/52. The F-16 HTS provides the only USAF reactive Suppression of Enemy Air Defenses (SEAD) capability. Enemy Integrated Air Defense Systems (IADS) are constantly evolving and becoming more mobile and difficult to target. This mobility, along with evolving IADS operational tactics, makes Destruction of Enemy Air Defenses (DEAD) a critical AF mission. While the HARM missile is an effective SEAD weapon, the capability for time critical targeting enabling employment of precision guided munitions (PGMs) is needed to ensure timely destruction of these targets. This modification upgrades the AN/ASQ-213 Pod from HTS Release 6 (R6) to R7 providing precision targeting capability. The R7 upgrade provides precision geolocation targeting accuracy improvements needed to employ PGMs against enemy IADS and facilitates simultaneous carriage of a R7 Pod and a Sniper Pod, previously listed as Advanced Targeting Pod (ATP), on the F-16. Modification of all 132 pods to the R6 configuration was completed Dec 01. An additional 77 R6 pods have been procured. A total of 200 pods are funded for modification to R7 configuration in FY06-FY08 (200 vs original 209 -- four pods lost to attrition and 5 pods are engineering units (non-flyable) for use in the factory and other laboratory testing).

Aircraft Breakdown: Active 200, Reserve 0, ANG 0, Total 200

**Development Status**

HTS is operational on the F-16. This upgrade is part of a preplanned product improvement (P3I) program. A Program Definition and Risk Reduction (PDRR) study was awarded in FY00. The results of the study defined R7 technical, schedule, and cost requirements. The System Development and Demonstration (SDD) Contract was awarded February 2001. R7 builds on earlier HTS upgrades to improve performance, reduce support cost and extend service life. The key focus of R7 SDD is to provide a precision geolocation targeting capability needed for DEAD using PGMs. Engineering changes also allow extended detection range, as well as simultaneous carriage of HTS R7 and a Sniper Pod (an advanced targeting pod). Modification includes hardware and software changes to HTS pod fleet. First modified pod was delivered in August 2006. Completion of modification of all 200 pods is planned for 4th Quarter FY08. FY07 was last budget year for this modification.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		95.157		7.229		0.515						
PROCUREMENT (3010)												
INSTALL KITS			[83]	4.428	[117]	7.289						
KITS NONRECUR												
EQUIPMENT	83	11.425	117	16.285								
EQUIP NONREC		1.970										
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TEST ASSETS												
SPARES		0.030										
OTHER												
INSTALLATION OF HARDWARE												
FY-05			83 KITS	[46]	[37]							
FY-06			117 KITS		[48]		[69]					
TOTAL INSTALL			46		85		69					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	83	13.425	117	20.713		7.289						
INSTALLATION QTY			46		85		69					

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										102.901
PROCUREMENT (3010)										
INSTALL KITS									[200]	11.717
KITS NONRECUR										
EQUIPMENT									200	27.710
EQUIP NONREC										1.970
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TEST ASSETS										
SPARES										0.030
OTHER										
INSTALLATION OF HARDWARE										
FY-05									[83]	
FY-06									[117]	
TOTAL INSTALL									200	
TOTAL COST (BP-1100)									200	41.427
(Totals may not add due to rounding)										
INSTALLATION QTY									200	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: UHF SATCOM UPGRADE MN-T8137

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center: ESC - Hanscom AFB, MA

PE 0303601F Team SPACE

**Description/Justification**

This effort acquires and installs modernized UHF satellite communications (SATCOM) terminals with embedded Demand-Assigned Multiple Access (DAMA) channel-sharing capabilities and Advanced Narrowband Digital Voice Terminal (ANDVT) interoperability to comply with Joint Staff mandates. FY96-FY99 funds acquired and installed Air Force Special Operations Command (AFSOC) Terminals AC-130, EC-130, MC-130, and MH-53 aircraft, with some installation kits/costs supported by other funding lines. FY98-FY05 funds acquire and install Airborne Integrated Terminals (AIT) for aircraft including the B-2, E-3, E-8, RC-135S, RC-135U, RC-135V/W, TC-135S/W, and WC-135. All B-2 AIT install kits are funded in B-2 MN-T8137, 'UHF SATCOM Upgrade'. Funding for B-2 platform-specific equipment and installations are included below ( FY02 \$2.0M, FY03 \$1.5M, FY04 \$10.0M, FY05 \$2.0M). MILSATCOM Terminals contribution to the B-2 MN-TN8137 are \$9.158M in FY01 and \$10.895M in FY02. Some E-3 AIT equipment and install kits/cost are supported by E-3 MN-T8135, 'SATCOM DAMA'. These costs and quantities are not included below. Install kit costs vary by aircraft due to variations in integration complexity and electronic and physical environments. Kit nonrecurring costs appear in multiple fiscal years due to initiation of production for different platform types in different years. FY00-FY04 equipment requires contractor/depot installation. Equipment quantities do not equal install kit quantities because some platforms install multiple terminals with one install kit - the exhibit has been changed to reflect this accurately. Milestones listed reflect contract awards for AFSOC in FY96-FY97 and for AIT in FY98 forward; the initial lead time shown refers to that for AIT. No FY08 or future production funds are requested.

NOTE: Deltas in quantities of kits purchased and kits installed are due to cost sharing with platforms. In some cases (i.e. B-2) installation kits may be self funded and in others (i.e. E-3) the installations may be self funded.

NOTE: The HC-130 platform decided not to procure AIT radios therefore, no buys are required in FY05. The FY05 funds were used to complete the installation of the E-3 AIT radios as well as Engineering Change Proposals (ECPs) for software modifications and to ensure AIT compatibility with European Air Traffic Control.

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

**Development Status**

FY03 Funding for platform integration.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		0.400										
PROCUREMENT (3010)												
INSTALL KITS	156	38.319										
KITS NONRECUR		64.590										
EQUIPMENT	425	48.752										
EQUIP NONREC		1.451										
CHANGE ORDERS		6.856		1.314		2.100						
DATA		6.038										
SIM/TRAINER	36	6.239										
SUPPORT-EQUIP		0.300										
SPARES	48	4.242										
OGC		8.297		1.325		1.609						

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	1.540										
FY-98	22	1.392										
FY-00	5	1.643										
FY-01	13	1.662										
FY-02	21	3.210										
FY-03	16	11.512										
FY-04	14	5.057										
FY-05	10											
TOTAL INSTALL	160	26.016										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	156	211.100		2.639		3.709						
INSTALLATION QTY	88		32		32							

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										0.400
PROCUREMENT (3010)										
INSTALL KITS									156	38.319
KITS NONRECUR										64.590
EQUIPMENT									[425]	48.752
EQUIP NONREC										1.451
CHANGE ORDERS										10.270
DATA										6.038
SIM/TRAINER									[36]	6.239
SUPPORT-EQUIP										0.300
SPARES									[48]	4.242
OGC										11.231
INSTALLATION OF HARDWARE										
FY-97		55 KITS							[55]	1.540
FY-98		22 KITS							[22]	1.392
FY-00		5 KITS							[5]	1.643
FY-01		13 KITS							[13]	1.662
FY-02		21 KITS							[21]	3.210
FY-03		16 KITS							[31]	11.512
FY-04		14 KITS							[13]	5.057
FY-05		10 KITS								
TOTAL INSTALL									160	26.016
TOTAL COST (BP-1100)									156	217.448
(Totals may not add due to rounding)										
INSTALLATION QTY									160	

Method of Implementation: COMBINATION

Initial Lead Time: 36 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>
Contract Date (Month/CY)	09/96	12/96	05/98	01/99	09/00	12/00	12/01	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)	09/97	12/97	05/01	07/01	09/01	12/01	12/02	12/02	12/03	12/04	12/05

Installation Schedule

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													15	15	13	12																
Output													15	15	13	12																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					2	2	1	1	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Output					2	2	1	1	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8



BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: PRDT					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$29.880	\$58.043	\$74.692	\$136.379	\$128.790	\$132.673	\$97.637	\$94.965	

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 FY08/09 is Predator A/B Mod. Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	PRDT02	PREDATOR A/B MODIFICATI	29.9	58.0	74.7	136.4	128.8	132.7	97.6	95.0		753.1
	Z88888	REPROGRAMMINGS	0.0	0.0								
<b>TOTAL FOR CLASS P</b>			29.9	58.0	74.7	136.4	128.8	132.7	97.6	95.0	0.0	753.1
<b>TOTAL FOR WEAPON SYSTEM PRDT</b>			29.9	58.0	74.7	136.4	128.8	132.7	97.6	95.0	0.0	753.1

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 60	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: PREDATOR A/B MODIFICATIONS MN-PRDT02

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: PRDT Class P

Models of Aircraft Affected: MQ-1

Center: ASC - Wright Patterson AFB, OH

PE 0305219F

Team INFO

**Description/Justification**

The basic MQ-1 system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-1 Predator aircraft is designed to provide real-time Intelligence, Surveillance, Reconnaissance, and Target Acquisition (ISR TA), and perform attack roles to aggressively prosecute Time Sensitive Targets (TST). The aircraft carries a Multi-spectral Targeting System (MTS) (a sensor turret that incorporates electro-optical (EO), Infra-Red (IR), laser designator, and IR illuminator) capable of transmitting real-time motion imagery throughout the operational theater. Additionally the aircraft is multi-configurable to carry either a Synthetic Aperture Radar (SAR) or Hellfire laser-guided missiles. The MQ-1 aircraft will continue to evolve and upgrade its capabilities to satisfy new requirements and address Reliability and Maintainability (R&M) issues as they arise.

The Ground Control Station (GCS) functions as the aircraft cockpit and can control the aircraft. The GCS will continue to evolve and upgrade its capabilities to fully support the MQ-1 aircraft and the missions they perform.

Concurrently, the MQ-1 Predator fleet and Ground Control Stations will be continually modified to maintain pace with the evolving threat. These modifications include GCS, aircraft, communication system, training devices/simulator, weapons/weapon systems, and support equipment retrofits to incorporate new/improved capabilities (sensor improvements, SAR, SIGINT, secure communications/data links, Tactical Common Data Link (TCDL), multiple aircraft control, flight control/avionics, propulsion, situational awareness, mission planning, improved Target Location Accuracy, etc.).

Note: Retrofit includes aircraft (including sensors) and ground systems to baseline configurations. The plan is to retrofit approximately 20 Predator Primary Data Links (PPDL), 12 ground stations and 24 aircraft per year depending on funding profile.

Air Force added funding in FY07-11 for additional modifications to update aircraft as fleet expands to increase Predator operational combat orbits as part of the Total Force Integration initiatives.

FY11-FY13 includes modifications of current Ground Control Stations into the Advance Multi-Aircraft Control (MAC) configuration.

Aircraft Breakdown: Active 111, Reserve 0, ANG 0, Total 111

**Development Status**

MQ-1 Predator A is fielded and in full-rate production. On-going modifications support emerging requirements and reliability and maintainability issues.

Note: Output date on Installation Schedule is for delivery of modified aircraft, including kit.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	2.155	[24]	7.546	[39]	12.531	[10]	3.279
KITS NONRECUR												
EQUIPMENT					7	8.670	24	23.946	39	45.318	10	8.198
EQUIP NONREC												
CHANGE ORDERS												
DATA												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT			29.880		47.218		43.200		78.530		117.313	
INSTALLATION OF HARDWARE												
FY-07		7 KITS			[7]							
FY-08		24 KITS					[24]					
FY-09		39 KITS							[39]			
FY-10		10 KITS									[10]	
FY-11		10 KITS										
FY-12		10 KITS										
FY-13		11 KITS										
TOTAL INSTALL					7		24		39		10	
TOTAL COST (BP-1100)			29.880		7	58.043	24	74.692	39	136.379	10	128.790
(Totals may not add due to rounding)												
INSTALLATION QTY					7		24		39		10	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	13.392	[10]	13.692	[11]	15.391			[111]	67.986
KITS NONRECUR EQUIPMENT	10	31.248	10	31.948	11	35.913			111	185.241
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP RETROFIT		88.033		51.997		43.661				499.832
INSTALLATION OF HARDWARE										
FY-07 7 KITS										[7]
FY-08 24 KITS										[24]
FY-09 39 KITS										[39]
FY-10 10 KITS										[10]
FY-11 10 KITS	[10]									[10]
FY-12 10 KITS			[10]							[10]
FY-13 11 KITS					[11]					[11]
TOTAL INSTALL	10		10		11				111	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	10	132.673	10	97.637	11	94.965			111	753.059
INSTALLATION QTY	10		10		11				111	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>
Contract Date (Month/CY)	12/06	12/07	12/08	12/09	12/10	12/11	12/12		
Delivery Date (Month/CY)	10/07	10/08	10/09	10/10	10/11	10/12	10/13		

Installation Schedule

	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																																
Input								7				24				39				10				10				10				
Output												7				24				39				10				10				
Quarter																																
Input	11																															
Output	10							11																								

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: MQ-9				
	2006	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$20.578	\$24.847	\$30.475	\$31.816	\$31.305	\$31.817

FY07 and prior data is under PE 0305219F. The MQ-9 Reaper aircraft is designed primarily to prosecute critical emerging TSTs as a radar-based attack asset with organic hard-kill capability (hunter-killer) and also perform ISR TA as a secondary role. In the hunter-killer role, the aircraft will employ multi-spectral sensors to automatically find, fix, and track ground targets (Automatic Target Cueing (ATC)) and assess post-strike results.

The basic MQ-9 system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-9 aircraft will continue to be modified to ensure all aircraft are standard with the latest configuration. Additionally, the MQ-9 aircraft will continue to evolve and upgrade its capabilities to satisfy new requirements and address Reliability and Maintainability (R&M) and safety issues as they arise.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	8679	PRDTB2 MQ-9			20.6	24.8	30.5	31.8	31.3	31.8		170.8
<b>TOTAL FOR CLASS P</b>			0.0	0.0	20.6	24.8	30.5	31.8	31.3	31.8	0.0	170.8
<b>TOTAL FOR WEAPON SYSTEM MQ-9</b>			0.0	0.0	20.6	24.8	30.5	31.8	31.3	31.8	0.0	170.8

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

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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

01/26/2007  
FY 2008 PB  
Modification Title and No: PRDTB2 MQ-9 MN-8679

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: MQ-9 Class P

Models of Aircraft Affected: MQ-9

Center: ASC - Wright Patterson AFB, OH

PE 0205219F

Team

**Description/Justification**

FY07 and prior data is under PE 0305219F

The basic MQ-9 Reaper system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-9 Reaper aircraft is being designed primarily to prosecute critical emerging time sensitive targets (TST) as a radar-based attack asset with organic hard-kill capability (hunter-killer) and also perform Intelligence, Surveillance, Reconnaissance and Target Acquisition as a secondary role. In the hunter-killer role, the aircraft will employ multi-spectral sensors to automatically find, fix, and track ground targets (Automatic Target Cueing (ATC)) and assess post-strike results. The MQ-9 aircraft will continue to be modified to ensure all aircraft are standard with the latest configuration. Subsequent investments will continue to evolve the MQ-9's capabilities to meet new requirements (which may include SIGINT, communications, and other sensor packages), and address Reliability and Maintainability (R&M) and safety issues.

The Ground Control Station (GCS) functions as the aircraft cockpit and can control the aircraft. The GCS will continue to evolve and upgrade its capabilities to fully support the MQ-1 and MQ-9 aircraft and the missions they perform.

Concurrently, MQ-9 Reaper fleet and Ground Control Stations will be continually modified to maintain pace with the evolving threat. These modifications include GCS, aircraft, communication system, training devices/simulator, weapons/weapon systems, and support equipment retrofits to incorporate new capabilities (sensor improvements, SAR, SIGINT, secure communications/data links, Tactical Common Data Link (TCDL), multiple aircraft control, flight control/avionics, situational awareness, mission planning, improved Target Location Accuracy).

Note 1: Group A and Group B retrofit quantities incorporate Predator Primary Data Link on 14 aircraft in FY08 and FY09. FY10-FY13 includes modification of current Ground Control Station into the Advance Multi-Aircraft Control (MAC) Configuration.

Note 2: Retrofit also includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit approximately 5 ground stations and 5 aircraft per year depending on funding profile.

Aircraft Breakdown: Active 24, Reserve 0, ANG 0, Total 24

**Development Status**

MQ-9 Reaper is in system development and demonstration. Initial aircraft baseline is being defined with a full rate production decision planned in FY09.

Note: Output date on Installation Schedule is for delivery of modified aircraft, including kit.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.201	7	2.249	3	3.935
KITS NONRECUR												
EQUIPMENT							[7]	7.483	[7]	7.647	[3]	9.181
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

**Projected Financial Plan Continued**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP												
RETROFIT								10.894		14.951		17.359
INSTALLATION OF HARDWARE												
FY-08							[7]					
FY-09									[7]			
FY-10											[3]	
FY-11												
FY-12												
FY-13												
TOTAL INSTALL							7		7		3	
TOTAL COST (BP-1100)							7	20.578	7	24.847	3	30.475
(Totals may not add due to rounding)												
INSTALLATION QTY							7		7		3	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.018	2	2.738	2	2.798			24	17.939
KITS NONRECUR										
EQUIPMENT	[3]	9.374	[2]	6.390	[2]	6.530			[24]	46.605
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT		18.424		22.177		22.489				106.294
INSTALLATION OF HARDWARE										
FY-08			7 KITS						[7]	
FY-09			7 KITS						[7]	
FY-10			3 KITS						[3]	
FY-11	[3]		3 KITS						[3]	
FY-12			2 KITS	[2]					[2]	
FY-13			2 KITS			[2]			[2]	
TOTAL INSTALL	3		2		2				24	
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)	3	31.816	2	31.305	2	31.817			24	170.838
INSTALLATION QTY	3		2		2				24	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>
Contract Date (Month/CY)				12/07	12/08	12/09	12/10	12/11	12/12
Delivery Date (Month/CY)				10/08	10/09	10/10	10/11	10/12	10/13

Installation Schedule

	Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</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																																								



BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE January 2007	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CV-22					
	2006	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$3.603	\$0.449	\$16.523	\$21.258	\$20.501	\$5.973	\$9.334	\$8.452	

The CV-22 Osprey is a combat search and rescue, fleet logistics support, and special warfare support aircraft. It is a tiltrotor aircraft, taking off and landing like a helicopter, but, once airborne, its engine nacelles can be rotated to convert the aircraft to a turboprop airplane capable of high-speed, high-altitude flight. It can carry 24 combat troops, or up to 20,000 pounds of internal or external cargo, at twice the speed of a helicopter. The primary modification budgeted in FY08/09 is low cost modifications.

CLASS	MOD NR	MODIFICATION TITLE	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	8791	BLOCK B UPGRADE	3.5		14.6	19.4	18.6	4.1	7.4	6.6		74.2
	99999X	LOW COST MODIFICATIONS	0.1	1.4	1.9	1.9	1.9	1.9	1.9	1.9		13.1
	Z88888	REPROGRAMMINGS	0.0	-0.9								
<b>TOTAL FOR CLASS P</b>			3.6	0.4	16.5	21.3	20.5	6.0	9.3	8.5	0.0	87.3
<b>TOTAL FOR WEAPON SYSTEM CV-22</b>			3.6	0.4	16.5	21.3	20.5	6.0	9.3	8.5	0.0	87.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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01/26/2007  
 FY 2008 PB  
 Modification Title and No: BLOCK B UPGRADE MN-8791

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: CV-22

Center: Patuxent River NAS, MD

PE 0401318F

Team INFO

**Description/Justification**

This modification funds the upgrade of five Block B/10 aircraft procured in FY04-05 (Lots 8 and 9) to the Block B/10 Lot 10 configuration. This configuration includes a retractable fuel probe, the production anti-icing system, more accessible nacelles, and avionics/comm/nav upgrades. This estimate reflects updates based on completion of Block B/10 CDR. This modification also includes funds to upgrade training devices and simulators to the Block B/10 configuration.

Aircraft Breakdown: Active 5, Reserve 0, ANG 0, Total 5

**Development Status**

Development of the Block B/10 configuration began in FY02 and will be completed by FY07.

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									3	3.039	2	9.871
KITS NONRECUR EQUIPMENT							6.560			13.578		2.000
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER			[4]	2.549			[3]	6.148	[2]	1.817	[3]	5.781
SUPPORT-EQUIP				1.000				1.915		0.924		0.349
INSTALLATION OF HARDWARE												
FY-09 3 KITS											[3]	0.600
FY-10 2 KITS												
TOTAL INSTALL											3	0.600
TOTAL COST (BP-1100) (Totals may not add due to rounding)				3.549				14.623	3	19.358	2	18.601
INSTALLATION QTY											3	

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	12.910
KITS NONRECUR										22.138
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER	[2]	1.803	[3]	7.213	[3]	6.355			[20]	31.666
SUPPORT-EQUIP		0.208		0.221		0.197				4.814
INSTALLATION OF HARDWARE										
FY-09			3 KITS						[3]	0.600
FY-10	[2]	2.062	2 KITS						[2]	2.062
TOTAL INSTALL	2	2.062							5	2.662
TOTAL COST (BP-1100)		4.073		7.434		6.552			5	74.190
(Totals may not add due to rounding)										
INSTALLATION QTY	2								5	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)					11/08	11/09
Delivery Date (Month/CY)					11/09	11/10

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</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	1	1	1	1	1
Output																									1	1	1	1

01/26/2007  
 FY 2008 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: CV-22

Center: Patuxent River NAS, MD

PE 0401318F

Team INFO

**Description/Justification**

This funds low cost modifications for CV-22 weapon system and training devices that are necessary to correct deficiencies.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-06		FY-07		FY-08		FY-09		FY-10	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.271		0.054		1.359		1.900		1.900		1.900
TOTAL COST (BP-1100)		0.271		0.054		1.359		1.900		1.900		1.900
(Totals may not add due to rounding)												

(Continued)

	FY-11		FY-12		FY-13		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.900		1.900		1.900				13.084
TOTAL COST (BP-1100)		1.900		1.900		1.900				13.084
(Totals may not add due to rounding)		1.900		1.900		1.900				13.084

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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