

# **UNITED STATES AIR FORCE**

## **Committee Staff Procurement Backup Book**

### **FY 2009 Budget Estimates**



**February 2008**

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**AIRCRAFT PROCUREMENT, AIR FORCE  
VOLUME II**

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OPR: SAF/FMB



**UNCLASSIFIED**

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**FY 2009 AMENDED PRESIDENT'S BUDGET**

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## P-1M MODIFICATION REPORT - 09 PB (HQ USAF)

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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	5.6	0.0	5.7							11.4
<b>TOTAL FOR CLASS P-S</b>				5.6	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	11.4
	P	_7646	Proximity Sensor Logic Unit				3.0	3.7					6.8
		110024	ALTERNATE HIGH FREQ	55.8	9.4	7.1	9.5	7.7					89.6
		110026	EHF SATCOM AND COMP							76.7	140.7	253.9	471.4
		110030	AFT DECK CRACKS	26.9	2.3	3.5	2.6	3.0	20.1	31.5	26.6	267.2	383.6
		110031	TRAINER SYSTEM UPGR	18.9	2.2	3.5	3.2	8.2	6.6	5.0	6.4		53.9
		110032	LINK 16/CID/IFR	161.9	11.8	4.5							178.1
		110033	RADAR SYSTEM MODIFI			158.4	300.4	27.9	34.9	5.9			527.6
		110035	SUPPORTABILITY MODS	16.7	1.0	1.9	7.6	10.6	5.6	3.4	4.9	16.3	68.1
		8881	MODE S/5 IFF							4.9	2.9	9.5	17.2
		99999U	Low Cost Engine Mods	7.5	0.4	0.5	2.0	2.8	2.1	2.2	2.2	4.4	24.3
		99999X	LOW COST MODIFICATIO	12.1	1.5	2.0	2.0	3.8	4.3	3.9	4.4	7.0	41.0
		T8137	UHF SATCOM UPGRADE	82.9	14.1	5.2							102.2
		Z88888	REPROGRAMMINGS	0.0	19.9	19.9							39.8
<b>TOTAL FOR CLASS P</b>				382.6	62.7	206.4	330.4	67.7	73.7	133.5	188.1	558.4	2003.6
<b>TOTAL FOR AIRCRAFT B-2</b>				388.2	62.7	212.1	330.4	67.7	73.7	133.5	188.1	558.4	2015.0

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B-1	P	_3944	ALQ-161A PREPROCESS	3.6	18.9	10.8	6.2						39.6
		_8206	Mode S/Mode 5						8.5				8.5
		197500	MSOGS		2.0								2.0
		4280	FULLY INTEGRATED DAT				14.0	27.5	40.3	40.3	46.6	72.3	240.9
		4284	CITS UPGRADE				6.9	10.8	15.9	11.6	12.7	23.5	81.3
		4285	Gyro Stabilization System (			10.6	18.4	15.3	3.0				47.3
		4286	Inertial Navigation System (I					0.6	15.7	1.0	1.8		19.1
		5048	WIND CORRECTED MUNI	29.0	3.6								32.6
		5820	COMMUNICATION UPGR	0.1	0.6								0.7
		5822	WEAPONS UPGRADE	0.0	0.5								0.5
		6882	Digital Communications	20.1		3.1	0.6						23.8
		7152	AVIONICS UPGRADE	0.4	1.9								2.3
		7242	AN/ALQ-161A BAND 8 RF	2.5	14.3	6.3	5.0						28.0
		8411	RADAR IMPROVEMENT U					63.4	60.2	32.4	43.1		199.1
		8525	AN/ALQ-161A JAMMER A	3.2	1.0								4.2
		8970	AN/ALQ-161A TAIL WARN	17.1	0.1								17.2
		8971	VERTICAL SITUATION DI				11.0	23.6	23.7	23.1	27.6	40.2	149.2
		8977	Utility Power Distribution Pa	2.7	0.8	0.3							3.8
		92294	LAPTOP CONTROLLED T		7.2	0.1	2.3						9.6
		92296	External Hard Point Modifica		9.5	0.1	3.5						13.0
		92297	Pylon for External Stores		6.3	0.1							6.4
		99999E	LOW COST MOD ENGINE	1.4	2.0	1.0	2.0						6.4
		99999X	LOW COST MODIFICATIO	2.1	0.0	2.0	2.0	0.1					6.2

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u> Z88888	MODIFICATION <u>TITLE</u> REPROGRAMMINGS	<u>PRIOR</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>
					0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				82.0	68.8	34.4	71.8	141.2	167.2	108.5	131.8	135.9	941.6
<b>TOTAL FOR AIRCRAFT B-1</b>				82.0	68.8	34.4	71.8	141.2	167.2	108.5	131.8	135.9	941.6

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B-52	P	3146	Yaw and Pitch Electronic Co	18.3		6.3							24.6
		3147	Enhanced Data Link (EDL)	7.9		2.6							10.5
		3148	MLR-2020 Instrument Landi	7.6		2.8							10.4
		3309	B-52 CONECT Phase B							7.4	24.1	77.2	108.7
		3310	CONECT Phase A	5.9			32.4	60.4	73.4	80.5	66.5	18.6	337.7
		4260	ADVANCED WEAPON INT	32.3	5.3	20.3	7.3	18.5					83.7
		4270	ECM IMPROVEMENT	185.0	10.2	0.0	0.0						195.2
		4693	AVIONICS MIDLIFE IMPR	78.4	9.8	0.0							88.2
		9709	GATM PHASE II						6.9	6.4	2.0		15.3
		99999X	LOW COST MODIFICATIO	6.4	2.2	1.0	2.0	1.0	0.8	0.7	0.4		14.5
		Z88888	REPROGRAMMINGS		28.4	0.0							28.4
<b>TOTAL FOR CLASS P</b>				<b>341.9</b>	<b>55.9</b>	<b>33.1</b>	<b>41.7</b>	<b>79.9</b>	<b>81.0</b>	<b>94.9</b>	<b>93.0</b>	<b>95.8</b>	<b>917.3</b>
<b>TOTAL FOR AIRCRAFT B-52</b>				<b>341.9</b>	<b>55.9</b>	<b>33.1</b>	<b>41.7</b>	<b>79.9</b>	<b>81.0</b>	<b>94.9</b>	<b>93.0</b>	<b>95.8</b>	<b>917.3</b>

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-117	P	Z88888	REPROGRAMMINGS	0.1	0.0								0.1
<b>TOTAL FOR CLASS P</b>				0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
<b>TOTAL FOR AIRCRAFT F-117</b>				0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1

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A-10	P	37120	DIGITAL DATA LINK	11.1	5.3	22.7	5.8	9.1	0.7	0.7			55.4
		7856	MODE S/5	13.9	7.4			8.1	5.9	4.6			39.8
		9601	ONBOARD OXYGEN GEN		6.5								6.5
		9604	Extended Duration Covert In	12.4	24.0								36.4
		9803	A-10 Secure Line of Sight/B	6.2	68.5	2.0	0.0						76.7
		9804	A-10 Wing Replacement Pr		72.2	68.8	94.8	244.7	256.1	261.2	266.5		1,264.2
		9805	PRECISION ENGAGEMEN	117.3	92.2	74.5	43.5	41.4	9.4				378.3
		99999X	LOW COST MODIFICATIO	0.2	0.0	0.0	0.0	0.0	0.0				0.3
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				161.1	276.2	168.0	144.1	303.3	272.1	266.4	266.5	0.0	1857.6
<b>TOTAL FOR AIRCRAFT A-10</b>				161.1	276.2	168.0	144.1	303.3	272.1	266.4	266.5	0.0	1857.6

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F-15	P	_1200	F-15C Avionics Replaceme					16.7	26.3	11.9			54.9
		_1202	F-15E AESA Radar						79.7	143.7	146.9		370.3
		_2222	32J Fuel Manifold Clamping	1.2	0.7	0.7	0.3						2.9
		6157	Antenna Test Station		8.0	5.0	4.5						17.5
		6158	F-15C/D APG-63(V)3 radar	72.2	141.5			65.1	94.5	131.8			505.1
		8265	PROGRAMMABLE ARMA	6.9	3.6								10.5
		8314	AIR DATA PROCESSOR	29.7	0.3								29.9
		8352	JOINT HELMET-MOUNTE	93.0	5.6								98.6
		8353	F-15E -JOINT HELMET-M		50.0								50.0
		8357	ADVANCED DISPLAY CO	77.2	19.9	8.6	5.8						111.5
		8662	AETC MTD UPGRADES-FI	8.4	1.3								9.7
		8703	F-15 A/D DIGITAL VIDEO					6.4	22.8	4.7			33.9
		8705	F-15E DIGITAL VIDEO RE	9.9	7.2			9.4	10.6				37.0
		8742	TEWS INTERMEDIATE S	15.2	2.4	3.0		2.5	8.9				32.0
		8745	IFF A-D	93.9	22.1					4.0			120.0
		8746	IFF E	37.3	10.0			3.0	11.4				61.6
		8753	F-15 NVIS	5.2	0.2								5.4
		8754	A-D IFF MODE 5					13.0	7.9				20.9
		8755	E IFF MODE 5					11.5	15.5	10.0			37.0
		8793	F-15E BLOS/SLOS		10.0	37.9							47.9
		99999E	MISC ENGINE UPDATE M	1.3	1.0		0.4						2.7
		99999U	LOW COST RETROFIT M	0.9	1.5	0.0	0.6	0.0	0.6				3.6
		99999X	LOW COST MODIFICATIO	0.5	1.8	1.7	0.7	0.9	0.7	0.2	0.3		6.8

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02/28/2008

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					-10.0	1.8							-8.2
<b>TOTAL FOR CLASS P</b>				452.6	277.0	58.7	12.3	128.5	279.0	306.3	147.2	0.0	1661.6
<b>TOTAL FOR AIRCRAFT F-15</b>				452.6	277.0	58.7	12.3	128.5	279.0	306.3	147.2	0.0	1661.6

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F-16	P-S	173009	F110 DIGITAL ENGINE CO	165.2	3.6								168.8
		F19419	F110-100 HPT C-CLIP BA	6.4	0.1	0.2	0.1						6.9
		F19424	F110 ENGINE SERVICE LI	87.5	52.2	54.1	56.5	50.2	38.6	16.8			355.9
<b>TOTAL FOR CLASS P-S</b>				<b>259.2</b>	<b>55.9</b>	<b>54.3</b>	<b>56.6</b>	<b>50.2</b>	<b>38.6</b>	<b>16.8</b>	<b>0.0</b>	<b>0.0</b>	<b>531.6</b>
P		4260	ADVANCED WEAPON INT	46.3	4.2	1.1	0.2						51.8
		602043	BLOCK 42 ANG RE-ENGI	109.7	12.0	25.3							146.9
		602149	MMC UPGRADE			11.0	24.0	28.3	19.5				82.8
		602150	MODULAR MISSION COM	401.1	86.0	55.8	24.9	5.4					573.2
		6023	FALCON STAR	152.9	68.0	87.3	78.3	54.9	46.8	33.3	20.1		541.5
		602530	BLK 30 LANDING LIGHT R	3.6	0.1	0.1							3.9
		603035	COMMERCIAL CENTRAL	24.3		0.5							24.8
		604050	EMBEDDED GPS/INS (EG			10.7	11.6	27.4	13.7				63.3
		610250	COLOR DISPLAYS - CCIP	219.1	34.1	17.6	16.5	3.6					290.8
		612151	Mode 5 Identification					30.0	39.8				69.8
		612152	MODE S IDENTIFICATION		10.3	6.0	10.0	11.5	9.0	1.0			47.8
		618210	BLK 40/50 SECURE LINE		17.1	13.5	13.8						44.4
		618230	BLK 30 SECURE LINE OF		9.5	0.1							9.7
		618250	ADVANCED TARGETING		3.6								3.6
		618270	DIGITAL FLIGHT CONTRO		2.0								2.0
		624050	ADVANCED DATA TRANS				10.4	10.6	10.9	1.1			33.0
		6300	ON BOARD OXYGEN GEN	28.9	3.5	1.6							33.9
		650050	JOINT HELMET MOUNTE	228.2	20.4	8.1	4.7	0.9					262.3
		660050	HTS PYLONS	16.9	2.4								19.3

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		661650	LINK 16 - CCIP	151.3	12.5	6.4	5.5	1.4					177.2
		661651	F-16 TACTICAL DATA LIN	93.0	13.9	2.2							109.1
		8662	AETC MTD UPGRADES-FI	37.5	8.4	17.1	13.2	18.6	18.9	19.2	19.6		152.5
		99999E	MISC ENGINE UPDATE M	10.2	0.3	2.0	1.9	0.3	1.9	0.0	0.5		17.1
		99999X	LOW COST MODIFICATIO	10.3	0.6	1.9	1.9	0.3	1.9	0.2	0.7		18.0
		Z88888	REPROGRAMMINGS		3.1	10.1							13.2
<b>TOTAL FOR CLASS P</b>				1533.3	312.0	278.6	217.0	193.2	162.3	54.8	40.9	0.0	2792.2
<b>TOTAL FOR AIRCRAFT F-16</b>				1792.5	367.9	332.9	273.6	243.4	200.9	71.6	40.9	0.0	3323.8

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F-22	P	F22001	COMMON CONFIGURATI	69.8	80.3	145.8	189.3	155.4	273.6	105.6	131.3	79.8	1,230.9
		F22003	INCREMENT 3.1 (Drop 2)			27.5	56.2	90.8	86.4	96.7	43.5	53.9	454.9
		F22004	Low Cost Mod Weapon Sys	6.0	1.9	1.9	1.9	1.9	1.9	1.9	1.9	4.0	23.5
		F22006	F-22 Reliability and Maintain	29.0	38.0	71.5	59.7	31.9	30.4	31.8	50.8	60.2	403.4
		F22013	Trainer Low Cost Mod		2.0								2.0
		F22014	F119 Engine Modifications	7.2	3.3	4.0	15.2	17.1	17.4	19.4	12.3	38.7	134.7
		F22017	Weapon System Evaluation					6.1					6.1
		F22019	INCREMENT 3.2 (Drop 3)								49.4	223.8	273.1
		F22020	Warfighter Urgent Requirem			4.4	4.7	5.0	5.4	5.5	5.6	11.6	42.4
		F22021	Arresting Gear System							2.5	5.2		7.7
		Z88888	REPROGRAMMINGS	10.3	0.0	-0.0							10.3
<b>TOTAL FOR CLASS P</b>				122.3	125.5	255.2	327.0	308.3	415.2	263.4	300.1	472.0	2589.0
<b>TOTAL FOR AIRCRAFT F-22</b>				122.3	125.5	255.2	327.0	308.3	415.2	263.4	300.1	472.0	2589.0

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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	5.8		0.8	1.1	0.6	0.8	0.9	0.9		10.8
		6038	AVIONICS MODERNIZATI	386.2	52.2	88.5	95.2	78.8	75.3	77.5	75.3	29.7	958.6
		6154	C-5 RELIABILITY ENHANC	0.9	36.9	133.6	341.0	717.1	821.6	793.3	798.4	4,575.4	8,218.1
		6154A	C-5 RERP AP	3.9	55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1,335.7
		8629	LARGE AIRCRAFT INFRA		58.8	18.6	41.7	24.5	5.3	5.4	5.5		159.7
		8763	MADARS III	8.8		1.1	1.0						11.0
		8869	Defensive System Installatio		5.6	11.7							17.3
		8928	C-5A Crown Skins				5.4						5.4
		99999X	LOW COST MODIFICATIO	4.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.9
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				409.8	209.1	320.6	583.1	941.9	1036.6	1010.7	1013.7	5196.0	10721.6
<b>TOTAL FOR AIRCRAFT C-5</b>				409.8	209.1	320.6	583.1	941.9	1036.6	1010.7	1013.7	5196.0	10721.6

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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	P	C5 AP	C-5 Advance Procurement	3.9	55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1,335.7
<b>TOTAL FOR CLASS P</b>				3.9	55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1335.7
<b>TOTAL FOR AIRCRAFT C-5 AP</b>				3.9	55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1335.7

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

## UNCLASSIFIED

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-17	P	_1058	Mission Computer Replace						0.6	11.4	17.8	64.6	94.4
		_1155	RNP - RNAV/VNAV Capabi							0.5	0.2	5.4	6.1
		_1463	Advanced Situational Aware							1.8	10.9	107.2	119.9
		_1587	CVR and SFDR Backup Po				0.5	0.6	0.6	0.6	0.6	1.5	3.8
		_1823	M1A2 Loading Capability								73.5	504.4	577.8
		_2000	Pylon Stub FFLZ, FF, Trans		16.1		7.9		12.8	7.5	1.2	1.4	46.9
		_2394	Demand Assigned Multiple						3.1	3.1	2.2	8.8	17.1
		_2590	ELT Frequency Change				0.9	2.9	2.5	2.3			8.6
		_2633	MFOQA					3.4	3.4	2.6			9.4
		_2703	IFF GATM Enhanced Mode			0.8	4.5						5.3
		_359	C-17 Sim Threat Generator				4.4						4.4
		_3781	Fourth Life Raft Addition				2.1	2.5	5.5	1.1			11.2
		_5268	Airborne Networking							1.7	36.5	64.3	102.5
		_6461	External Iridium Antenna					0.0	2.0	3.1	3.2	14.0	22.4
		_8962	Block 13 to 17 Retrofit	96.1	81.4	66.9	150.7	178.3	128.1	82.8	12.4		796.6
		0399	AIRLIFT DEFENSIVE SYS	8.8	0.7	0.1							9.6
		6026	400 POUND PARATROOP	15.4	0.6								16.0
		6401	GATM - AUTOMATIC DEP					0.6	0.7	1.7	2.0	2.1	7.1
		6402	OBIGGS II	21.8	12.4	14.5	29.6	47.5	53.2	54.3	55.4	59.9	348.6
		6409	AERIAL DELIVERY SYSTE						31.1	39.3	112.2	408.8	591.3
		6412	EXTENDED RANGE RET	68.0	17.1	21.1	48.7	108.3	109.0	106.1	105.9	251.3	835.5
		6415	CREW ARMOR PLATING						45.9	47.6	12.5	85.8	191.8
		8629	LARGE AIRCRAFT INFRA	328.8	259.3	75.1	80.7	144.6	69.0	46.4	179.6		1,183.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u>	MODIFICATION <u>TITLE</u>	<u>PRIOR</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>	COST <u>TO GO</u>	TOTAL <u>PROG</u>
		99999X	LOW COST MODIFICATIO		1.6	1.4	2.0	2.0	2.0	2.0	2.0	4.0	17.0
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				538.8	389.2	180.0	331.5	490.7	469.4	415.8	628.0	1583.4	5027.0
<b>TOTAL FOR AIRCRAFT C-17</b>				538.8	389.2	180.0	331.5	490.7	469.4	415.8	628.0	1583.4	5027.0

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-21	P	_8995	RVSM (Reduced Vertical S	7.1	0.4								7.5
		99999S	SERVICE BULLETINS		0.8	0.3	10.3	0.1	0.1	0.1	0.1		11.9
		99999X	LOW COST MODIFICATIO		0.2	0.6	0.7	0.4	0.3	0.3	0.3		2.8
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				7.1	1.3	0.9	11.0	0.6	0.4	0.4	0.4	0.0	22.2
<b>TOTAL FOR AIRCRAFT C-21</b>				7.1	1.3	0.9	11.0	0.6	0.4	0.4	0.4	0.0	22.2

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02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-32	P	0707	COMM MOD				9.7	11.8	22.3	11.4	0.5		55.7
		9612	Winglets		5.0								5.0
		99999S	SERVICE BULLETINS	0.1	1.9	0.0	0.1	0.0	0.0	0.0	0.0		2.1
		99999SG	SERVICE BULLETINS - A			0.8	0.9	0.9	0.9	1.0	1.0		5.5
		99999X	LOW COST MODIFICATIO	0.1	2.0		0.0	0.0	0.0	0.0	0.0		2.2
		99999XG	LOW COST MODS - ANG			0.8	0.7	0.8	0.8	0.8	0.8		4.6
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				0.2	8.9	1.6	11.4	13.5	24.0	13.2	2.3	0.0	75.1
<b>TOTAL FOR AIRCRAFT C-32</b>				0.2	8.9	1.6	11.4	13.5	24.0	13.2	2.3	0.0	75.1

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-37	P	0707	COMM MOD				2.0	5.3	9.3	4.9	9.4		30.8
		99999S	SERVICE BULLETINS	0.0	0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.1
		99999X	LOW COST MODIFICATIO	0.3	0.1	0.1	0.1	0.1	0.1	0.2	0.2		1.2
		Z88888	REPROGRAMMINGS		112.4	0.0							112.4
<b>TOTAL FOR CLASS P</b>				0.3	112.8	0.4	2.4	5.7	9.8	5.3	9.9	0.0	146.6
<b>TOTAL FOR AIRCRAFT C-37</b>				0.3	112.8	0.4	2.4	5.7	9.8	5.3	9.9	0.0	146.6

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>
GLID00	P	99999X	LOW COST MODIFICATIO	0.4	0.3	0.1	0.1	0.1	0.1	0.1	0.1		1.4
<b>TOTAL FOR CLASS P</b>				0.4	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.4
		Z88888	REPROGRAMMINGS		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
<b>TOTAL FOR AIRCRAFT GLID00</b>				0.4	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.4

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-6	P	37223	Emergency Locator Transmi			1.0	0.4						1.3
		37224	Power Control Lever						0.3	0.3	0.6	2.2	3.4
		37225	OBOGS Low Pressure Swit			0.4	0.4	0.2	0.1				1.1
		37226	Landing Gear Door Spring H		0.0	0.9	1.5	0.8	0.3	0.4			3.8
		37227	IDARS-MFOQA				0.8	0.4	0.2	0.3			1.8
		9847	Avionics Obsolesence			1.9	2.0	1.0	1.8	2.0	1.3	2.3	12.5
		9848	Trim Actuator Redesign		0.6	0.2	1.0	0.0					1.8
		9854	Oil Pressure Annunciation S	1.1	0.8	0.2	0.0	0.0	0.1	0.2	0.3	0.5	3.1
		9857	Traffic Advisory System			9.1	13.5	7.9	2.0				32.5
		9858	INTER-SEAT SEQUENCE	1.6	0.4	0.3							2.4
		9871	COCKPIT UPGRADES	3.5	1.6	0.9	0.3	0.0	0.0	0.0			6.3
		9872	Anti-Suffocation Valve (ASV)	1.4	0.8	0.2							2.4
		9874	T-6 ENGINE MODIFICATI					6.3	4.8	6.3	7.5	35.1	60.1
		9875	LANDING GEAR HANDLE					0.3	0.1	0.2	0.4	0.4	1.4
		9876	AIRFRAME STRUCTURAL						1.5	1.8	1.8	13.0	18.1
		99999X	LOW COST MODIFICATIO	4.9	2.0	2.0	1.2	0.4	0.6	0.6	0.5	0.8	12.8
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				12.6	6.1	17.0	21.1	17.4	11.8	12.1	12.3	54.2	164.7
<b>TOTAL FOR AIRCRAFT T-6</b>				12.6	6.1	17.0	21.1	17.4	11.8	12.1	12.3	54.2	164.7

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-1	P	8996	COMBAT SYSTEMS OFFI			12.9							12.9
		99999X	LOW COST MODIFICATIO	0.0	0.2	0.0	0.0	0.0	0.1	0.3	0.3		0.9
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				0.0	0.2	12.9	0.0	0.0	0.1	0.3	0.3	0.0	13.8
<b>TOTAL FOR AIRCRAFT T-1</b>				0.0	0.2	12.9	0.0	0.0	0.1	0.3	0.3	0.0	13.8

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-38	P-S	99999A	LOW COST SAFETY MOD	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1
<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	0.1
	P	37228	T-38 IMPROVED BRAKE S				9.8	9.6	5.5	5.6	5.7	29.8	66.0
		6029	AVIONICS UPGRADE	469.5	40.3	0.8	0.0						510.6
		6034	T-38 PROPULSION MODE	445.4	78.3	104.5	25.5	14.0					667.8
		6087	T-38 ESCAPE SYSTEM U	61.7	24.5	24.6	24.6	19.8					155.1
		99999X	LOW COST MODIFICATIO	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.0
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				978.5	143.1	129.9	59.9	43.4	5.5	5.6	5.7	29.8	1401.6
<b>TOTAL FOR AIRCRAFT T-38</b>				978.6	143.1	129.9	59.9	43.4	5.5	5.6	5.7	29.8	1401.7

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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	5.0	0.8	2.2	2.2	2.3	2.3	2.4	2.4		19.5
		99999X	LOW COST MODIFICATIO	0.8	0.2	0.0	0.1	0.1	0.1	0.1	0.1		1.3
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				5.8	1.0	2.2	2.3	2.3	2.4	2.4	2.5	0.0	20.8
<b>TOTAL FOR AIRCRAFT T-43</b>				5.8	1.0	2.2	2.3	2.3	2.4	2.4	2.5	0.0	20.8

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>
KC-10	P-S	99999A	LOW COST SAFETY MOD	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0		0.1
<b>TOTAL FOR CLASS P-S</b>				0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	P	99999S	SERVICE BULLETINS	33.1	6.3	1.9	1.9	1.9	1.9	2.5	5.0		54.5
		99999X	LOW COST MODIFICATIO	3.0	0.4	0.0	0.0	0.0	0.0	1.2	1.9		6.6
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				36.1	6.7	1.9	1.9	1.9	1.9	3.7	6.9	0.0	61.0
<b>TOTAL FOR AIRCRAFT KC-10</b>				36.1	6.8	1.9	1.9	1.9	1.9	3.7	6.9	0.0	61.1

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-12	P	6140	ELECTRONIC FLIGHT INS	55.1	4.1								59.2
		99999S	SERVICE BULLETINS		0.1	0.3	0.4	0.3	0.3	0.3	0.3		2.1
		99999X	LOW COST MODIFICATIO	1.8	0.1	0.1	0.1	0.2	0.2	0.2	0.2		2.9
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				56.9	4.3	0.5	0.5	0.5	0.5	0.5	0.5	0.0	64.1
<b>TOTAL FOR AIRCRAFT C-12</b>				56.9	4.3	0.5	0.5	0.5	0.5	0.5	0.5	0.0	64.1

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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-20	P	0707	COMM MOD				1.0	14.6	7.4	1.0	1.0		25.0
		99999S	SERVICE BULLETINS	0.0	0.4	0.2	0.2	0.1	0.1	0.1	0.1		1.2
		99999X	LOW COST MODIFICATIO	0.4	0.1	0.4	0.3	0.5	0.5	0.5	0.5		3.1
		Z88888	REPROGRAMMINGS		0.0	-0.0							-0.0
<b>TOTAL FOR CLASS P</b>				0.4	0.5	0.5	1.5	15.1	8.0	1.6	1.6	0.0	29.3
<b>TOTAL FOR AIRCRAFT C-20</b>				0.4	0.5	0.5	1.5	15.1	8.0	1.6	1.6	0.0	29.3

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C-25	P	_6638	Airborne Information Manag			27.0	59.8	15.0	13.0				114.8
		99999S	SERVICE BULLETINS	0.9	1.0	1.2	0.8	1.0	1.0	1.0	1.0		7.9
		99999X	LOW COST MODIFICATIO	3.4	0.1	0.0	0.3	0.1	0.1	0.2	0.2		4.2
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				4.2	1.0	28.2	60.9	16.1	14.1	1.2	1.2	0.0	127.0
<b>TOTAL FOR AIRCRAFT C-25</b>				4.2	1.0	28.2	60.9	16.1	14.1	1.2	1.2	0.0	127.0

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C-40	P	0707	COMM MOD				9.7	11.2	12.0	20.5			53.4
		99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.8
		99999X	LOW COST MODIFICATIO	2.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.7
<b>TOTAL FOR CLASS P</b>				2.1	0.2	0.2	9.9	11.4	12.2	20.8	0.2	0.0	57.0
		Z88888	REPROGRAMMINGS		90.5	0.0							90.5
<b>TOTAL FOR CLASS</b>				0.0	90.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.5
<b>TOTAL FOR AIRCRAFT C-40</b>				2.1	90.7	0.2	9.9	11.4	12.2	20.8	0.2	0.0	147.5

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C-130	P-S	99999A	LOW COST SAFETY MOD	0.0	0.0	0.2	0.8	1.9	1.9	0.0	0.0		4.8
<b>TOTAL FOR CLASS P-S</b>				0.0	0.0	0.2	0.8	1.9	1.9	0.0	0.0	0.0	4.8
	P	11130	PODDED RECONNAISSA	3.9	2.3	0.5	0.0	0.0	0.0	0.0	0.0		6.7
		17605B	AUTOPILOT/GCAS	248.1	0.6	0.7							249.5
		18600B	ELECTRICAL SYSTEM UP	96.8	0.2								97.0
		8220	ALR-69 (RWR)	50.0	11.2	30.2	23.7	39.0	31.5	9.3	9.5		204.5
		8455	INSTALLATION OF AN/AP	72.3	9.5	3.8	0.6	0.7					86.9
		8515	Electronic Propeller Controll		1.1								1.1
		8517	C-130 AVIONICS MODER			28.7	149.1	296.3	247.8	277.5	315.1	2,668.2	3,982.7
		8526	ENHANCED TCAS (TCAS	185.2	6.0	10.2							201.5
		8561	SYNCHROPHASER WIRE	22.2	0.5								22.8
		8577	ALE-47 CHAFF AND FLAR	39.7	0.5	1.0							41.1
		8578	C-130 SYSTEMS/STRUCT	86.2	104.1	66.7	127.6	123.6	132.0	71.8	73.2	208.5	993.8
		8591	ALR-69 UPGRADE		6.3	10.3	10.5	1.7					28.8
		8629	LARGE AIRCRAFT INFRA	142.1	235.5	43.4	59.5	2.4	1.0	1.1	1.1		486.2
		8651	AAR-47 SENSOR UPGRA	30.5	1.5								32.0
		8678	HC-130 SIMULATOR	29.1		6.2	0.2						35.6
		8731	IR Strobe		1.0								1.0
		9122	APN-241 RADAR - AFSOC	14.3	0.6								14.9
		9126	AC-130 LINK 16 GUNSHIP	10.8	19.3	2.7	0.6						33.4
		9130	AERIAL SPRAY SYSTEM	2.0	0.5								2.5
		9131	ASAR FOR 109th AW	3.0	1.0								3.9
		9134	NOISE CANCELLATION S	1.1	1.3	1.5							3.9

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		9135	AC-130 OUTER WING RE					0.8	2.2	2.2	1.2	3.7	10.1
		9136	AIRBORNE RECONN SYS				43.7	19.9	46.7	46.7	24.8		181.7
		92292	C-130 WINDSCREEN		2.0								2.0
		92299	AFSOC SIMULATOR UPG	4.1	1.2		0.6						6.0
		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	0.0	0.7	0.0	0.0		1.1
		99999X	LOW COST MODIFICATIO	9.0	1.7	1.6	1.9	1.9	1.9	0.0	0.0		18.1
		SCOUT	ANG SENIOR SCOUT	50.5	40.3	4.8	3.9	4.0	4.1	4.2	4.2		116.0
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				1101.6	448.1	212.5	422.0	492.2	469.8	412.7	429.2	2880.3	6868.5
<b>TOTAL FOR AIRCRAFT C-130</b>				1101.6	448.1	212.7	422.8	494.1	471.7	412.7	429.2	2880.3	6873.3

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C-130J	P	_1411	Sensor Cant			1.7	2.5	0.6					4.8
		_1701	C-130J BLOCK 6.0 UPGR		14.1	3.9	0.3						18.4
		_2529	Pure Airblast Fuel Nozzle			20.0	0.0						20.0
		_2612	Avionics System and Struct			28.0	46.5	13.6					88.2
		_5222	BLOCK 8.0								75.5	101.0	176.5
		_5296	Wind Gust Brake			6.2	8.0	8.7	1.5				24.5
		_5448	Formation Positioning Syste					19.5	12.8	33.6	12.4	0.8	79.2
		_6298	C-130J BLOCK 7.0 UPGR					29.4	56.6	49.6	7.0		142.5
		8629	LARGE AIRCRAFT INFRA					37.9	42.9	44.1	8.8		133.7
		99999X	LOW COST MODIFICATIO	0.8	1.0	2.0	2.0	2.0	2.0	2.0	2.0	10.0	23.8
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				<b>0.8</b>	<b>15.1</b>	<b>61.8</b>	<b>59.4</b>	<b>111.8</b>	<b>115.8</b>	<b>129.3</b>	<b>105.7</b>	<b>111.8</b>	<b>711.6</b>
<b>TOTAL FOR AIRCRAFT C-130J</b>				<b>0.8</b>	<b>15.1</b>	<b>61.8</b>	<b>59.4</b>	<b>111.8</b>	<b>115.8</b>	<b>129.3</b>	<b>105.7</b>	<b>111.8</b>	<b>711.6</b>

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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		0.4
<b>TOTAL FOR CLASS P-S</b>				<b>0.3</b>	<b>0.0</b>	<b>0.4</b>							
	P	8653	BLOCK 45				2.1	5.3	15.8	37.2	45.5	195.8	301.8
		8654	ENHANCED MODE S			5.3	5.8	19.9	8.9	4.0			44.0
		9709	GATM PHASE II	504.2	70.5	108.2	120.2	116.2	8.8	0.0			928.0
		9738	CONTROL COLUMN ACT	17.3	11.7	10.7	5.3						45.0
		9815	EMERGENCY VISION AS	3.1	3.0								6.1
		99999X	LOW COST MODIFICATIO	14.0	1.0	0.6	0.8	0.4	1.6	1.6	1.5		21.5
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				<b>538.5</b>	<b>86.2</b>	<b>124.9</b>	<b>134.2</b>	<b>141.8</b>	<b>35.1</b>	<b>42.9</b>	<b>47.0</b>	<b>195.8</b>	<b>1346.4</b>
<b>TOTAL FOR AIRCRAFT C-135</b>				<b>538.8</b>	<b>86.2</b>	<b>124.9</b>	<b>134.2</b>	<b>141.8</b>	<b>35.1</b>	<b>42.9</b>	<b>47.0</b>	<b>195.8</b>	<b>1346.8</b>

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CCALL	P	1001	COMPASS CALL		70.3	45.0	24.6	19.9	54.5	26.2	30.0		270.4
<b>TOTAL FOR CLASS P</b>				0.0	70.3	45.0	24.6	19.9	54.5	26.2	30.0	0.0	270.4
<b>TOTAL FOR AIRCRAFT CCALL</b>				0.0	70.3	45.0	24.6	19.9	54.5	26.2	30.0	0.0	270.4

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DARP	P	_2504	COBRA BALL		3.0	3.5	3.7	4.0	4.1	4.4	4.7		27.5
		4263	RIVET JOINT	99.5	95.2	85.9	97.1	99.7	101.9	164.5	167.8		911.5
		4265	COMBAT SENT	8.9	6.2	6.1	6.2	6.1	6.2	6.1	6.0		51.6
		Z88888	REPROGRAMMINGS	-1.7	-0.1	10.6							8.8
<b>TOTAL FOR CLASS P</b>				106.7	104.3	106.1	107.0	109.8	112.1	175.0	178.5	0.0	999.5
<b>TOTAL FOR AIRCRAFT DARP</b>				106.7	104.3	106.1	107.0	109.8	112.1	175.0	178.5	0.0	999.5

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E-3	P	50001P	TSI	28.8	2.5	2.9	6.1	6.1	2.8	3.0	3.1		55.2
		50001T	BLOCK 40/45 UPGRADE			2.7	37.9	69.0	159.6	109.7	148.3		527.2
		7225	NEXT GENERATION IDEN						7.1	24.3	23.6		54.9
		7267	NAVWAR		1.8	4.5	9.9	1.4					17.5
		7268	INTEGRATED DAMA GAT	58.6	46.2	24.9	14.2						143.9
		8662	AETC MTD UPGRADES-FI	1.3	0.5								1.8
		9707	RM&A MODS	66.1	15.3	18.8	18.4	8.5	10.9	11.4	13.7		163.0
		Z88888	REPROGRAMMINGS	-0.4	0.0	0.0							-0.4
<b>TOTAL FOR CLASS P</b>				154.3	66.3	53.8	86.5	84.9	180.3	148.3	188.7	0.0	963.1
<b>TOTAL FOR AIRCRAFT E-3</b>				154.3	66.3	53.8	86.5	84.9	180.3	148.3	188.7	0.0	963.1

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E-4	P	3410	NPES (NC2AIS) E-4B	6.3	0.6	0.6	0.6	0.7	0.7	0.7	0.7		10.9
		4383A	Message Processing Syste			3.9	4.8	0.3					9.0
		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
		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							1.8	4.6		6.4
		4401	Presidential National Voice							0.7	1.3		2.0
		4402	Crypto Update				2.0						2.0
		9709D	E-4B COMMUNICATION N						3.5	8.0	5.0		16.5
		99999S	SERVICE BULLETINS	47.1	3.0	8.9	3.1	5.9	7.7	6.2	8.8		90.7
		99999X	LOW COST MODIFICATIO	17.4	1.9	2.0	2.0	2.0	2.0	2.0	1.8		31.1
		Z88888	REPROGRAMMINGS	40.0	0.1	0.0							40.1
<b>TOTAL FOR CLASS P</b>				<b>110.7</b>	<b>5.6</b>	<b>19.6</b>	<b>28.1</b>	<b>15.9</b>	<b>17.1</b>	<b>19.8</b>	<b>22.2</b>	<b>0.0</b>	<b>239.1</b>
<b>TOTAL FOR AIRCRAFT E-4</b>				<b>110.7</b>	<b>5.6</b>	<b>19.6</b>	<b>28.1</b>	<b>15.9</b>	<b>17.1</b>	<b>19.8</b>	<b>22.2</b>	<b>0.0</b>	<b>239.1</b>

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E-8C	P	38199	JSTARS Re-engining		64.9	37.0	12.8	211.6	194.2	129.0	17.9		667.5
		38200	RELIABILITY, MAINTAINA	58.3	3.1	3.7	4.7	5.8	5.9	6.9	5.3		93.6
		38203	KILL CHAIN ENHANCEME	40.2	30.4	16.2	10.7	11.9	2.1	2.1	3.6		117.1
		38205	JTRS INTEGRATION						8.0	2.8	3.8		14.5
		38208	Enhanced Land Maritime M		2.1	22.2	2.5						26.8
		Z88888	REPROGRAMMINGS	-3.3	0.0	0.0							-3.3
<b>TOTAL FOR CLASS P</b>				95.1	100.5	79.2	30.7	229.3	210.2	140.7	30.5	0.0	916.2
<b>TOTAL FOR AIRCRAFT E-8C</b>				95.1	100.5	79.2	30.7	229.3	210.2	140.7	30.5	0.0	916.2

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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	4.6	4.0	3.7	0.8	0.3				14.4
<b>TOTAL FOR CLASS P-S</b>				1.0	4.6	4.0	3.7	0.8	0.3	0.0	0.0	0.0	14.4
	P	_1135	UH-1N SIMULATOR UPG			8.1	0.7						8.9
		_2802	HUEY II MODERNIZATION	34.2	35.9	7.7	7.9	17.1	1.0	1.0	1.0		105.8
		8839	NIGHT VISION INSTRUME	1.0	2.8								3.9
		99999X	LOW COST MODIFICATIO	3.4	0.7	0.1	0.9	0.7	1.2	1.6	1.6		10.2
		Z88888	REPROGRAMMINGS	0.0	-3.9	2.2							-1.7
<b>TOTAL FOR CLASS P</b>				38.6	35.6	18.1	9.5	17.8	2.2	2.6	2.6	0.0	127.0
<b>TOTAL FOR AIRCRAFT H-1</b>				39.6	40.2	22.1	13.2	18.6	2.5	2.6	2.6	0.0	141.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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 P	8.2	2.4		0.2						10.8
		8254	ALTITUDE HOLD AND HO	9.2			0.2	2.2	1.0				12.6
		8496	KIRTLAND SIM UPGRADE	14.0	3.2	19.6	0.5						37.3
		8560	SERVICE LIFE EXTENSIO	4.4	0.9	1.4	15.7	4.3	2.9	3.3			32.9
		8844	Multi-function Color Display				0.2						0.2
		99999S	SERVICE BULLETINS				0.0	0.1	1.0	1.5	4.9		7.4
		99999X	LOW COST MODIFICATIO	0.9	0.0		0.0	1.0	0.0	0.0			1.9
		ARR	701C ENGINE AND GEAR	69.1	1.8		0.2						71.1
		T8415	UPGRADE COMMUNICAT	155.1	5.7		0.2						160.9
		Z88888	REPROGRAMMINGS		2.7	96.8							99.4
<b>TOTAL FOR CLASS P</b>				260.7	16.7	117.8	17.3	7.5	4.9	4.8	4.9	0.0	434.6
<b>TOTAL FOR AIRCRAFT HH-60</b>				260.7	16.7	117.8	17.3	7.5	4.9	4.8	4.9	0.0	434.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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		2.9	24.3	102.1	107.5	126.6	68.9	15.0		447.3
		470003	GH Ground Station Mods		4.6	0.0	1.8	2.4	0.8	40.6	42.1		92.3
<b>TOTAL FOR CLASS P</b>				0.0	7.5	24.3	103.9	109.8	127.5	109.6	57.0	0.0	539.6
		470004	Support Equipment Mods			1.5							1.5
		Z88888	REPROGRAMMINGS		0.0	0.0							0.0
<b>TOTAL FOR CLASS</b>				0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
<b>TOTAL FOR AIRCRAFT HAEUAV</b>				0.0	7.5	25.8	103.9	109.8	127.5	109.6	57.0	0.0	541.1

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

## P-1M MODIFICATION REPORT - 09 PB (HQ USAF)

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</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</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
OTHER	P	_9783	Link-16 Support and Susta	5.8	0.7	0.0	0.0	35.7	88.3	92.3	64.4		287.3
		1000	COMBAT AIR FORCES R		1.0	4.9	0.6						6.5
		4501	EHF SATCOM		6.0			105.6	318.9	432.1	373.4	1,092.4	2,328.4
		8668	Advanced Targeting Pod	8.8	0.8	0.9	60.8	0.8	59.0	41.9	15.3		188.4
		8669	Full Combat Mission Traini		10.6	58.2							68.7
		8728	DEPOT MAINTENANCE (	1.0	0.3								1.2
		8730	ROLL-ON BEYOND LINE-	1.1	2.0	12.4	12.6	26.3	26.6	27.1	27.7		135.8
		9860	JOINT TACTICAL RADIO	2.9	0.0	21.1	66.9	157.8	198.4	189.3	196.0		832.4
		99999A	LOW COST SAFETY MO	0.0	0.0	0.0	0.0						0.0
		99999J	MISCELLANEOUS LOW	3.4	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
		CMWS	COMMON MISSILE WAR	0.5	0.2								0.8
		E900	E-9A TELEMETRY SYST	10.5	0.1								10.6
		E901	Sea Surveillance Radar U			4.2	0.2	5.5					9.9
		MFOQA	Military Flight Operations			7.5	10.7	4.0					22.2
		STNGR7	F-16 STING R7 POD UPG	34.1	7.3								41.4
		T8137	UHF SATCOM UPGRADE	213.7	3.7								217.4
		Z88888	REPROGRAMMINGS		75.5	-14.5							61.0
<b>TOTAL FOR CLASS P</b>				<b>281.9</b>	<b>108.5</b>	<b>94.8</b>	<b>151.9</b>	<b>335.8</b>	<b>691.4</b>	<b>782.9</b>	<b>677.0</b>	<b>1092.4</b>	<b>4216.5</b>
		99999F	LOW COST MODIFICATI	0.0	0.0	0.0	0.0	0.0	0.0				0.0
		EWPod	Multi-Platform Electronic E					10.5					10.5
<b>TOTAL FOR CLASS</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>
<b>TOTAL FOR AIRCRAFT OTHER</b>				<b>281.9</b>	<b>108.5</b>	<b>94.8</b>	<b>151.9</b>	<b>335.8</b>	<b>701.9</b>	<b>782.9</b>	<b>677.0</b>	<b>1092.4</b>	<b>4227.0</b>

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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		57.4	73.7	148.5	138.9	137.5	101.3	100.1		757.5
		Z88888	REPROGRAMMINGS	0.0	0.0	0.5							0.5
<b>TOTAL FOR CLASS P</b>				0.0	57.4	74.2	148.5	138.9	137.5	101.3	100.1	0.0	758.0
<b>TOTAL FOR AIRCRAFT PRDT</b>				0.0	57.4	74.2	148.5	138.9	137.5	101.3	100.1	0.0	758.0

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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			18.5	24.6	30.2	31.5	31.0	31.5		167.4
<b>TOTAL FOR CLASS P</b>				0.0	0.0	18.5	24.6	30.2	31.5	31.0	31.5	0.0	167.4
		Z88888	REPROGRAMMINGS			1.9							1.9
<b>TOTAL FOR CLASS</b>				0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9
<b>TOTAL FOR AIRCRAFT MQ-9</b>				0.0	0.0	20.4	24.6	30.2	31.5	31.0	31.5	0.0	169.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 09 PB (HQ USAF)**

02/28/2008

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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		14.4	19.0	18.3	3.9	7.3	6.4		72.8
		9400	CV-22 Fuel Jettison Retrofit				1.6	2.4	0.8				4.8
		99999X	LOW COST MODIFICATIO	0.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0		14.3
		Z88888	REPROGRAMMINGS		-0.1	-0.0							-0.1
<b>TOTAL FOR CLASS P</b>				3.9	1.9	16.4	22.6	22.7	6.7	9.3	8.4	0.0	91.8
<b>TOTAL FOR AIRCRAFT CV-22</b>				3.9	1.9	16.4	22.6	22.7	6.7	9.3	8.4	0.0	91.8

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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$62.714	\$212.142	\$330.392	\$67.678	\$73.698	\$133.534	\$188.117

This line item funds modifications to the B-2 aircraft. FY2007 funding includes \$4M in GWOT supplemental funding. FY2008 funding totals do not include \$45.8M GWOT requirements still pending Congressional consideration.

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 FY09 is the Radar System modifaciton. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	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 SAFE	0.0	5.7							11.4
<b>TOTAL FOR CLASS P-S</b>			0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	11.4
P	_7646	Proximity Sensor Logic Unit PR			3.0	3.7					6.8
	110024	ALTERNATE HIGH FREQUE	9.4	7.1	9.5	7.7					89.6
	110026	EHF SATCOM AND COMPU						76.7	140.7	253.9	471.4
	110030	AFT DECK CRACKS	2.3	3.5	2.6	3.0	20.1	31.5	26.6	267.2	383.6
	110031	TRAINER SYSTEM UPGRAD	2.2	3.5	3.2	8.2	6.6	5.0	6.4		53.9
	110032	LINK 16/CID/IFR	11.8	4.5							178.1
	110033	RADAR SYSTEM MODIFICA		158.4	300.4	27.9	34.9	5.9			527.6
	110035	SUPPORTABILITY MODS	1.0	1.9	7.6	10.6	5.6	3.4	4.9	16.3	68.1
	8881	MODE S/5 IFF						4.9	2.9	9.5	17.2
	99999U	Low Cost Engine Mods	0.4	0.5	2.0	2.8	2.1	2.2	2.2	4.4	24.3
	99999X	LOW COST MODIFICATIONS	1.5	2.0	2.0	3.8	4.3	3.9	4.4	7.0	41.0
	T8137	UHF SATCOM UPGRADE	14.1	5.2							102.2

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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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$62.714	\$212.142	\$330.392	\$67.678	\$73.698	\$133.534	\$188.117

This line item funds modifications to the B-2 aircraft. FY2007 funding includes \$4M in GWOT supplemental funding. FY2008 funding totals do not include \$45.8M GWOT requirements still pending Congressional consideration.

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 FY09 is the Radar System modifacaiton. Specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	Z88888	REPROGRAMMINGS	19.9	19.9							
<b>TOTAL FOR CLASS P</b>			62.7	206.4	330.4	67.7	73.7	133.5	188.1	558.4	1963.7
<b>TOTAL FOR WEAPON SYSTEM B-2</b>			62.7	212.1	330.4	67.7	73.7	133.5	188.1	558.4	1975.1

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

02/28/2008  
FY 2009 PB  
Modification Title and No: Proximity Sensor Logic Unit PROM Replacement MN-\_7646

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 mitigates known obsolescence issues within the Proximity Sensor Logic Unit (PSLU) enabling the B-2 fleet to accomplish its anti-access and global strike mission. The current unsupported Programmable Read Only Memory (PROM) will be replaced with a maintainable Electrically Erasable Programmable Read Only Memory (EEPROM) device, and two electronic parts on the A19 card will be re-engineered. The PSLU processes signals received from proximity sensors (electromagnetic devices used in place of micro switches on landing gear and bomb bay doors) and provides indication and control output signals to avionics systems via a multiplex bus. The LRUs will be modified at the supplier via commodity time compliance technical order. A rotatable pool will be utilized with each kit consisting of two LRUs. Installations will be done organically. The PSLU is a mission essential LRU; the destructive maintenance of the PROM will result in a lack of spares to support the fleet. The B-2 fleet will experience grounding starting in 2020 until this modification is successfully completed.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 64240F.

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

**Development Status**

System Development and Demonstration (SDD) will begin in FY08 and complete in FY09. The RDT&E program will modify the DT&E vehicle and two FDE aircraft.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)				0.365		4.400		0.684				
PROCUREMENT (3010)												
INSTALL KITS							11	3.002	7	2.100		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES											1.567	
OGC								0.044		0.043		
TOTAL COST (BP-1100)							11	3.046	7	3.710		
(Totals may not add due to rounding)												

**(Continued)**

	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>
RDT&E (3600)								5.449
PROCUREMENT (3010)								
INSTALL KITS							18	5.102
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								1.567
OGC								0.087
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							18	6.756

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

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

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F              Team POWER

**Description/Justification**

The Alternate High Frequency Material (AHFM) program completed design and test and is currently in production. This program uses Magnetic Radar Absorbing Material (MAGRAM) on aircraft access panels to reduce time and labor required for signature restoration after routine maintenance activities. This program reduces the man-hours required to maintain the aircraft's signature. AHFM is being installed on the entire fleet. The material will be robotically applied during each aircraft's programmed depot maintenance (PDM). Prior to the AHFM application in PDM, each aircraft must receive a structural modification. Installation of all structural mods will occur while aircraft are in PDM. Kit costs and installations are over and above standard negotiated PDM costs. Six structural modification kits and five installs were purchased with FY99 Plus-Up funds. The first AHFM aircraft was delivered to the field in 2004 and the last aircraft will receive the new material in 2012. The PDM schedule is dynamic. The installation schedule is linked to the AHFM installation contract, which is based on the current PDM schedule. Program completion is scheduled for FY12. This program is essential to Anti-Access and Global Strike missions and supports Aircraft Availability Improvement Program goals.

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

**Development Status**

Development effort was initiated with FY98 Congressional plus-up funds. Development began in Jun 98. Trial installation on AV-3 began in Jul 99. Range/flight test began in Sep 00 and was completed in Nov 00. One install was completed with RDT&E funding.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.982										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	13	24.045	2	2.126	2	2.185	2	2.184	1	1.124		
EQUIP NONREC												
CHANGE ORDERS		5.130										
DATA												
SIM/TRAINER	1	0.342										
SUPPORT-EQUIP		2.205										
MOD OF SPARES		0.326										
Withhold Adjustments												
OTHER											1.447	
OGC		0.033		0.608		0.184		0.170		0.237		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99	6	14.798										
FY-04	2	4.332										
FY-05	2	4.607										
FY-06	3		[3]	6.677								
FY-07	2				[2]	4.738						
FY-08	2						[3]	7.178				
FY-09	2								[2]	4.913		
FY-10	1											
TOTAL INSTALL	10	23.737	3	6.677	2	4.738	3	7.178	2	4.913		
TOTAL COST (BP-1100)	13	55.818	2	9.411	2	7.107	2	9.532	1	7.721		
(Totals may not add due to rounding)												
INSTALLATION QTY	10		2		3		2		2			

(Continued)

	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>
RDT&E (3600)								25.982
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							20	31.664
EQUIP NONREC								
CHANGE ORDERS								5.130
DATA								
SIM/TRAINER							[1]	0.342
SUPPORT-EQUIP								2.205
MOD OF SPARES								0.326
Withhold Adjustments								
OTHER								1.447
OGC								1.232
INSTALLATION OF HARDWARE								
FY-99	6	KITS					[6]	14.798
FY-04	2	KITS					[2]	4.332
FY-05	2	KITS					[2]	4.607
FY-06	3	KITS					[3]	6.677
FY-07	2	KITS					[2]	4.738
FY-08	2	KITS					[3]	7.178
FY-09	2	KITS					[2]	4.913
FY-10	1	KITS						
TOTAL INSTALL							20	47.243
TOTAL COST (BP-1100)							20	89.589
(Totals may not add due to rounding)								
INSTALLATION QTY							20	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

Milestones

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

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: AFT DECK CRACKS MN-110030

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**Description/Justification**

This effort procures interim Aft Deck modifications, redesigned Aft Decks, and Sensor Concepts Incorporated (SCI) Radars; these efforts initiated with the receipt of Congressional Plus-Up in FY04. Each B-2 has two titanium 6-2-4-2 aft decks located aft of the engines that act as nozzles for the engines and as fairings for the high temperature exhaust gases. All 21 aircraft have cracks in the aft decks that pose a threat to the Radar Cross Section (RCS) signature and the ability of the aircraft to conduct Global Strike anti-access missions due to damage from porting, ridging, & dislodging of pieces of the aft deck. Damage also impacts the integrity of adjacent structures, greatly increasing the cost of repairs. Cracks will continue to grow and new cracks will initiate unless decks are modified.

Currently, three methods are being implemented to reduce crack growth until the long-term solution can be implemented. These methods include: an interim solution consisting of Inner Mold Line (IML) modifications, Outer Mold Line (OML) repairs, and removal and replacement of severely cracked decks with spare decks currently in the inventory. Each B-2 consists of chevron bay, triangle bays, forward skin region, trailing edge (TE) spar, and beaded panels, each of which requires a unique IML kit. The procurement funds encompass the production of chevron bay, triangle bay, and forward skin IML kits, TE spar life-extension kits and new aft decks. The next step in solving the aft deck cracking problem is to design and produce the long term solution for the B-2 fleet. The remanufacture effort involves restoring the aft deck skin and sub-structure to a flight-worthy condition through off-aircraft welding techniques and beneficial heat treating. Once proven successful, this has the potential for significant cost savings over the life of the B-2. The complete long term solution, which includes the IML kits, a re-design of the deck substructure, new deck skins, and remanufacture studies is under development and will result in production start in this FYDP. As essential support equipment for the aft decks, SCI Radar will collect zonal RCS measurements of B-2 aircraft at Whiteman AFB, Forward Operation Locations, Edwards AFB and PDM. These radars are a key tool to ensure IML kits and other LO-related repairs adequately return the B-2 LO characteristics to operational levels. Air Force personnel at Whiteman AFB will be installing all kits with the exception of new aft deck kits.

\*\*\*\* NOTE \*\*\*\*

Long lead procurement of titanium from U.S. suppliers will deliver redesigned aft decks a minimum of one year earlier, mitigating risks that reduce aircraft mission capability. Current lead time for Berry Amendment-compliant titanium is 24 months.

Kits are installed depending on the availability of the aircraft and the severity of the cracks. Most installs occur during routine maintenance activities to avoid additional downtime. With ongoing monitoring there exists the ability to alter the order and timing of the installation. Due to the nature of installations, the program is unable to accurately reflect on the attached schedule.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 64240F.

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

**Development Status**

The development effort began in FY03 and continued with the receipt of Congressional Plus-Up funding in FY04. To date, a Root Cause Analysis, Analysis of Alternatives, and Full Deck Assessment have been completed. Efforts continue to develop a long term solution that will produce durable and sustainable aft decks that will meet B-2 mission requirements. Efforts for an off-aircraft Aft Deck remanufacture process will be studied for viability beginning in 2007. CR&TD for the redesigned aft decks began in FY06, with SDD and Production scheduled to begin in FY08 and FY12 respectively.

**Projected Financial Plan**

PRIOR	FY-07	FY-08	FY-09	FY-10	FY-11
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**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
RDT&E (3600)		23.594		6.377		13.322		20.373		18.627		13.322
PROCUREMENT (3010)												
INSTALL KITS	252	17.018			22	3.472	22	2.509			1	8.362
KITS NONRECUR												7.111
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	5	9.230	[2]	2.300								
OGC		0.616		0.008		0.061		0.042				0.773
LONG LEAD ITEMS									2.973			3.898
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	26.864		2.308	22	3.533	22	2.551		2.973	1	20.144
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)		1.425						97.040
PROCUREMENT (3010)								
INSTALL KITS	5	14.824	6	20.014		236.981	308	303.180
KITS NONRECUR		10.733						17.844
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[7]	11.530
OGC		1.455		1.417		9.626		13.998
LONG LEAD ITEMS		4.483		5.155		20.586		37.095
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)	5	31.495	6	26.586		267.193	308	383.647
INSTALLATION QTY								

Method of Implementation: COMBINATION

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)			11/03	03/05	02/06		02/08	02/09		03/12	03/12	03/13
Delivery Date (Month/CY)			12/03	11/05	10/06		12/08	12/09		03/14	03/14	03/15

**Installation Schedule**

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: TRAINER SYSTEM UPGRADES 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 aircraft and enables the anti-access and global strike mission of the B-2 fleet. 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 while saving precious fuel dollars and avoiding 30-40 hour training sorties. Upgrades include, but are not limited to, upgrade of the tools required to support the Next-Generation EWIR (electronic warfare integrated reprogramming) system (NGES), replacement of components of the radar simulation in the WSTs/MT, replacement of display systems and subsystems, 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 (DMS) 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.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 64240F.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.500						3.579		7.951		6.266
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		18.877		2.228		3.170		3.170		7.964		6.362
SUPPORT-EQUIP												
OGC						0.306		0.051		0.186		0.249

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		18.877		2.228		3.476		3.221		8.150		6.611
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)		2.685						25.981
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER		4.724		5.887				52.382
SUPPORT-EQUIP								
OGC		0.229		0.528				1.549
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		4.953		6.415				53.931
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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**

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, enabling successful accomplishment of the B-2's anti-access and global strike mission. 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 capability includes 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 are being upgraded. New aircraft software, as well as upgrades to the existing software will be incorporated. One kit was purchased with Engineering and Manufacturing Development (EMD) funds to accomplish development testing and evaluation (DT&E) and one partial kit was 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 rehosted on new general-purpose computers to provide improved capacity. In addition, a CIDS video record capability was added to the fleet to record Link 16 data for training and debrief purposes. 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. The Link 16 program will conduct a test program to gain approval from the Dept of Transportation for unrestricted shipping of the aircraft Lithium Ion Battery. A Link 16 program Line Replaceable Unit is currently experiencing uncommanded power resets which may require a correction of deficiency effort and additional funding in FY08. Additional efforts for FY08 funding include Gateway support for Link-16 and MIDS field service support. 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 20, Reserve 0, ANG 0, Total 20

**Development Status**

EMD began in FY00 and will end in FY08. 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		211.508										
PROCUREMENT (3010)												
INSTALL KITS	20	56.680										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.979										
SIM/TRAINER		70.309		0.110								
SUPPORT-EQUIP		0.089										
OGC		11.885		2.779		4.488						
Withhold Adjustments		0.024		0.004								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-04			9	KITS	8	20.916	[1]	0.741				
FY-05			10	KITS			[10]	7.400				
FY-06			1	KITS			[1]	0.741				
TOTAL INSTALL			8		12	8.882						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	20	161.882			11.775		4.488					
INSTALLATION QTY	8				12							

**(Continued)**

	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>
RDT&E (3600)								211.508
PROCUREMENT (3010)								
INSTALL KITS							20	56.680
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.979
SIM/TRAINER								70.419
SUPPORT-EQUIP								0.089
OGC								19.152
Withhold Adjustments								0.028
INSTALLATION OF HARDWARE								
FY-04	9	KITS					[9]	21.657
FY-05	10	KITS					[10]	7.400
FY-06	1	KITS					[1]	0.741
TOTAL INSTALL							20	29.798
TOTAL COST (BP-1100)							20	178.145
(Totals may not add due to rounding)								
INSTALLATION QTY							20	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 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>	<u>FY-07</u>
Contract Date (Month/CY)						06/04	10/04	11/05	11/06
Delivery Date (Month/CY)						12/05	04/06	05/07	05/08

**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			
Input																																
Output																																



**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08		0 KITS								9.494		
FY-09		0 KITS										13.117
TOTAL INSTALL										9.494		13.117
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					158.402		300.409		27.936			34.898
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								922.164
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								349.386
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES		5.639						43.757
OGC		0.268						11.798
Life of Type								100.000
INSTALLATION OF HARDWARE								
FY-08           0 KITS								9.494
FY-09           0 KITS								13.117
TOTAL INSTALL								22.611
TOTAL COST (BP-1100)								527.552
(Totals may not add due to rounding)		5.907						
INSTALLATION QTY								

Method of Implementation: CONTRACT FIELD TEAM

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>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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/modifications including tools, 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. 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 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. This program is essential to Anti-Access and Global Strike missions and supports Aircraft Availability Improvement Program goals.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 64240F.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.054		2.255		5.146		8.186		12.887		5.441
PROCUREMENT (3010)												
INSTALL KITS		12.310		0.963		1.803		7.458		10.302		5.451
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		4.425										
OGC				0.050		0.061		0.135		0.320		0.195
INSTALLATION OF HARDWARE	<hr/>											
TOTAL INSTALL												
TOTAL COST (BP-1100)	<hr/>											
(Totals may not add due to rounding)		16.735		1.013		1.864		7.593		10.622		5.646
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)		5.049		1.531		8.323		57.872
PROCUREMENT (3010)								
INSTALL KITS		1.273		0.600		14.607		54.767
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		2.000		4.000		1.130		11.555
OGC		0.167		0.282		0.595		1.805
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		3.440		4.882		16.332		68.127
(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
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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**

HQ USAF/SE has designated the stage 1 fan blade as a safety modification. Incorporates a stage 1 fan blade redesign. The stage 1 fan blades exhibit high levels of stress due to the inlet distortion. Combine a Foreign Object Damage (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. 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	65	5.625			[61]	5.664						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.040		0.040						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.625		0.040		5.704						

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[126]	11.289
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.080
TOTAL COST (BP-1100)								11.369
(Totals may not add due to rounding)								

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Low Cost Engine Mods MN-99999U

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

Models of Aircraft Affected: B-2

Center:

PE

Team

**Description/Justification**

Enabling the anti-access and global strike mission of the B-2, this program procures kits to incorporate low cost engine improvements and potential safety issues such as, but not limited to the following: Pyrometer Improvement improves reliability of a high maintenance driver. Fan Inlet Guide Vane (IGV) Bushing Improvement redesign is being driven by wear in IGV bushing. Front Frame Oil Tube Improvement will change from a bracket to damper configuration to prevent tube damage. #4 Bearing and Retainer Nut redesign will improve detection of #4 bearing failures. High Pressure Turbine C-clip back off fix redesign prevents turbine failures and extends engine life. Turbine Frame oil tube improvements reduce unscheduled engine removes and potential engine oil fires. #3 and #4 Nitride bearing improvement reduces engine removals. Oil Pressure Transmitter, Anti-Ice Valve, engine gearbox, T2.5 Sensor, Deice Valve, Cast Titanium Front Frame, and gearbox retention strap improves reliability and maintainability.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		7.461		0.337		0.481		1.961		2.694		2.054
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.035										
Withhold Adjustments												
OGC				0.091		0.012		0.035		0.114		0.090
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		7.496		0.428		0.493		1.996		2.808		2.144

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		2.138		2.114		4.244		23.484
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.035
Withhold Adjustments								
OGC		0.100		0.119		0.180		0.741
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.238		2.233		4.424		24.260

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>	<u>FY-14</u>	<u>FY-15</u>									
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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:

PE

Team

**Description/Justification**

This program is required to support B-2 modifications that are low in cost, but essential to the B-2 baseline aircraft's reliability, availability & maintainability as well as achieving the B-2's anti-access and global strike mission. Planned mods include, but are not limited to the following: Enhanced Diagnostic Aid (EDNA)-VIPER, EDNA Software Upgrade, Weapons Bay Video Camera, Back Up Miniature Airborne GPS Receiver (MAGR), Intercom Jack, Flight Deck Power Panel, Fold Down Table, Microwave Oven, Microwave News Upgrade, 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 Educator, Multi 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 (EEPROM), Airborne Time Transfer Unit (ATTU) on Aircraft Power, MIDS Power Down, Defensive Management System (DMS) Pump Panels and Automatic Test System (ATS), ESDS Fleet Upgrade, BTS Upgrade, DVR/CIDS Recording, PTU Sensor Re-utilization, CSMU Replacement, MIDS Frequency Re-mapping, AIT Block 3, Support Link Turnbuckle, AFT Duct Cover, Ejection Seats and Data Bus, and Adaptable Communications Suite (ACS). The funds will also be used to fund other low cost aircraft and support equipment (SE) mods as they are identified. The projects enable the B-2 fleet to meet its Aircraft Availability Improvement Program (AAIP) goals.

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

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		12.063		1.460		1.949		2.007		3.644		4.085
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.028		0.048		0.036		0.114		0.170
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		12.063		1.488		1.997		2.043		3.758		4.255

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		3.719		4.098		6.744		39.769
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC		0.180		0.323		0.286		1.185
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		3.899		4.421		7.030		40.954

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>	<u>FY-14</u>	<u>FY-15</u>									
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 to ensure successful accomplishment of the B-2's anti-access and global strike mission. In FY07/08, equipment will be engineered and procured to correct deficiencies with the Radio Frequency Switching Unit (RFSU). Installs of the Radio Frequency Switching Unit (RFSU) will be accomplished either organically or by contractor. Leadtime reflected below refers only to the RFSU correction of deficiency.

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).

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-07		FY-08		FY-09		FY-10		FY-11	
	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	49.220	2	0.500	19	5.055						
EQUIP NONREC		0.477		10.537								
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	12.422										
SUPPORT-EQUIP		3.930										
OGC		3.836		3.076		0.108						
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-01	4 KITS											
FY-02	8 KITS	7	5.360									
FY-03	8 KITS	6	5.007									
FY-07	2 KITS											
FY-08	19 KITS											
TOTAL INSTALL	13	10.367										
TOTAL COST (BP-1100)	20	82.882	2	14.113	19	5.163						

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
INSTALLATION QTY			13			2						

**(Continued)**

	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>
RDT&E (3600)								116.840
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								2.630
EQUIPMENT							41	54.775
EQUIP NONREC								11.014
CHANGE ORDERS								
DATA								
SIM/TRAINER							[3]	12.422
SUPPORT-EQUIP								3.930
OGC								7.020
Withhold Adjustments								
INSTALLATION OF HARDWARE								
FY-01			4	KITS				
FY-02			8	KITS			[7]	5.360
FY-03			8	KITS			[6]	5.007
FY-07			2	KITS				
FY-08			19	KITS				
TOTAL INSTALL							13	10.367
TOTAL COST (BP-1100)							41	102.158
(Totals may not add due to rounding)								
INSTALLATION QTY							34	

Method of Implementation: COMBINATION

Initial Lead Time: 13 Months

Follow-On Lead Time: 4 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	08/07	05/08
Delivery Date (Month/CY)					09/03	08/04	12/04	07/06	11/06	11/07	08/08	09/08

**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	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$68.812	\$34.391	\$71.774	\$141.201	\$167.221	\$108.461	\$131.778

FY2007 funding total includes \$6.88M in GWOT Supplemental.

FY2008 funding totals do not include \$46.12M requirement still pending Congressional consideration.

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 FY09 is the Gyro Stabilization System. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	_3944	ALQ-161A PREPROCESSOR	18.9	10.8	6.2						39.6
	_8206	Mode S/Mode 5					8.5				8.5
	197500	MSOGS	2.0								2.0
	4280	FULLY INTEGRATED DATA L			14.0	27.5	40.3	40.3	46.6	72.3	240.9
	4284	CITS UPGRADE			6.9	10.8	15.9	11.6	12.7	23.5	81.3
	4285	Gyro Stabilization System (GS		10.6	18.4	15.3	3.0				47.3
	4286	Inertial Navigation System (INS				0.6	15.7	1.0	1.8		19.1
	5048	WIND CORRECTED MUNITI	3.6								32.6
	5820	COMMUNICATION UPGRAD	0.6								0.7
	5822	WEAPONS UPGRADE	0.5								0.5
	6882	Digital Communications		3.1	0.6						23.8
	7152	AVIONICS UPGRADE	1.9								2.3
	7242	AN/ALQ-161A BAND 8 RF SO	14.3	6.3	5.0						28.0
	8411	RADAR IMPROVEMENT UP				63.4	60.2	32.4	43.1		199.1

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$68.812	\$34.391	\$71.774	\$141.201	\$167.221	\$108.461	\$131.778

FY2007 funding total includes \$6.88M in GWOT Supplemental.

FY2008 funding totals do not include \$46.12M requirement still pending Congressional consideration.

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 FY09 is the Gyro Stabilization System. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	8525	AN/ALQ-161A JAMMER ALL	1.0								4.2
	8970	AN/ALQ-161A TAIL WARNIN	0.1								17.2
	8971	VERTICAL SITUATION DISP			11.0	23.6	23.7	23.1	27.6	40.2	149.2
	8977	Utility Power Distribution Panel	0.8	0.3							3.8
	92294	LAPTOP CONTROLLED TAR	7.2	0.1	2.3						9.6
	92296	External Hard Point Modificatio	9.5	0.1	3.5						13.0
	92297	Pylon for External Stores	6.3	0.1							6.4
	99999E	LOW COST MOD ENGINE U	2.0	1.0	2.0						6.4
	99999X	LOW COST MODIFICATIONS	0.0	2.0	2.0	0.1					6.2
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			68.8	34.4	71.8	141.2	167.2	108.5	131.8	135.9	941.6
<b>TOTAL FOR WEAPON SYSTEM B-1</b>			68.8	34.4	71.8	141.2	167.2	108.5	131.8	135.9	941.6

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. 2	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: ALQ-161A PREPROCESSOR 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.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE64226F.

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

**Development Status**

Development began in FY04. The development funding FY06-11 is for a software re-host effort that takes an antiquated software language (Jovial) used for ALQ-161 Pre-processor and converts it to high order language Ada. It improves ability to sustain and support user needs for rapid response reprogramming.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		23.630		6.163		8.816		8.515		7.090		1.400
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	2	2.399	58	16.348	7	6.512						
EQUIP NONREC												
CHANGE ORDERS							0.442					
DATA		0.750		0.260		0.200						
SIM/TRAINER												
SUPPORT-EQUIP				0.900		1.750		5.393				
MOD OF SPARES				0.924		1.434		0.480				
OGC		0.470		0.500		0.491		0.300				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	3.619	58	18.932	7	10.829		6.173				

(Continued)

	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>
RDT&E (3600)								55.614
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							67	25.259
EQUIP NONREC								
CHANGE ORDERS								0.442
DATA								1.210
SIM/TRAINER								
SUPPORT-EQUIP								8.043
MOD OF SPARES								2.838
OGC								1.761
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							67	39.553

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)				03/07	03/07	05/08
Delivery Date (Month/CY)				09/08	09/08	11/09

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: MSOGS MN-197500

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 11126F

Team

**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. Modification will be a field install and will not incur installation cost.

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

**Development Status**

Initial development under way with ARINC.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR			8	2.000								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07            8 KITS									[8]			
TOTAL INSTALL									8			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			8	2.000								
INSTALLATION QTY									8			

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							8	2.000
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-07	8 KITS						[8]	
TOTAL INSTALL							8	
TOTAL COST (BP-1100)							8	2.000
(Totals may not add due to rounding)								
INSTALLATION QTY							8	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 30 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<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
Input																				
Output																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: FULLY INTEGRATED DATA LINKS MN-4280

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, to enable rapid airborne retargeting. FIDL will be installed concurrently with the CITS Upgrade and VSD Upgrade (both of which address aircraft grounding items) to reduce combined installation costs and to keep fielded aircraft configurations to a minimum for aircrew training, maintenance, and operational deployment efficiencies.

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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)		123.131		61.347		42.563		15.393				
PROCUREMENT (3010)												
INSTALL KITS							5	3.025	10	6.170	12	7.440
KITS NONRECUR								0.084				
EQUIPMENT							[5]	9.125	[10]	18.620	[12]	22.344
EQUIP NONREC								0.130				
CHANGE ORDERS												
DATA								1.000				
SIM/TRAINER							[6]	0.500	[10]	1.993		
SUPPORT-EQUIP								0.100		0.700		0.722
ICS												0.600

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-09		5 KITS									[5]	4.580
FY-10		10 KITS									[5]	4.580
FY-11		12 KITS										
FY-12		11 KITS										
FY-13		13 KITS										
FY-14		14 KITS										
TOTAL INSTALL											10	9.160
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							5	13.964	10	27.483	12	40.266
INSTALLATION QTY											10	

**(Continued)**

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								242.434
PROCUREMENT (3010)								
INSTALL KITS	11	6.963	13	8.385	14	9.212	65	41.195
KITS NONRECUR								0.084
EQUIPMENT	[11]	20.900	[13]	25.195	[14]	27.678	[65]	123.862
EQUIP NONREC								0.130
CHANGE ORDERS								
DATA				0.500		1.004		2.504
SIM/TRAINER							[16]	2.493
SUPPORT-EQUIP		0.367		1.005		2.100		4.994
ICS		0.800		1.000		0.700		3.100
INSTALLATION OF HARDWARE								
FY-09 5 KITS							[5]	4.580
FY-10 10 KITS	[5]	4.670					[10]	9.250
FY-11 12 KITS	[7]	6.601	[5]	4.760			[12]	11.361
FY-12 11 KITS			[6]	5.712	[5]	4.855	[11]	10.567
FY-13 13 KITS					[13]	12.737	[13]	12.737
FY-14 14 KITS					[14]	14.000	[14]	14.000
TOTAL INSTALL	12	11.271	11	10.472	32	31.592	65	62.495
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	11	40.301	13	46.557	14	72.286	65	240.857
INSTALLATION QTY	12		11		32		65	

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months

Follow-On Lead Time: 17 Months

**Milestones**

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

**Installation Schedule**

Quarter	FY-03				FY-04				FY-05				FY-06				FY-07				FY-08				FY-09				FY-10			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	1	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	4	3	3	3	1									
Output		1	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	4	3	3	1								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: CITS UPGRADE MN-4284

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

Models of Aircraft Affected: B-1B

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

PE 0101126F              Team POWER

**Description/Justification**

The current Central Integrated Test System (CITS) suffers from diminishing manufacturing source (DMS) issues with the potential to ground aircraft in FY12. This modification provides new computer hardware and the software re-host for the B-1 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 with one in FY08 and the second in FY09. CITS Upgrade, the Fully Integrated Data Link (FIDL) and the Vertical Situation Display Upgrade installations are linked for all production aircraft modifications to reduce installation costs and aircraft down time and to keep fielded aircraft configurations to a minimum for aircrew training, maintenance, and operational deployment efficiencies.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE64226F.

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

**Development Status**

Development began in FY05.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		17.900		12.945		5.442		1.550				
PROCUREMENT (3010)												
INSTALL KITS							5	0.960	10	1.960	12	2.400
KITS NONRECUR								0.100				
EQUIPMENT							[5]	2.000	[10]	4.080	[12]	4.992
EQUIP NONREC								0.127				
CHANGE ORDERS												
DATA								1.070		2.140		
SIM/TRAINER							[1]	1.498	[1]	1.070	[1]	4.000
SUPPORT-EQUIP								0.107		1.118		
OGC								1.000		0.400		0.400
ICS												0.582

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-09												
FY-10												
FY-11												
FY-12												
FY-13												
FY-14												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							5	6.862	10	10.768	12	15.874
INSTALLATION QTY												

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								37.837
PROCUREMENT (3010)								
INSTALL KITS	11	2.244	13	2.704	14	2.968	65	13.236
KITS NONRECUR								0.100
EQUIPMENT	[11]	4.664	[13]	5.616	[14]	6.160	[65]	27.512
EQUIP NONREC								0.127
CHANGE ORDERS								
DATA						1.070		4.280
SIM/TRAINER	[1]						[4]	6.568
SUPPORT-EQUIP								1.225
OGC		0.400		0.400		1.185		3.785
ICS								0.582
INSTALLATION OF HARDWARE								
FY-09 5 KITS							[5]	1.750
FY-10 10 KITS	[5]	1.785					[10]	3.535
FY-11 12 KITS	[7]	2.499	[5]	1.820			[12]	4.319
FY-12 11 KITS			[6]	2.184	[5]	1.855	[11]	4.039
FY-13 13 KITS					[13]	4.865	[13]	4.865
FY-14 14 KITS					[14]	5.348	[14]	5.348
TOTAL INSTALL	12	4.284	11	4.004	32	12.068	65	23.856
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	11	11.592	13	12.724	14	23.451	65	81.271
INSTALLATION QTY	12		11		32		65	

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months

Follow-On Lead Time: 17 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>
Contract Date (Month/CY)						06/09	10/09	10/10	10/11	10/12	10/13
Delivery Date (Month/CY)						12/10	03/11	03/12	03/13	03/14	03/15

**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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	4	3	3	3	1					2	3		4				
Output	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	4	3	3	1										

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Gyro Stabilization System (GSS) 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 in conjunction with Diminishing Manufacture Source (DMS) that potentially could ground aircraft in FY08 depending upon failure rates of older LRUs during the flying year. These funds will procure and install Line Replacement Units (LRUs) in the Gyro Stabilization System (GSS), which is part of the aircraft's navigation system. This modification provides for replacement of the high maintenance/high cost/high failure rate GSS LRUs with high reliability LRUs. This modification is planned to address 65 aircraft; the two test jets at Edwards AFB were modified during System Design Development (SDD).

The replacement GSS uses Non-Development Items (NDD) to replace obsolescent legacy LRUs, providing long-term support capability with support cost savings. In previous documentation, this program was reported as INS/GSS mod 4285, but was separated for clarity and accountability. Inertial Navigation System (INS) is documented in mod number 4286. This document reflects purchase and installation of only 50 kits.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE64226F.

Aircraft Breakdown: Active 50, Reserve 0, ANG 0, Total 50

**Development Status**

System Design and Development (SDD) began in FY06

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.700		12.547		2.596						
PROCUREMENT (3010)												
INSTALL KITS					17	0.524	20	0.579	13	0.421		
KITS NONRECUR												
EQUIPMENT					[17]	7.794	[20]	11.017	[13]	8.183		
EQUIP NONREC												
CHANGE ORDERS								1.523		1.624		
DATA						0.174						
SIM/TRAINER					[2]	0.762	[2]	0.445				
SUPPORT-EQUIP						0.400						
OGC						0.925		1.600		1.306		0.379
INSTALLATION OF HARDWARE												
FY-08			17	KITS			[17]	3.268				
FY-09			20	KITS					[20]	3.767		
FY-10			13	KITS							[13]	2.640
TOTAL INSTALL							17	3.268	20	3.767	13	2.640
TOTAL COST (BP-1100)							17	10.579	20	18.432	13	15.301
(Totals may not add due to rounding)												3.019
INSTALLATION QTY								17		20		13

**(Continued)**

	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>
RDT&E (3600)								24.843
PROCUREMENT (3010)								
INSTALL KITS							50	1.524
KITS NONRECUR								
EQUIPMENT							[50]	26.994
EQUIP NONREC								
CHANGE ORDERS								3.147
DATA								0.174
SIM/TRAINER							[4]	1.207
SUPPORT-EQUIP								0.400
OGC								4.210
INSTALLATION OF HARDWARE								
FY-08           17 KITS							[17]	3.268
FY-09           20 KITS							[20]	3.767
FY-10           13 KITS							[13]	2.640
TOTAL INSTALL								<hr/>
							50	9.675
TOTAL COST (BP-1100)								<hr/>
(Totals may not add due to rounding)							50	47.331
INSTALLATION QTY							50	

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>
Contract Date (Month/CY)				02/08	12/08	12/09	12/10
Delivery Date (Month/CY)				02/09	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																	9	5	3	5	5	5	5	5	5	3	4	3	3			
Output																	4	5	5	3	5	5	5	5	5	5	3	4	3	3		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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**

This modification provides B-1B the capability to integrate WCMD on the aircraft. This effort modifies 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. It will leverage previous MIL-STD 1760 development efforts performed for Conventional Mission Upgrade Program (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) utilizing the same contract and contractor. 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-07		FY-08		FY-09		FY-10		FY-11	
	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		0.265		3.578								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.877										
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	29.046		3.578								
(Totals may not add due to rounding)												
INSTALLATION QTY	47											

**(Continued)**

	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>
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								3.843
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.877
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	32.624
(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**

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input													8	14	22																	
Output													3	11	11	19																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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**

This modification is 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 low cost modifications to improve performance and reduce maintenance requirements for communications systems. Due to the numerous low cost modifications included in this effort, the P3A does not identify kit; install schedule and milestones for each individual modification. Current Communication upgrades include Automatic Flight Control System (AFCS) Night Vision Imaging System (NVIS).

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

**Development Status**

as required

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
TOTAL COST (BP-1100)		0.070		0.624								
(Totals may not add due to rounding)		0.070		0.624								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.694
TOTAL COST (BP-1100)								0.694
(Totals may not add due to rounding)								0.694

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

02/28/2008  
FY 2009 PB  
Modification Title and No: WEAPONS UPGRADE MN-5822

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 modification is to provide a means to maintain, enhance, and/or support the weapon suspension and deployment systems of the B-1. The B-1 has added three new advanced weapon types in FY04, and will continue to add new weapons annually. Increased weapon load out/usage will certainly drive numerous low-cost concerns to enhance or sustain global, rapid, responsive, precision firepower. This mod includes low cost modifications to improve performance and reduce maintenance requirements for the B-1 weapon system. Due to the numerous small modifications included in this effort, the P3A does not identify kit; install schedule and milestones for each individual modification. Current weapons upgrade programs include the radar cooling enhancement mod.

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

**Development Status**

As required

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
TOTAL COST (BP-1100)		0.001		0.482								
(Totals may not add due to rounding)		0.001		0.482								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.483
TOTAL COST (BP-1100)								0.483
(Totals may not add due to rounding)								0.483

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)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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, a temporary modification, was installed in 2002 to support combat operations in Southwest Asia. This system is not DAMA compliant, which 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 two test aircraft 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 was a Congressional add program in FY06.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE64226F.

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

**Development Status**

Development began in FY06.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)		3.600				0.522						
PROCUREMENT (3010)												
INSTALL KITS	65	13.146										
KITS NONRECUR												
EQUIPMENT	65	6.538										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.400										
SIM/TRAINER												
SUPPORT-EQUIP												
ICS								0.600				
INSTALLATION OF HARDWARE												
FY-06              65 KITS					[65]	3.106						
TOTAL INSTALL					65	3.106						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	65	20.084				3.106		0.600				
INSTALLATION QTY					65							

**(Continued)**

	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>
RDT&E (3600)								4.122
PROCUREMENT (3010)								
INSTALL KITS							65	13.146
KITS NONRECUR								
EQUIPMENT							[65]	6.538
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.400
SIM/TRAINER								
SUPPORT-EQUIP								
ICS								0.600
INSTALLATION OF HARDWARE								
FY-06           65 KITS							[65]	3.106
TOTAL INSTALL							65	3.106
TOTAL COST (BP-1100)							65	23.790
(Totals may not add due to rounding)								
INSTALLATION QTY							65	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 13 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)		11/07

**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																				
Output																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: AVIONICS UPGRADE MN-7152

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 modification is to provide a 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 modification also includes low cost 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. Current Avionics upgrade programs include waveguide segments replacements.

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

**Development Status**

As Required

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
TOTAL COST (BP-1100)		0.354		1.909								
(Totals may not add due to rounding)		0.354		1.909								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								2.263
TOTAL COST (BP-1100)								2.263
(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)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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: WR-ALC Warner Robins AFB Warner Robins, GA

PE 0101126F Team POWER

**Description/Justification**

The Digital Radio Frequency (RF) Memory (DRFM) provides receiving capability in the Band 8 frequency range and 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 replaces unsupportable receive section circuit cards with redesigned and supportable cards. This modification will be provided for the entire fleet of 67 aircraft.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE64226F.

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

**Development Status**

Development began in FY03 and completed in FY05.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		22.154		0.870								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR				4.545								
EQUIPMENT			25	4.480	30	5.338	12	2.256				
EQUIP NONREC		0.422										
CHANGE ORDERS												
DATA		0.784		4.502		0.400		2.194				
SIM/TRAINER												
SUPPORT-EQUIP		0.226										
MOD OF SPARES		0.300		0.771		0.061						
OGC		0.588				0.499		0.500				
PMA		0.146										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.466	25	14.298	30	6.298	12	4.950				

(Continued)

	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>
RDT&E (3600)								23.024
PROCUREMENT (3010)								
INSTALL KITS								4.545
KITS NONRECUR							67	12.074
EQUIPMENT								0.422
EQUIP NONREC								
CHANGE ORDERS								
DATA								7.880
SIM/TRAINER								
SUPPORT-EQUIP								0.226
MOD OF SPARES								1.132
OGC								1.587
PMA								0.146
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							67	28.012

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)					03/07	03/07	04/08	04/09
Delivery Date (Month/CY)					09/08	09/08	10/09	10/10

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.224										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	51	3.066	16	1.006								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC												
PMA		0.146										
INSTALLATION OF HARDWARE												
FY-03		2										
FY-04		17		[4]								
FY-05				[7]								
FY-06				[21]								
FY-07				[4]		[12]						
TOTAL INSTALL	19		36		12							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	51	3.212	16	1.006								
INSTALLATION QTY	19		36		12							

(Continued)

	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>
RDT&E (3600)								3.224
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							67	4.072
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
OGC								
PMA								0.146
INSTALLATION OF HARDWARE								
FY-03	2							[2]
FY-04	21							[21]
FY-05	7							[7]
FY-06	21							[21]
FY-07	16							[16]
TOTAL INSTALL								67
TOTAL COST (BP-1100)								67
(Totals may not add due to rounding)								4.218
INSTALLATION QTY								67

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>
Contract Date (Month/CY)		04/05		04/05	01/06
Delivery Date (Month/CY)		04/06		04/06	01/07

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																	8	11	11	11	8	6	6	6				
																	8	11	11	11	8	6	6	6				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: AN/ALQ-161A TAIL WARNING FUNCTION MN-8970

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

**Description/Justification**

The Tail Warning Function (TWF) System on the B-1B is designed to provide protection from anti-aircraft missiles and is essential for aircraft protection during hostile engagements. TWF system deficiencies include excessive false missile alarm reports, excessive TWF receiver jamming, and false indications of TWF hardware malfunctions and multi-aircraft mutual interference. This modification replaces the local oscillators and Programmable Read Only Memory (PROMs) to reduce the mutual interference and excessive false missile alarms.

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

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	67	12.699										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.800										
SIM/TRAINER												
SUPPORT-EQUIP		0.814										
MOD OF SPARES		1.008										
OGC		1.731		0.150								
INSTALLATION OF HARDWARE												
FY-04	64 KITS	47	[17]									
FY-05	3 KITS		[3]									
TOTAL INSTALL		47	20									
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		67	17.052	0.150								
INSTALLATION QTY		47	20									

(Continued)

	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>
RDT&E (3600)								2.000
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							67	12.699
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.800
SIM/TRAINER								
SUPPORT-EQUIP								0.814
MOD OF SPARES								1.008
OGC								1.881
INSTALLATION OF HARDWARE								
FY-04	64	KITS					[64]	
FY-05	3	KITS					[3]	
TOTAL INSTALL							67	
TOTAL COST (BP-1100)							67	17.202
(Totals may not add due to rounding)								
INSTALLATION QTY							67	

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>
Contract Date (Month/CY)				03/05	04/05
Delivery Date (Month/CY)				03/06	04/06

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output																					7	20	20	20				
																					7	20	20	20				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 issues with the primary flight displays, which are rapidly becoming unsupportable due to diminishing sources for repair parts. Spare display levels are projected to go to zero in FY09 with the potential to begin grounding fleet aircraft as early as FY11. This 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.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE64226F.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.400	[2]	19.836		24.600		25.067				
PROCUREMENT (3010)												
INSTALL KITS							5	0.515	10	1.080	12	1.344
KITS NONRECUR								0.300				
EQUIPMENT							[5]	6.520	[10]	13.540	[12]	16.248
EQUIP NONREC								0.700				
CHANGE ORDERS												
DATA								1.185		0.997		0.310
SIM/TRAINER							[1]	1.100	[3]	3.400	[2]	0.800
SUPPORT-EQUIP								0.725		4.572		
ICS												0.600
OGC												
PROGRAM MNGMT												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-09												
FY-10												
FY-11												
FY-12												
FY-13												
FY-14												
TOTAL INSTALL											10	4.380
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							5	11.045	10	23.589	12	23.682
INSTALLATION QTY											10	

(Continued)

	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>
RDT&E (3600)							[2]	77.903
PROCUREMENT (3010)								
INSTALL KITS	11	1.265	13	1.534	14	1.680	65	7.418
KITS NONRECUR								0.300
EQUIPMENT	[11]	15.719	[13]	18.863	[14]	20.720	[65]	91.610
EQUIP NONREC								0.700
CHANGE ORDERS								
DATA				0.511		1.000		4.003
SIM/TRAINER							[6]	5.300
SUPPORT-EQUIP				1.000		0.750		7.047
ICS		0.600		0.500		0.500		2.200
OGC								
PROGRAM MNGMT								
INSTALLATION OF HARDWARE								
FY-09 5 KITS							[5]	2.190
FY-10 10 KITS	[5]	2.265					[10]	4.455
FY-11 12 KITS	[7]	3.276	[5]	2.340			[12]	5.616
FY-12 11 KITS			[6]	2.808	[5]	2.385	[11]	5.193
FY-13 13 KITS					[13]	6.255	[13]	6.255
FY-14 14 KITS					[14]	6.874	[14]	6.874
TOTAL INSTALL	12	5.541	11	5.148	32	15.514	65	30.583
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	11	23.125	13	27.556	14	40.164	65	149.161
INSTALLATION QTY	12		11		32		65	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 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)					05/09	11/09	11/10	11/11	11/12	11/13
Delivery Date (Month/CY)					07/10	01/11	01/12	01/13	01/14	01/15

**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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	2	3	3	3	3	3	3	3	3	3	4	3	3	3	1																					
Output	3	3	2	3	3	3	3	3	3	3	3	3	3	3	4	3	3	1																		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 will install the Utility Power Distribution Panel (UPDP) on 67 aircraft to provide electrical power to support ground test equipment. This capability will improve aircraft turn-around time and reduce the amount of support equipment required on deployment. Development and production have been completed and all kits delivered to the main operating bases. 654th CLSS, a depot contract field team installed the kits. FY07 funding is being used to re-modify UPDP (all 67 aircraft) to accommodate the Utility Power Crew Station Receptacle (UPCSR). Estimate completion by end of FY09.

Aircraft Breakdown: Active 133, Reserve , ANG , Total 133

**Development Status**

Completed

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	66	2.109	67	0.827								
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA		0.130										
SIM/TRAINER SUPPORT-EQUIP OGC												
INSTALLATION OF HARDWARE												
FY-03	59	0.372										
FY-04	7	0.044										
FY-07	67				[67]	0.280						
TOTAL INSTALL	66	0.416			67	0.280						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	66	2.655	67	0.827		0.280						
INSTALLATION QTY	24		35		7							

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							133	2.936
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.130
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
INSTALLATION OF HARDWARE								
FY-03           59 KITS							[59]	0.372
FY-04           7 KITS							[7]	0.044
FY-07          67 KITS							[67]	0.280
TOTAL INSTALL								
							133	0.696
TOTAL COST (BP-1100)							133	3.762
(Totals may not add due to rounding)								
INSTALLATION QTY							133	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 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)			03/04				07/08
Delivery Date (Month/CY)			11/05				10/08

**Installation Schedule**

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1	5	9	9	8	9	9	9	7								20	20	20	7
Output													1	5	9	9	8	9	9	9	7								20	20	20	20
Quarter	1	2	3	4																												
Input																																
Output																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: LAPTOP CONTROLLED TARGETING POD MN-92294

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**

FY2007 funding total includes \$6.88M in GWOT supplemental.  
FY2008 funding totals do not include \$46.12M requirement still pending Congressional consideration.

The B-1 Laptop Controlled Targeting Pod (LCTP) program answers the July 2006 CENTAF Urgent Need Request (UNR) to add an Advanced Targeting Pod (ATP) to the B-1 weapons platform. Adding an ATP will significantly improve B-1 combat situational awareness and provide the capability to positively identify targets and perform battle damage assessment. Congress added RDT&E funds in FY05 to advance B-1 targeting pod efforts prior to system development and demonstration (SDD). The current effort will take approximately 15 months to complete and will modify only eight B-1 aircraft. This is only an initial capability of the UNR requirement.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE64226F.

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

**Development Status**

Development of LCTP design was started in FY05 with a Congressional add. Continued SDD was funded partially with Air Force and GWOT funding in FY07.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				25.087								
PROCUREMENT (3010)												
INSTALL KITS			8	6.270								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC				0.437								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.402								
GFP				0.125		0.100						
INSTALLATION OF HARDWARE												
FY-07			8 KITS				[8]	2.290				
TOTAL INSTALL							8	2.290				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			8	7.234		0.100		2.290				
INSTALLATION QTY							8					

**(Continued)**

	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>
RDT&E (3600)								25.087
PROCUREMENT (3010)								
INSTALL KITS							8	6.270
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								0.437
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.402
GFP								0.225
INSTALLATION OF HARDWARE								
FY-07			8 KITS				[8]	2.290
TOTAL INSTALL							8	2.290
TOTAL COST (BP-1100)							8	9.624
(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: 7 Months

**Milestones**

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

**Installation Schedule**

		<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	
Input											4	4					
Output															8		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 remains in the aircraft. The external hard point's modification removes the remaining nuclear hard point attachments on the B-1. This includes all eight 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 and started 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 entire fleet of 67 aircraft.

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

**Development Status**

Development begins in FY07.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			32	8.280								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.420								
ENG SUPPORT				0.300								
OGC				0.325		0.100		1.300				
INSTALLATION OF HARDWARE												
FY-07            32 KITS			[1]	0.130			[26]	2.160	[5]			
TOTAL INSTALL			1	0.130			26	2.160	5			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			32	9.455		0.100		3.460				
INSTALLATION QTY			1				26		5			

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							32	8.280
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.420
ENG SUPPORT								0.300
OGC								1.725
INSTALLATION OF HARDWARE								
FY-07	32	KITS					[32]	2.290
TOTAL INSTALL							32	2.290
TOTAL COST (BP-1100)							32	13.015
(Totals may not add due to rounding)								
INSTALLATION QTY							32	

Method of Implementation: COMBINATION

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<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	07/08

**Installation Schedule**

	<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
Input								1					6	12	3	5	3	2		
Output								1					3	13	5	5	1	4		

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Pylon for External Stores MN-92297

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**

The B-1B Laptop Controlled Targeting Pod (LCTP) program will significantly improve combat situational awareness, provide a capability to positively identify targets, employ precision guided weapons (GBU-31, GBU-38, Laser Guided Bombs (LGBs)), perform battle damage assessment, and provide non-traditional intelligence surveillance and reconnaissance (NTISR). This modification includes plans to procure up to 31 new external pylons to carry an Advanced Targeting Pod (ATP).

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Development of new external pylon was started in FY05 with a Congressional add.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			[8]	6.318								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP							0.100					
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				6.318		0.100						
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							[8]	6.318
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.100
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								6.418
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MOD ENGINE UPGRADES MN-99999E

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 modification is to provide a 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 low cost modifications to improve performance and reduce maintenance requirements for engines. Due to numerous low cost modifications included in this effort, the P3A does not identify kit; install schedule and milestones for each individual modification. Current engine upgrades include Engine Bleed Air Distribution System (EBADS) flapper valve assembly, and engine feed line replacement.

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

**Development Status**

As Required

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
TOTAL COST (BP-1100)		1.377		1.999		1.000		1.999	<hr/>			
(Totals may not add due to rounding)		1.377		1.999		1.000		1.999				

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								6.375
TOTAL COST (BP-1100)								6.375
(Totals may not add due to rounding)								6.375

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

02/28/2008  
 FY 2009 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. These funds are required for mission essential B-1 low cost modifications to ensure readiness and B-1B operational requirements. Previous and continuous modifications included Engine Bleed Air Distribution System (EBADS) check valves and ECS pressure sensor replacement. Current modifications include crew water removal, utility power crew station receptacle, main landing gear, and personal equipment storage containers

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

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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		2.094		0.000		1.999		1.999				0.100
TOTAL COST (BP-1100)		2.094				1.999		1.999				0.100
(Totals may not add due to rounding)		2.094				1.999		1.999				0.100

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								6.192
TOTAL COST (BP-1100)								6.192
(Totals may not add due to rounding)								6.192

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)															

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-52			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$55.893	\$33.066	\$41.699	\$79.917	\$81.024	\$94.924	\$93.047

FY2008 funding totals do not include \$10.395M FY2008 GWOT requirements still pending Congressional considerations.

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. The primary modifications for FY09 is the CONECT Phase A. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	3146	Yaw and Pitch Electronic Contr		6.3							24.6
	3147	Enhanced Data Link (EDL)		2.6							10.5
	3148	MLR-2020 Instrument Landing		2.8							10.4
	3309	B-52 CONECT Phase B						7.4	24.1	77.2	108.7
	3310	CONECT Phase A			32.4	60.4	73.4	80.5	66.5	18.6	337.7
	4260	ADVANCED WEAPON INTE	5.3	20.3	7.3	18.5					83.7
	4270	ECM IMPROVEMENT	10.2	0.0	0.0						195.2
	4693	AVIONICS MIDLIFE IMPROV	9.8	0.0							88.2
	9709	GATM PHASE II					6.9	6.4	2.0		15.3
	99999X	LOW COST MODIFICATIONS	2.2	1.0	2.0	1.0	0.8	0.7	0.4		14.5
	Z88888	REPROGRAMMINGS	28.4	0.0							
<b>TOTAL FOR CLASS P</b>			<b>55.9</b>	<b>33.1</b>	<b>41.7</b>	<b>79.9</b>	<b>81.0</b>	<b>94.9</b>	<b>93.0</b>	<b>95.8</b>	<b>888.8</b>
<b>TOTAL FOR WEAPON SYSTEM B-52</b>			<b>55.9</b>	<b>33.1</b>	<b>41.7</b>	<b>79.9</b>	<b>81.0</b>	<b>94.9</b>	<b>93.0</b>	<b>95.8</b>	<b>888.8</b>

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

02/28/2008  
FY 2009 PB

Modification Title and No: Yaw and Pitch Electronic Control Unit (YECU/PECU) digital system MN-3146

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-52 Yaw and Pitch Digital Electronic Control Unit (YECU/PECU) system is an integral part of the Stability Augmentation Sub-System used during all phases of flight to alleviate aircraft structural stress and reduce crew workload. The high failure antiquated analog system, originally installed in 1972 is suffering from reliability and maintainability deficiencies and has exceeded its life cycle. The system requires replacement because vendors are no longer producing parts, and spares at the Aerospace Maintenance and Regeneration Center (AMARC) have been exhausted.

This forced attrition replacement modification will reduce overall maintenance man-hours and life cycle cost and will be accomplished by field level personnel.

Aircraft Breakdown: Active 76, Reserve , ANG , Total 76

**Development Status**

Projected contract award date of (Jan 08) will allow receipt of first article 13 months after receipt of order. Earlier contract award date is not possible due to solicitation and proposal evaluation constraints.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	56	13.631			[20]	6.322						
KITS NONRECUR		2.197										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.029										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		2.434										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		18.292				6.322						

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[76]	19.953
KITS NONRECUR								2.197
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.029
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								2.434
TOTAL COST (BP-1100)								24.614
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 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)				03/09

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Enhanced Data Link (EDL) MN-3147

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

Models of Aircraft Affected: B-52H

Center:

PE 0101113F

Team POWER

**Description/Justification**

B-52 Evolutionary Data Link (EDL) is a communication and data management enhancement that is based on commercial technology, and has been adapted as a B-52 temporary modification to satisfy a 2001 CENTCOM Combat Mission Needs Statement (CMNS), for a Beyond-Line-Of Sight Data Link (BLOS) capability and is still a requirement in the OIF Deployment Orders. The system provides color computer displays and graphical user interfaces at three crew stations on the aircraft and provides target and threat information and retargeting capability via commercial laptops. Two-way electronic messaging software in the EDL system allows the B-52 crew to exchange text messages or data files, including images, with other ground-based or airborne platforms. It provides the aircrew an additional situational awareness feed for limited Link 16, Airborne Intelligence, and Blue Force tracking information, and has the capability to receive, process and display Close Air Support Mission Assignment messages. The implementation of EDL has reduced the time required to react to Tactical Air Control Party targets and reduced the chances of fratricide.

EDL provides an interim capability until the permanent Combat Network Communications Technology (CoNECT) program is fielded in 2010. EDL, currently with its limited number of kits, has been heavily used for the past four years and is experiencing attrition because the kits must be moved from aircraft to aircraft too frequently. Also, the small number of modified aircraft creates a problem managing deployable aircraft. The original display monitors and lap top computers are no longer available; making identical replacement unavailable for the fielded hardware. EDL will continue to be a combatant commander requirement until CoNECT is fielded.

This program will procure EDL Group A wiring for 57 aircraft, engineering for EDL compatibility with Avionics Midlife Improvement (AMI), and an additional 10 Group B kits.

Aircraft Breakdown: Active 57, Reserve , ANG , Total 57

**Development Status**

Non-developmental items will be procured

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR	37	2.243			20	2.000						
EQUIPMENT												
EQUIP NONREC	13	3.532										
CHANGE ORDERS												
DATA						0.600						
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT		1.900										
TEST		0.250										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	37	7.925			20	2.600						

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							57	4.243
EQUIPMENT								
EQUIP NONREC							[13]	3.532
CHANGE ORDERS								
DATA								0.600
SIM/TRAINER								
SUPPORT-EQUIP								
ENG SUPPORT								1.900
TEST								0.250
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							57	10.525

Method of Implementation: ORG/INTERMEDIATE

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>
Contract Date (Month/CY)				12/07
Delivery Date (Month/CY)				03/08

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: MLR-2020 Instrument Landing System (ILS) MN-3148

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

Models of Aircraft Affected: B-52H

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

PE 0101113F              Team POWER

**Description/Justification**

This modification is a basic form fit function replacement for the ARN-14, which because of the age and technology level is becoming unsupportable and must be replaced. The MLR-2020 is being modified with an internal analog-to-digital input board and then placed on an external adapter tray to interface with the aircraft. The controls and displays on the aircraft remain unchanged and will appear transparent to the overall operation and maintenance of the aircraft. The B-52 ILS is currently the only platform in the Combat Air Force not protected from VHF interference. This effort will allow the B-52H to attain Protected ILS Communication Navigation & Surveillance/Air Traffic Management certification which is being worked in conjunction with the hardware replacement effort.

Operational aircrews have experienced landing divers and delays due to the lack of FM Immunity (FMI) certification for the aircraft Instrument Landing System (ILS). Interference from commercial FM radio broadcasts affect receipt of VHF Omni-directional Range (VOR) and ILS signals causing potentially unsafe landings.

Upgrades to the entire B-52 Instrument Landing Systems provide aircraft safety on Instrument Flight Rule (IFR) approaches. The first planned upgrade replaces the current localizer (ARN-14) with one FM-immune multi-mode receiver (MLR-2020).

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		3.033										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC	56	3.805			20	2.600						
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT												
TEST		0.558										
OGC						0.200						
PMA												
T.O. Printing		0.204										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	56	7.600			20	2.800						

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								3.033
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC							76	6.405
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
ENG SUPPORT								
TEST								0.558
OGC								0.200
PMA								
T.O. Printing								0.204
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							76	10.400

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: CONECT Phase A 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**

CONECT Phase A will upgrade the B-52 digital and voice communication capabilities. This modification includes installation of an on-board client/server network architecture to support distributed processing and control functions, the Intel Broadcast System/Receiver (IBS/R) for receipt of intelligence/threat data, a Beyond Line of Sight (BLOS) radio, a digital interphone system, and new Multi-Functional Color Displays (MFCDs). This phase will provide the B-52 fleet with a machine-to-machine capability supporting aircraft retasking and retargeting of CALCM and J-series weapons, a limited IP-based UHF BLOS capability, and improved situational awareness. This modification is planned to be done in conjunction with Programmed Depot Maintenance. In addition, flight simulators and maintenance trainers will be upgraded to include Phase A functionality for training of aircrews and maintenance personnel.

The Air Force budget is based on a reduced Total Aircraft Inventory (TAI) of 56 in FY08. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 11113F and 27446F (in FY07 only).

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

**Development Status**

Development began in FY05

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		36.012		59.172		36.421		35.192		32.544		25.522
PROCUREMENT (3010)												
INSTALL KITS							6	3.815	12	7.939	13	8.940
KITS NONRECUR												
EQUIPMENT							[6]	17.690	[12]	31.811	[13]	33.504
EQUIP NONREC								2.170		3.409		2.787
CHANGE ORDERS								1.511		3.605		2.399
DATA								2.364		4.741		4.757
SIM/TRAINER											[3]	4.809
SUPPORT-EQUIP								3.217		2.181		4.442
OGC		5.935						1.664		1.444		1.763

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-09							[0]		[6]	5.284		
FY-10											[12]	9.956
FY-11												
FY-12												
FY-13												
TOTAL INSTALL									6	5.284	12	9.956
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.935					6	32.431	12	60.414	13	73.357
INSTALLATION QTY									6		12	

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.763		3.090				240.716
PROCUREMENT (3010)								
INSTALL KITS	13	9.299	12	8.927			56	38.920
KITS NONRECUR								
EQUIPMENT	[13]	34.174	[12]	32.176			[56]	149.355
EQUIP NONREC		1.920		1.520				11.806
CHANGE ORDERS		2.821		3.030		0.886		14.252
DATA		0.334						12.196
SIM/TRAINER	[13]	19.738	[6]	9.118	[5]	7.496	[27]	41.161
SUPPORT-EQUIP								9.840
OGC		1.970		1.247		0.260		14.283
INSTALLATION OF HARDWARE								
FY-09 6 KITS							[6]	5.284
FY-10 12 KITS							[12]	9.956
FY-11 13 KITS	[13]	10.221					[13]	10.221
FY-12 13 KITS			[13]	10.499			[13]	10.499
FY-13 12 KITS					[12]	9.974	[12]	9.974
TOTAL INSTALL	13	10.221	13	10.499	12	9.974	56	45.934
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	13	80.477	12	66.517		18.616	56	337.747
INSTALLATION QTY	13		13		12		56	

Method of Implementation: COMBINATION

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)						01/09	01/10	11/10	11/11	11/12
Delivery Date (Month/CY)						01/10	01/11	11/11	11/12	11/13

**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>			
	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	1
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	4	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Output	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 Advanced Weapons Integration (AWI) program improves the B-52H conventional warfare combat capability. This program improves survivability and lethality by incorporating applicable smart weapons/sensor technology on the B-52H.

AWI installs redesigned aircraft-to-weapons interface hardware (Integrated Weapons Interface Units (IWIU)) which replaces three existing Line Replaceable Unit's (Power Switching Assembly (PSA), Weapons Interface Unit (WIU) and Information Switching Unit (ISU)) that have been out of production since the 1980's and are unsupportable due to Diminishing Manufacturing Sources (DMS) and obsolescence issues. In addition AWI produces aircrew and maintenance technical and training data, and upgrades the simulators and trainers. The IWIU effort will modify a total of 111 Stub Pylons: 54 shipsets of 2 pylons per aircraft, 2 pylons at Edwards Air Force Base to support test, and 1 pylon at Sheppard Air Force Base support training. Stub pylon and IWIU quantities are not tied to fleet size. The initial contract was funded with a combination of FY06 and FY07 funds.

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. Eleven of the 49 B-52s are currently scheduled to be retired. This effort will Group A wire 38 aircraft which includes replacements for the 11 wired aircraft being retired. In all, 87 B-52 will have the LITENING targeting pod Group A wiring (includes 11 retired a/c).

Group B: The targeting pod integration will also modify 23 additional ALE-25 pylons (40 total pylons) to compliment the 17 ALE-25 pylons previously modified to carry targeting pods. Group B ALE-25 pylon modifications are not tied to fleet size.

AME: The LITENING targeting pod integration effort will procure 76 sets of AME to replace obsolete AGM-142 AME and provide a fleet wide capability. The replacement AME consists of an Integrated Handle Controller (IHC), and a Multi-Function Color Display (MFCD) which will replace the existing AGM-142 Advanced Guided Weapon Control Panel (AGWCP), monitor and joystick.

The Air Force budget is based on a reduced Total Aircraft Inventory (TAI) of 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.805				0.850				4.500		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER			[7]	1.800								
SUPPORT-EQUIP												
CHANGE ORDERS		0.532										
GVT FLT TST SPPRT		0.459				0.500						
OGC		0.267		0.232		0.250						
T.O. Printing		0.240				0.752				2.000		
INTEGRATED WEAPONS INTERFACE												
UNIT (IWIU)	34	8.504	[5]	0.600	[51]	6.171	[18]	2.178				
SP/HSAB Pylon Kits	34	6.490	[5]	0.250	[51]	2.601	[18]	0.936				
KIT PROOF						[1]	0.623					
ECP						[3]	0.510					
EQUIP NONREC				1.165								
IWIU INSTALL							[39]	0.715	[68]	1.250		
PMA		0.343		0.449		1.110		0.800		1.360		
INSTALL KITS									[3]	0.050		
OTHER		0.026										
PYLON REFURB/WIRING						0.946		0.900		0.700		
DEPOT STAND-UP						0.775		1.278		6.000		
TEST PGM SETS						0.470		0.471		2.600		
ALTERNATE MISSION EQUIP (AME)	56	8.420			[20]	3.260						
AME NONRECUR		1.673										
ECP				0.624								
Rehost AGWCP Functions		3.563										
Aircraft Wiring Kits	29	0.257			[9]	0.300						
INSTALL KITS					[29]	1.000						
ALE-25 Pylon Kits	23	0.750										
ALE-25 Refurb/Wiring			[10]	0.150	[13]	0.208						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		32.328		5.271		20.326		7.278		18.460		
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								6.155
SIM/TRAINER							[7]	1.800
SUPPORT-EQUIP								
CHANGE ORDERS								0.532
GVT FLT TST SPPRT								0.959
OGC								0.749
T.O. Printing								2.992
INTEGRATED WEAPONS INTERFACE							[108]	17.453
UNIT (IWIU)								
SP/HSAB Pylon Kits							[108]	10.277
KIT PROOF							[1]	0.623
ECP							[3]	0.510
EQUIP NONREC								1.165
IWIU INSTALL							[107]	1.965
PMA								4.062
INSTALL KITS							[3]	0.050
OTHER								0.026
PYLON REFURB/WIRING								2.546
DEPOT STAND-UP								8.053
TEST PGM SETS								3.541
ALTERNATE MISSION EQUIP (AME)							[76]	11.680
AME NONRECUR								1.673
ECP								0.624
Rehost AGWCP Functions								3.563
Aircraft Wiring Kits							[38]	0.557
INSTALL KITS							[29]	1.000
ALE-25 Pylon Kits							[23]	0.750
ALE-25 Refurb/Wiring							[23]	0.358
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								83.663
INSTALLATION QTY								

Fact Sheet: B-52 MN-4260 ADVANCED WEAPON INTEGRATION

(Continued)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 16 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)				05/07
Delivery Date (Month/CY)				09/08

**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

02/28/2008  
FY 2009 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 P3A clarifications:

(C1) The Air Force budget is based on a reduced Total Active Inventory (TAI) of 56 in FY08. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated. As a result of these actions some clarifications are required to understand the ECMI P3A.

- To support a fleet size of 56, a total of 72 hardware installs are required. 16 of the aircraft identified for retirement had the ECMI modification previously installed. 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 P3A.

(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 represents 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 Time Compliance Technical Order 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	5.160										
PROCUREMENT (3010)												
INSTALL KITS	71	6.313										
KITS NONRECUR	6	3.460		0.650								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
EQUIPMENT	71	64.638										
EQUIP NONREC												
CHANGE ORDERS		29.496										
DATA		6.465		0.000								
SIM/TRAINER	7	6.721										
SUPPORT-EQUIP		26.007		4.226								
OGC		9.786		0.852								
FLIGHT TEST		2.685										
RETROFIT		25.847		1.500								
OTHER				1.626								
INSTALLATION OF HARDWARE												
FY-97	1											
FY-00	2	0.600										
FY-01	12	0.752										
FY-02	6	0.507										
FY-03	8	0.632										
FY-04	23	1.071		[6] 0.720								
FY-05	20			[12] 0.630		[8] 0.000						
TOTAL INSTALL	46	3.562	18	1.350	8							
TOTAL COST (BP-1100)	72	184.980		10.204								
(Totals may not add due to rounding)												
INSTALLATION QTY	47		18		7							

(Continued)

	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>
RDT&E (3600)							1	5.160
PROCUREMENT (3010)								
INSTALL KITS							71	6.313
KITS NONRECUR							[6]	4.110
EQUIPMENT							[71]	64.638
EQUIP NONREC								
CHANGE ORDERS								29.496
DATA								6.465
SIM/TRAINER							[7]	6.721
SUPPORT-EQUIP								30.233
OGC								10.638
FLIGHT TEST								2.685
RETROFIT								27.347
OTHER								1.626
INSTALLATION OF HARDWARE								
FY-97	1 KITS						[1]	
FY-00	2 KITS						[2]	0.600
FY-01	12 KITS						[12]	0.752
FY-02	6 KITS						[6]	0.507
FY-03	8 KITS						[8]	0.632
FY-04	23 KITS						[23]	1.791
FY-05	20 KITS						[20]	0.630
TOTAL INSTALL							72	4.912
TOTAL COST (BP-1100)							72	195.184
(Totals may not add due to rounding)								
INSTALLATION QTY							72	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 17 Months

Milestones

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

**Installation Schedule**

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1												1	2			4	3	3	2				
Output													1												3				1	0	6	5				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input					3	2	2	5	5	3	6	3	2	1	2	8	7	5	2																	
Output					2	2	2		3	3	5	4	5	2	3	9	5	7	4																	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 upgrades of (9) Radar System Testers and 45 B-52 Information Download and Decoding Systems.

**Program P3A Clarifications:**

The Air Force budget is based on a reduced Total Active Inventory (TAI) of 56 in FY08. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated. As a result of these actions some clarifications are required to understand the AMI P3A.

- 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.

- 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	188.935										
PROCUREMENT (3010)												
INSTALL KITS	81	4.980	0	0.000								
KITS NONRECUR		4.700		1.600								
EQUIPMENT	81	42.750	[0]	0.000								
EQUIP NONREC		13.830		2.400								
CHANGE ORDERS				0.000								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
DATA		0.100		1.350								
SIM/TRAINER	11	2.925	[1]	1.450								
SUPPORT-EQUIP		2.885		0.150								
OGC		2.881		1.156								
OTHER				0.000								
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	45	3.375	12	1.676								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	81	78.426		9.782								
INSTALLATION QTY	27		32									

**(Continued)**

	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>
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								4.037
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	88.208
(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**

	<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			
Input																																
Output																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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

Models of Aircraft Affected: B-52H

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

PE 0101113F              Team POWER

**Description/Justification**

These modifications are low cost upgrades that address safety, reliability, maintainability, and/or improved system performance issues on the B-52 aircraft, support equipment, and simulators/trainers. These funds are required for mission essential B-52 low cost modifications to ensure readiness and B-52H operational requirements. Previous and continuous modifications included ARC-210 pigtail/filter kits and LITENING pod breakout box test sets. Current modifications include a bomb bay camera, navigation lighting and replacement of hydraulic accumulators.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		6.378		2.191		1.018		1.990		1.043		0.760
TOTAL COST (BP-1100)		6.378		2.191		1.018		1.990		1.043		0.760
(Totals may not add due to rounding)		6.378		2.191		1.018		1.990		1.043		0.760

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.697		0.429				14.506
TOTAL COST (BP-1100)		0.697		0.429				14.506
(Totals may not add due to rounding)								

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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-117			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.008	\$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. This program was terminated in FY07. Funds shown in Cost Table are currently on withhold. No funding shown in modification lines due to rounding.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM F-117</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

	P-1 SHOPP LIST ITEM NO. 27	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A-10			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$276.187	\$167.963	\$144.077	\$303.306	\$272.094	\$266.449	\$266.451

The 2007 funding total includes \$163.886M in GWOT supplemental funding.

The FY2008 funding totals do not include \$33.5M GWOT requirements still pending Congressional consideration.

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 FY09 are the Precision Engagement and the A-10 Wing Replacement mod. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	37120	DIGITAL DATA LINK	5.3	22.7	5.8	9.1	0.7	0.7			55.4
	7856	MODE S/5	7.4			8.1	5.9	4.6			39.8
	9601	ONBOARD OXYGEN GENER	6.5								6.5
	9604	Extended Duration Covert Infra	24.0								36.4
	9803	A-10 Secure Line of Sight/Bey	68.5	2.0	0.0						76.7
	9804	A-10 Wing Replacement Progr	72.2	68.8	94.8	244.7	256.1	261.2	266.5		1,264.2
	9805	PRECISION ENGAGEMENT	92.2	74.5	43.5	41.4	9.4				378.3
	99999X	LOW COST MODIFICATIONS	0.0	0.0	0.0	0.0	0.0				0.3
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			276.2	168.0	144.1	303.3	272.1	266.4	266.5	0.0	1857.6
<b>TOTAL FOR WEAPON SYSTEM A-10</b>			276.2	168.0	144.1	303.3	272.1	266.4	266.5	0.0	1857.6

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. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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-10

Center: ESC - Hanscom AFB, MA

PE 0207445F Team MOBIL

**Description/Justification**

In Jun 05 USCENTAF identified an urgent need request (UNR) for the A-10 to possess the capability to communicate with Link 16. The Situational Awareness Data Link (SADL) is an airborne version of the Enhanced Position and Location Reporting Systems (EPLRS) that meets this requirement and is being installed into all of the A-10 fleet.

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. Provides a jam-resistant, secure, digital data link for joint forces communications connectivity. Enables two-way digital transmission of precise target coordinates, situation awareness of friendly forces, targets/threats and other pertinent mission data via friendly command and control forces. SADL also provides direct digital connectivity to mounted Tactical Air Control Party/Joint Tactical Air Controller (TACP/JTAC) via Variable Message Format (VMF). The IDM element of the modification provides direct digital connectivity to dismounted TACP/JTAC via VMF and allows transfer of standard 9-line CAS mission briefing/targeting data.

SADL kit installations require an A-10C aircraft modified with Precision Engagement (PE) modification (PEC 0207131F, MN-9805). Therefore, SADL kit/install schedule is aligned with PE install schedule to the maximum extent possible. IDM kit installations require an A-10C PE/SADL modified aircraft. IDM kit install schedule is aligned with PE installs. Contractor Field Teams will modify aircraft that have previously completed the PE installation on the depot line.

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 were also funded in PEC 0207445F. Advanced Communications Systems, PEC 0207423F, funded procurement of the SADL radio (Group B) in FY06. Beginning in FY08, all SADL equipment and installation is funded in the TDL PEC 0207445F.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE27445F.

Aircraft Breakdown: Active 202, Reserve 51, ANG 103, Total 356

**Development Status**

In order to meet this requirement, initial development, system and software engineering, Group A development, porting of the EPLRS waveform, and testing necessary to communicate with Link 16 is provided from TDL PEC 0207445F.

The SADL receiver/transmitter (R/T) is a non-developmental item currently in use on other platforms. Testing completed in Jun 07, fielding begins in Sep 07 to support AEF requirements.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	13	18.089		23.870		2.980		0.000				
PROCUREMENT (3010)												
INSTALL KITS	190	7.404	25	0.871	81	3.920	10	0.484	11	0.532		
KITS NONRECUR		1.514										
EQUIPMENT			[25]	0.518	[81]	2.138	[10]	0.264	[11]	0.290		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
SUPPORT-EQUIP	19	2.205		0.331	[23]	5.060						
OGC				0.740		4.260		3.865		1.545		0.053
SPARES									[27]	2.019		
MISC						3.718				4.215		
INSTALLATION OF HARDWARE												
FY-06 190 KITS			[95]	2.840	[95]	3.162						
FY-07 25 KITS					[12]	0.399	[13]	0.215				
FY-08 81 KITS							[59]	0.976	[22]	0.363		
FY-09 10 KITS									[9]	0.148	[1]	0.108
FY-10 11 KITS											[5]	0.539
TOTAL INSTALL			95	2.840	107	3.561	72	1.191	31	0.511	6	0.647
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	190	11.123	25	5.300	81	22.657	10	5.804	11	9.112		0.700
INSTALLATION QTY			95		107		72		31		6	

(Continued)

	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>
RDT&E (3600)							[13]	44.939
PROCUREMENT (3010)								
INSTALL KITS							317	13.211
KITS NONRECUR								1.514
EQUIPMENT							[127]	3.210
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[42]	7.596
OGC		0.051						10.514
SPARES							[27]	2.019
MISC								7.933
INSTALLATION OF HARDWARE								
FY-06	190	KITS					[190]	6.002
FY-07	25	KITS					[25]	0.614
FY-08	81	KITS					[81]	1.339
FY-09	10	KITS					[10]	0.256
FY-10	11	KITS					[11]	1.186
TOTAL INSTALL			[6]	0.647				
TOTAL COST (BP-1100)			6	0.647			317	9.397
(Totals may not add due to rounding)				0.698			317	55.394
INSTALLATION QTY			6				317	

Method of Implementation: COMBINATION

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									22	23	24	26	27	27	27	26	26	18	14	14	11	10	10		6								6			
Output									22	23	24	26	27	27	27	26	26	18	14	14	11	10	10	10	6								6			

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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-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-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-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 APX-119 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-10 Precision Engagement (PE) program. The IFF control capability will be released in an A-10 PE operational flight program in the 3Qtr FY08. As the A-10 completes Precision Engagement (PE), it will fully comply with European airspace requirements. A-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 during calendar year 2008. A-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-10.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										3.046		
PROCUREMENT (3010)												
INSTALL KITS	147	0.540	[102]	0.306					[52]	4.246	[32]	4.007
KITS NONRECUR												
EQUIPMENT	147	7.325	102	5.100					52	2.860	32	1.760
EQUIP NONREC												
CHANGE ORDERS		3.401		0.032						0.182		0.023
DATA		2.166										
SIM/TRAINER												
SUPPORT-EQUIP		0.210										
OGC		0.254		1.972						0.800		0.081

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
TOTAL COST (BP-1100) (Totals may not add due to rounding)	147	13.896	102	7.410					52	8.088	32	5.871

**(Continued)**

	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>
RDT&E (3600)								3.046
PROCUREMENT (3010)								
INSTALL KITS	[42]	2.068					[375]	11.167
KITS NONRECUR								
EQUIPMENT	42	2.310					375	19.355
EQUIP NONREC								
CHANGE ORDERS		0.012						3.650
DATA								2.166
SIM/TRAINER								
SUPPORT-EQUIP								0.210
OGC		0.165						3.272
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	42	4.555					375	39.820

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

02/28/2008  
FY 2009 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: A-10

Center: OO-ALC

PE 0207131F Team POWER

**Description/Justification**

The Onboard Oxygen Generating System (OBOGS) mitigates the constraints of liquid oxygen (LOX) by utilizing engine bleed air as the source of breathing oxygen and eliminates the maintenance costs and sortie delays the LOX system incurs. OBOGS minimizes current logistics footprint (from 8 pallets and 8 personnel to 1/4 pallet and 1 person). Installation of OBOGS removes dependency on LOX supplies, equipment, and personnel. The Regulated Emergency Oxygen System (REOS) will provide breathing gas in the event of failure of an engine, Environmental Control System (ECS), or OBOGS. Initial funding for the program was appropriated in FY02 as Congressional Plus-up which took the program thru DT&E.

Congress appropriated a \$6.5M Congressional Plus-up in FY07.

The OBOGS contract is still being negotiated – but it has become clear that the one-year FY07 Congressional Add of \$6.5M is not sufficient to outfit all 22 jets assigned to Spangdahlem AB. Once the contract is negotiated we should be able to identify the amount of the shortfall and handle within the Air Force. Successful installation of OBOGS on all the Spangdahlem jets will make the assigned jets “LOX-free”, dramatically reducing the logistics footprint and maintenance workload.

Aircraft Breakdown: Active 22, Reserve , ANG , Total 22

**Development Status**

Funds complete integration efforts. DT&E took place Dec-06; OT&E continued between Jan-07 and Jul-07. Funds will procure and install the system on the aircraft. An Indefinite Delivery/Indefinite Quantity (ID/IQ) will provide a framework for future procurement as funds become available.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			16	1.600								
KITS NONRECUR EQUIPMENT			[16]	1.600								
EQUIP NONREC CHANGE ORDERS												
DATA				1.184								
SIM/TRAINER SUPPORT-EQUIP			[3]	0.030								
OGC				0.986								
INSTALLATION OF HARDWARE												
FY-07 16 KITS			[0]	1.100	[8]		[8]					
TOTAL INSTALL				1.100	8		8					
TOTAL COST (BP-1100) (Totals may not add due to rounding)			16	6.500								
INSTALLATION QTY					8		8					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							16	1.600
KITS NONRECUR								
EQUIPMENT							[16]	1.600
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.184
SIM/TRAINER								
SUPPORT-EQUIP							[3]	0.030
OGC								0.986
INSTALLATION OF HARDWARE								
FY-07 16 KITS							[16]	1.100
TOTAL INSTALL							16	1.100
TOTAL COST (BP-1100)							16	6.500
(Totals may not add due to rounding)								
INSTALLATION QTY							16	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

Quarter	<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
Input									4	4	4	4				
Output									4	4	4	4				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Extended Duration Covert Infrared Countermeasures System MN-9604

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

Models of Aircraft Affected: A-10

Center:

PE 0207131F              Team POWER

**Description/Justification**

The A-10 aircraft requires an extended duration covert infrared countermeasures (IRCM) capability to protect the aircraft from infrared surface to air missile (IRSAM) threats during typical air-to-surface missions.

The IRCM modification program allows A-10 capability to counter IRSAM threats and provides the A-10 with a system that will detect and automatically dispense the optimum countermeasures to defeat the IRSAM threat. IRCM allows the pilot to effectively manage and dispense countermeasures to operate at optimal performance and will improve A-10 survivability in an offensive envelope. Optimal performance and efficiency will be maintained via spiral development and modifications to meet the changes in threat.

Initial funding for this effort was provided through FY05 Global War on Terrorism (GWOT) supplemental. Funding enabled purchase of 50 kits and installations. Installations began in 4th Qtr FY07.

FY07 GWOT funds will be used to pay for installs of 132 kits purchased in FY07. Installs will begin in 3rd quarter FY08 at a rate of 22 per quarter with completion in 4th quarter of FY09.

FY2007 funding total includes \$24M in GWOT supplemental.

FY2008 funding totals do not include \$33.5M FY2008 GWOT requirements still pending Congressional consideration.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE27131F.

Aircraft Breakdown: Active 146, Reserve 0, ANG 36, Total 182

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	50	2.500	132	2.904								
KITS NONRECUR		1.100										
EQUIPMENT	50	4.300	[132]	14.007								
EQUIP NONREC		2.500										
CHANGE ORDERS												
DATA				2.250								
SIM/TRAINER	1	0.100										
SUPPORT-EQUIP	10	0.150										
OGC		0.050		2.645								

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05           50 KITS		1.700	[50]	0.600								
FY-07           132 KITS			[132]	1.594								
TOTAL INSTALL		1.700	182	2.194								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	50	12.400	132	24.000								
INSTALLATION QTY			22									

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							182	5.404
KITS NONRECUR								1.100
EQUIPMENT							[182]	18.307
EQUIP NONREC								2.500
CHANGE ORDERS								
DATA								2.250
SIM/TRAINER							[1]	0.100
SUPPORT-EQUIP							[10]	0.150
OGC								2.695
INSTALLATION OF HARDWARE								
FY-05           50 KITS							[50]	2.300
FY-07           132 KITS							[132]	1.594
TOTAL INSTALL								3.894
TOTAL COST (BP-1100)							182	36.400
(Totals may not add due to rounding)								
INSTALLATION QTY							182	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 3 Months

**Milestones**

	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)		03/06
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>				<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																	22	28	22	22	22	22	22	22
Output																	22	28	22	22	22	22	22	22

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: A-10 Secure Line of Sight/Beyond Line of Sight MN-9803

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

Models of Aircraft Affected: A-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F              Team POWER

**Description/Justification**

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-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 in multiple secure modes. 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 (WRAP) 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-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-10s and 63 ARC-210s radios and antennae (rotatable Group B kits) to provide an immediate SLOS capability. Integration of BLOS/ARC-210 also includes integration of ARC-210 onto the 1553 avionics databus to enable heads-up operation and control of the radio. ARC-210 is the primary communications link for Improved Data Modem (IDM).

FY07 funding purchases remaining 273 SLOS Group B (ARC-210 radios and antennas) and the all the BLOS Group A & B components. Numbers reflect 356 SLOS capability and 356 BLOS capability - for a total of 356.

FY2007 funding total includes \$68.5M in GWOT supplemental.

Aircraft Breakdown: Active 202, Reserve 51, ANG 103, 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. BLOS capability starts installation in February 2008.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	12	1.200										
PROCUREMENT (3010)												
INSTALL KITS	356	0.183	356	41.895								
KITS NONRECUR				3.670								
EQUIPMENT	50	4.881				1.986						
EQUIP NONREC												
CHANGE ORDERS				0.381								
DATA		0.790		2.134								
SIM/TRAINER			[25]	0.291								
SUPPORT-EQUIP												
SPARES	8	0.332	[45]	5.116								
OGC				0.773								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
EQUIPMENT												
INSTALLATION OF HARDWARE												
FY-06	356	KITS	[356]	0.000								
FY-07	356	KITS	[0]	14.240	[199]	0.000	[157]	0.000				
TOTAL INSTALL			356	14.240	199		157					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	356	6.186	356	68.500		1.986						
INSTALLATION QTY			356		199		157					

	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>
RDT&E (3600)							[12]	1.200
PROCUREMENT (3010)								
INSTALL KITS							712	42.078
KITS NONRECUR								3.670
EQUIPMENT							[50]	6.867
EQUIP NONREC								
CHANGE ORDERS								0.381
DATA								2.924
SIM/TRAINER							[25]	0.291
SUPPORT-EQUIP								
SPARES							[53]	5.448
OGC								0.773
EQUIPMENT								
INSTALLATION OF HARDWARE								
FY-06	356	KITS					[356]	
FY-07	356	KITS					[356]	14.240
TOTAL INSTALL							712	14.240
TOTAL COST (BP-1100)							712	76.672
(Totals may not add due to rounding)								
INSTALLATION QTY							712	

Method of Implementation: COMBINATION

Initial Lead Time: 4 Months

Follow-On Lead Time: 4 Months

**Milestones**

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

**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									20	63	177	96					60	139	120	37
Output									20	63	177	96					60	139	120	37

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

**Description/Justification**

The cost of sustaining A-10 thin-skin wings has exceeded economic limits. It is more cost effective to replace these wings. To increase the aircraft service life, A-10 thin-skin wings must be replaced with thick-skin wings similar to those used on the last third of the production aircraft. The replacement wings will meet the A-10 operational requirement to extend the aircraft's service life to 16,000 hours.

The Wing Replacement program procures replacement wings for the A-10. The replacement wings will incorporate reliability and maintainability improvements to known fatigue critical locations. Since the replacement wings will be installed as part of the O&M-funded Scheduled Structural Inspections (SSI), there are no APAF-funded installation costs.

Wing Replacement production transitions from a 3-year to a 2-year lead time during FY08. The 32-month lead time for the FY08 buy reflects an average for the FY08 kit buy only. Subsequent lead time for FY09-FY13 buys will be 24 months.

FY2007 funding total includes \$33.7 in GWOT supplemental.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE27131F.

Aircraft Breakdown: Active 111, Reserve 44, ANG 70, Total 225

**Development Status**

The Wing Replacement Program is reliant on the availability of three-dimensional (3-D) solid models from which the contractor will build the replacement wings. The government elected to transfer this effort to the wing replacement prime contractor (Boeing) who will now create these 3D models from the original drawings.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				5.695								
PROCUREMENT (3010)												
INSTALL KITS			5	0.012	7	0.044	16	0.101	50	0.316	50	0.316
KITS NONRECUR												
EQUIPMENT			[5]	69.418	[7]	48.571	[16]	81.381	[50]	229.322	[50]	240.806
EQUIP NONREC												
CHANGE ORDERS						0.516		7.147		8.675		8.675
DATA						0.062		0.062		0.062		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				2.800		2.381		3.254		3.500		3.500
OTHER						17.200		2.810		2.810		2.810

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-07		5 KITS							[1]			[4]
FY-08		7 KITS										[7]
FY-09		16 KITS										[16]
FY-10		50 KITS										
FY-11		50 KITS										
FY-12		50 KITS										
FY-13		50 KITS										
TOTAL INSTALL									1			27
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			5	72.230	7	68.774	16	94.755	50	244.685	50	256.107
INSTALLATION QTY									1			27

**(Continued)**

	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>
RDT&E (3600)								5.695
PROCUREMENT (3010)								
INSTALL KITS	50	0.316	50	0.316			228	1.421
KITS NONRECUR EQUIPMENT	[50]	247.070	[50]	252.325			[228]	1168.893
EQUIP NONREC CHANGE ORDERS		7.500		7.500				40.013
DATA								0.186
SIM/TRAINER SUPPORT-EQUIP								
OGC		3.500		3.500				22.435
OTHER		2.810		2.810				31.250
INSTALLATION OF HARDWARE								
FY-07 5 KITS								[5]
FY-08 7 KITS								[7]
FY-09 16 KITS								[16]
FY-10 50 KITS	[50]							[50]
FY-11 50 KITS			[50]					[50]
FY-12 50 KITS					[50]			[50]
FY-13 50 KITS					[50]			[50]
TOTAL INSTALL	50		50		100		228	
TOTAL COST (BP-1100) (Totals may not add due to rounding)	50	261.196	50	266.451			228	1264.198
INSTALLATION QTY	50		50		100		228	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 39 Months

Follow-On Lead Time: 24 Months

**Milestones**

	<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)		09/10	10/10	01/11	01/12	01/13

**Installation Schedule**

	<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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4																												
Input	12	13	12	13	12	13	12	13																												
Output	12	13	12	13	12	13	12	13																												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: PRECISION ENGAGEMENT MN-9805

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

Models of Aircraft Affected: A-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

**Description/Justification**

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

The PE modification integrates: MIL-STD 1760 Bus, Joint Direct Attack Munition (JDAM), Wind Corrected Munitions Dispenser (WCMD), LITENING/SNIPER advanced targeting pods, Digital Stores Management System (DSMS), and increases available DC power. 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). Situational Awareness Data Link (SADL), under MN-37120, will be installed in conjunction with the PE modification. Once the A-10A is modified with PE, it will be designated as the A-10C.

FY07 GWOT funding is being used to pay for USAFE kits in FY07 (24 of the 50 installs) that will be installed in FY08-09, USAFE installs in FY08 (16 out of the 112 installs) and Depot/USAFE installs in FY09 (26 out of the 112 installs).

FY2007 funding total includes \$37.7 in GWOT supplemental.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE27131F.

Aircraft Breakdown: Active 201, Reserve 39, ANG 89, Total 329

**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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	8	101.950		10.955		1.942						
PROCUREMENT (3010)												
INSTALL KITS	184	27.114	50	8.625	58	9.236	37	5.716				
KITS NONRECUR												
EQUIPMENT	184	56.604	[50]	21.122	[58]	21.550	[37]	13.336				
EQUIP NONREC		5.075										
CHANGE ORDERS				0.669		1.345		0.000				1.637
DATA				0.630		0.657		0.369				0.902
SIM/TRAINER	6	1.710	[8]	3.000	[2]	0.577			[1]			0.378
SUPPORT-EQUIP	40	3.766	[10]	0.750	[20]	1.600	[10]	0.860	[10]			0.900
ICS		0.100		1.000		1.500		1.500				1.500
OGC		10.692		0.406		2.060		2.727				4.092
OTHER												0.205
												0.200

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-04	5	2.231										
FY-05	111	9.996	[91]	45.500								
FY-06	68		[21]	10.500	[47]	23.500						
FY-07	50				[25]	12.500	[25]	12.500				
FY-08	58						[13]	6.500	[45]	22.500		
FY-09	37								[19]	9.500	[18]	9.000
TOTAL INSTALL	25	12.227	112	56.000	72	36.000	38	19.000	64	32.000	18	9.000
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	184	117.288	50	92.202	58	74.525	37	43.508		41.409		9.405
INSTALLATION QTY	25		70		88		64		64		18	

(Continued)

	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>
RDT&E (3600)							[8]	114.847
PROCUREMENT (3010)								
INSTALL KITS							329	50.691
KITS NONRECUR								
EQUIPMENT							[329]	112.612
EQUIP NONREC								5.075
CHANGE ORDERS								3.651
DATA								2.558
SIM/TRAINER							[17]	5.665
SUPPORT-EQUIP							[90]	7.876
ICS								5.805
OGC								20.177
OTHER								
INSTALLATION OF HARDWARE								
FY-04           5 KITS							[5]	2.231
FY-05       111 KITS							[111]	55.496
FY-06       68 KITS							[68]	34.000
FY-07       50 KITS							[50]	25.000
FY-08       58 KITS							[58]	29.000
FY-09       37 KITS							[37]	18.500
TOTAL INSTALL							329	164.227
TOTAL COST (BP-1100)							329	378.337
(Totals may not add due to rounding)								
INSTALLATION QTY							329	

Method of Implementation: COMBINATION

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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	22	22	22	22	22	22				
Output																	4	1	4	0	4	12	17	17	18	18	22	22	22	22	22	22				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																								
Input	16	16	16	16	16	16	16	16	16	10	8																									
Output	22	16	16	16	16	16	16	16	16	16	10	8																								

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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**

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 budgeted for FY09 are TO updates for weapons support equipment, and for the AAR-47 modification.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

NA

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
		0.229		0.045		0.021		0.010		0.012		0.011
TOTAL COST (BP-1100)		0.229		0.045		0.021		0.010		0.012		0.011
(Totals may not add due to rounding)		0.229		0.045		0.021		0.010		0.012		0.011

(Continued)

	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>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)								0.328	
(Totals may not add due to rounding)								0.328	

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)															
Delivery Date (Month/CY)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$277.000	\$58.735	\$12.326	\$128.475	\$278.961	\$306.326	\$147.185

FY2007 funding totals include \$112.762M in GWOT supplemental.

FY2008 funding total includes \$39.700M in supplemental funding.

FY2008 funding totals do not include \$222.944 FY2008 GWOT requirements still pending Congressional considerations.

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 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY09 is the Advanced Display Core processor. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-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	_1200	F-15C Avionics Replacement				16.7	26.3	11.9			54.9
	_1202	F-15E AESA Radar					79.7	143.7	146.9		370.3
	_2222	32J Fuel Manifold Clamping Sy	0.7	0.7	0.3						2.9
	6157	Antenna Test Station	8.0	5.0	4.5						17.5
	6158	F-15C/D APG-63(V)3 radar up	141.5			65.1	94.5	131.8			505.1
	8265	PROGRAMMABLE ARMAME	3.6								10.5
	8314	AIR DATA PROCESSOR	0.3								29.9
	8352	JOINT HELMET-MOUNTED	5.6								98.6
	8353	F-15E -JOINT HELMET-MOU	50.0								50.0
	8357	ADVANCED DISPLAY CORE	19.9	8.6	5.8						111.5
	8662	AETC MTD UPGRADES-FIEL	1.3								9.7
	8703	F-15 A/D DIGITAL VIDEO RE				6.4	22.8	4.7			33.9
	8705	F-15E DIGITAL VIDEO RECO	7.2			9.4	10.6				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. 29	PAGE NO. 1	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$277.000	\$58.735	\$12.326	\$128.475	\$278.961	\$306.326	\$147.185

FY2007 funding totals include \$112.762M in GWOT supplemental.

FY2008 funding total includes \$39.700M in supplemental funding.

FY2008 funding totals do not include \$222.944 FY2008 GWOT requirements still pending Congressional considerations.

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 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY09 is the Advanced Display Core processor. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-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>
	8742	TEWS INTERMEDIATE SUP	2.4	3.0		2.5	8.9				32.0
	8745	IFF A-D	22.1					4.0			120.0
	8746	IFF E	10.0			3.0	11.4				61.6
	8753	F-15 NVIS	0.2								5.4
	8754	A-D IFF MODE 5				13.0	7.9				20.9
	8755	E IFF MODE 5				11.5	15.5	10.0			37.0
	8793	F-15E BLOS/SLOS	10.0	37.9							47.9
	99999E	MISC ENGINE UPDATE MOD	1.0		0.4						2.7
	99999U	LOW COST RETROFIT MOD	1.5	0.0	0.6	0.0	0.6				3.6
	99999X	LOW COST MODIFICATIONS	1.8	1.7	0.7	0.9	0.7	0.2	0.3		6.8
	Z88888	REPROGRAMMINGS	-10.0	1.8							
<b>TOTAL FOR CLASS P</b>			277.0	58.7	12.3	128.5	279.0	306.3	147.2	0.0	1669.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$277.000	\$58.735	\$12.326	\$128.475	\$278.961	\$306.326	\$147.185

FY2007 funding totals include \$112.762M in GWOT supplemental.

FY2008 funding total includes \$39.700M in supplemental funding.

FY2008 funding totals do not include \$222.944 FY2008 GWOT requirements still pending Congressional considerations.

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 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY09 is the Advanced Display Core processor. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
<b>TOTAL FOR WEAPON SYSTEM F-15</b>			277.0	58.7	12.3	128.5	279.0	306.3	147.2	0.0	1669.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 29	PAGE NO. 3	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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. The Improved Sealing Modification for the #1 Bearing Compartment provides new design seals to prevent post shutdown oil leaks. The Hermetically Sealed one piece design of the new PS2 Probe provides a sealed unit design that eliminates moisture induced system false faults within the engine diagnostic system.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	181	0.501	641	0.686	400	0.600	112	0.168				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.000								
OGC		0.677		0.060		0.110		0.110				
TOTAL COST (BP-1100)	181	1.178	641	0.746	400	0.710	112	0.278				
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1334	1.955
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.957
TOTAL COST (BP-1100)							1,334	2.912
(Totals may not add due to rounding)								

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>
Contract Date (Month/CY)		01/06	01/07	01/08	01/09
Delivery Date (Month/CY)		01/07	01/08	01/09	01/10

02/28/2008  
 FY 2009 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 28 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 28, Reserve , ANG , Total 28

**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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			12	6.080	8	4.540	8	4.090				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC				0.820								
CHANGE ORDERS												
DATA				1.100								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07			12 KITS		[12]	0.460						
FY-08			8 KITS				[8]	0.244				
FY-09			8 KITS				[4]	0.166	[4]			
TOTAL INSTALL					12	0.460	12	0.410	4			
TOTAL COST (BP-1100)			12	8.000	8	5.000	8	4.500				
(Totals may not add due to rounding)												
INSTALLATION QTY					12		12		4			

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							28	14.710
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								0.820
CHANGE ORDERS								
DATA								1.100
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-07	12	KITS					[12]	0.460
FY-08	8	KITS					[8]	0.244
FY-09	8	KITS					[8]	0.166
TOTAL INSTALL							28	0.870
TOTAL COST (BP-1100)							28	17.500
(Totals may not add due to rounding)								
INSTALLATION QTY							28	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

**Milestones**

	<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**

	<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
Input									4	4	4	3	3	3	3	4				
Output									4	4	4	3	3	3	3	4				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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

Models of Aircraft Affected: C/D

Center: ASC - Wright Patterson AFB, OH

PE 27130F

Team

**Description/Justification**

The APG-63(V)3 radar upgrade replaces the mechanically-scanned antenna (MSA) on F-15A-D aircraft with an active electronically-scanned array (AESA) 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. 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 included 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 \$52.2M, procures six (V)3 radars for the ANG.

The FY07 funding includes a \$72M Congressional add for procurement of eight (V)3 radars for ANG, supportability and sparing for two additional ANG bases. Congress later reduced the amount appropriated to \$71.711M. An additional \$7.0M was added by Hq ACC for hardware and software modifications. GWOT funding of \$62.8M was provided for procurement of 8 (V)3 AESA radar systems for Active Duty jets to support the cruise missile defense mission which also funds supportability, technical order changes, and trainer upgrades to full (V)3 capability.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 27134F.

Aircraft Breakdown: Active 41, Reserve 0, ANG 14, Total 55

**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 primary new technology in the APG-63(V)3 is the AESA antenna, which is based on technology developed for the APG-79 radar on the F/A-18 Super Hornet.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		23.029		13.455		8.400						
PROCUREMENT (3010)												
INSTALL KITS		6.762		14.067					6.750		12.170	
KITS NONRECUR EQUIPMENT	7	40.135	16	81.733					4	24.350	12	67.860
EQUIP NONREC		14.691		12.439						14.120		
CHANGE ORDERS				6.730						9.970		1.110
DATA				3.931						0.080		0.110
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT		3.161		3.745					2.500		2.500	
TRAINING				0.060					0.450		0.810	
FLIGHT TEST				3.344								
GVT FLT TST SPPRT		0.464		6.000								
OTHER		0.376		0.499								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
ICS		1.710		2.194						3.510		3.580
PMA										0.450		0.810
OGC										2.890		5.040
SPARES		4.901		6.769								
INSTALLATION OF HARDWARE												
FY-06			7 KITS				[5]		[2]			
FY-07			16 KITS				[8]		[6]		[2]	
FY-10			4 KITS								[2]	0.510
FY-11			12 KITS									
FY-12			16 KITS									
TOTAL INSTALL							13		8		4	0.510
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	7	72.200	16	141.511					4	65.070	12	94.500
INSTALLATION QTY							13		8		4	

(Continued)

	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>
RDT&E (3600)		8.400						53.284
PROCUREMENT (3010)								
INSTALL KITS		16.370						56.119
KITS NONRECUR								
EQUIPMENT	16	87.440					55	301.518
EQUIP NONREC								41.250
CHANGE ORDERS		9.240						27.050
DATA		0.110						4.231
SIM/TRAINER								
SUPPORT-EQUIP								
ENG SUPPORT		2.500						14.406
TRAINING		1.070						2.390
FLIGHT TEST								3.344
GVT FLT TST SPPRT								6.464
OTHER								0.875
ICS		3.650						14.644
PMA		1.070						2.330
OGC		6.670						14.600
SPARES								11.670
INSTALLATION OF HARDWARE								
FY-06	7 KITS							[7]
FY-07	16 KITS							[16]
FY-10	4 KITS	[2]	0.526					[4]
FY-11	12 KITS	[12]	3.154					[12]
FY-12	16 KITS			[16]				[16]
TOTAL INSTALL		14	3.680	16			55	4.190
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		16	131.800				55	505.081
INSTALLATION QTY		14		16			55	

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)		01/07	03/07			04/10	04/11	04/12
Delivery Date (Month/CY)		01/09	03/09			04/12	04/13	04/14

**Installation Schedule**

	<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	1	2	3	4
Input																	1	4	8	2	3	3	2						2	3	3	4	4	4		
Output																	1	4	8	2	3	3	2						2	3	3	4	4	4		
Quarter	1	2	3	4																																
Input	4	4	4	4																																
Output	4	4	4	4																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: PROGRAMMABLE ARMAMENT CONTROL SET MN-8265

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

Models of Aircraft Affected: F-15E                      Center: WRALC Robins AFB GA                      PE 0207134F                      Team POWER

**Description/Justification**

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

After the fielding of the PACS-45, aircrews began experiencing sporadic C-P resets while in flight. Upon experiencing a reset, the aircrews were required to manually reprogram weapons data prior to proceeding with a weapon release. After an extensive investigation, it was determined that a hardware modification would be needed to eliminate the resets from occurring. The proposed modification was extensively tested in both the laboratory and operational flight testing without experiencing a single reset. After performing this modification to the PACS C-P, the part number will be rolled to a PACS-46. All PACS-45 C-Ps in the fleet are scheduled to receive this hardware modification by April 2009.

The fielding of the Suite 6 OFP requires a hardware modification to meet Suite 6 fielding schedule in Sep 09. The MSIP fleet fielding is dependant on a minor 1553 wiring change (PACS-By-Pass) being installed.

Aircraft Breakdown: Active 101, Reserve 0, ANG 0, Total 101

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	71		30									
KITS NONRECUR EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		2.708		1.463								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
NUCLEAR CERTIFICATION												
DEPOT												
WEAPONS UMBILICALS												
TRAINING												
OGC												
ICS		0.534										
GFP												

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
WARRANTY												
1760 INTERFACE CAPABILITY		0.150										
SPARES												
OTHER		0.207		0.550								
INSTALLATION OF HARDWARE												
FY-06           71 KITS	71	3.266										
FY-07           30 KITS			[30]	1.631								
TOTAL INSTALL	71	3.266	30	1.631								
TOTAL COST (BP-1100)	71	6.865	30	3.644								
(Totals may not add due to rounding)												
INSTALLATION QTY	71		30									

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							101	
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								4.171
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
NUCLEAR CERTIFICATION								
DEPOT								
WEAPONS UMBILICALS								
TRAINING								
OGC								
ICS								0.534
GFP								
WARRANTY								
1760 INTERFACE CAPABILITY								0.150
SPARES								
OTHER								0.757
INSTALLATION OF HARDWARE								
FY-06	71	KITS					[71]	3.266
FY-07	30	KITS					[30]	1.631
TOTAL INSTALL							101	4.897
TOTAL COST (BP-1100)							101	10.509
(Totals may not add due to rounding)								
INSTALLATION QTY							101	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 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>			
	1	2	3	4	1	2	3	4	1	2	3	4
Input					24	21	17	9	9	7	7	7
Output					14	14	14	14	14	14	9	8

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	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										
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	1.129										
FY-01	38 KITS	1.760										
FY-02	24 KITS	0.479										
FY-03	33 KITS	0.711										
FY-04	29 KITS	0.626										
FY-05	28 KITS	0.023	[26]	0.273	[1]							
TOTAL INSTALL	167	4.728	26	0.273	1							
TOTAL COST (BP-1100)	194	29.677		0.273								

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
INSTALLATION QTY	167		26		1							

(Continued)

	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>
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
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]	0.711
FY-04	29	KITS					[29]	0.626
FY-05	28	KITS					[28]	0.296
TOTAL INSTALL							194	5.001
TOTAL COST (BP-1100)							194	29.950
(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)			11/99	12/00	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)			11/00	05/02	05/03	05/04	05/05	05/06

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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. 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.

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.

Aircraft Breakdown: Active 176, Reserve 0, ANG 32, Total 208

**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.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.867										
PROCUREMENT (3010)												
INSTALL KITS	176	6.506										
KITS NONRECUR												
EQUIPMENT	176	44.443										
EQUIP NONREC		7.943										
CHANGE ORDERS		0.232										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		14.556										
OGC		2.879		0.305								
TRAINING		0.405										
ICS		5.284										
PACKAGING												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
PMA				0.600								
INITIAL SPARES (WCF REIMBURSEMENTS)												
DEPOT STAND-UP				4.700								
INSTALLATION OF HARDWARE												
FY-01		10		1.607								
FY-02		54		3.687								
FY-03		35		2.741								
FY-04		30		2.175								
FY-05		47		0.550		[39]						
TOTAL INSTALL		137		10.760		39						
TOTAL COST (BP-1100)		176		93.008		5.605						
(Totals may not add due to rounding)												
INSTALLATION QTY		137				39						

(Continued)

	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>
RDT&E (3600)								3.867
PROCUREMENT (3010)								
INSTALL KITS							176	6.506
KITS NONRECUR								
EQUIPMENT							[176]	44.443
EQUIP NONREC								7.943
CHANGE ORDERS								0.232
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								14.556
OGC								3.184
TRAINING								0.405
ICS								5.284
PACKAGING								
PMA								0.600
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	47	KITS					[47]	0.550
TOTAL INSTALL							176	10.760
TOTAL COST (BP-1100)							176	98.613
(Totals may not add due to rounding)								
INSTALLATION QTY							176	

Method of Implementation: COMBINATION

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

**Installation Schedule**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: F-15E -JOINT HELMET-MOUNTED CUEING SYSTEM MN-8353

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

Models of Aircraft Affected: F15E

Center: ASC - Wright Patterson AFB, OH

PE 27134F

Team

**Description/Justification**

Programs and installs JHMCS systems into the F-15E aircraft. This system adds high off-boresight capability to both air-to-air and air-to-ground missions. For the air-to-ground mission, JHMCS improves an aircrew's ability to rapidly employ sensors and weapons against off-boresight targets, minimizes F-15E aircrew exposure to ground threats, and enhances situational awareness. For the air-to-air mission, JHMCS increases F-15E situational awareness, survivability and lethality in engagements. If not funded, F-15E sensors limit an aircrew's ability to rapidly employ air-to-ground munitions and expose F-15E aircrew to "nose-on" ground threats. In addition, the F-15E cannot effectively employ high off-boresight weapons in the air-to-air environment, severely affecting F-15E survivability against the current baseline air-to-air threat.

Aircraft Breakdown: Active 145, Reserve , ANG , Total 145

**Development Status**

Original solution to capability gap was strike Helmet 21. This replaces capability originally expected to be gained from the now-defunct Strike Helmet 21 effort. JHMCS system is flying in the F-15 K. Suite 6 is integrating JHMCS into the F-15E.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			145	4.029								
KITS NONRECUR												
EQUIPMENT			[145]	19.648								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.285								
OGC												
INSTALLATION OF HARDWARE												
FY-07            145 KITS				26.000			[56]		[89]			
TOTAL INSTALL				26.000			56		89			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			145	49.962								
INSTALLATION QTY							56		89			

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							145	4.029
KITS NONRECUR								
EQUIPMENT							[145]	19.648
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.285
OGC								
INSTALLATION OF HARDWARE								
FY-07           145 KITS							[145]	26.000
TOTAL INSTALL							145	26.000
TOTAL COST (BP-1100)							145	49.962
(Totals may not add due to rounding)								
INSTALLATION QTY							145	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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		
Input														26	30	30	32	27				
Output														26	30	30	32	27				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 outdated and difficult to support. ADCP provides signal processing memory upgrades to support OFP updates. 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 obsolescence and ECP costs are included in the Support Equipment line starting in FY 07.

Included in this program is the retrofit of all the Armament Test Sets (ATS kits) (T-197,198, 199) to account for F-15 mission computer software changes (ADCP Mission computer). NTE amount is \$3.2M under "Kits Non-Recur".

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

**Development Status**

Development complete.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.233										
PROCUREMENT (3010)												
INSTALL KITS	183	1.996	41	0.460								
KITS NONRECUR												
EQUIPMENT	173	46.166	[41]	10.234								
EQUIP NONREC		6.288										
CHANGE ORDERS		3.466		0.808		0.497						
DATA		3.499		0.237								
SIM/TRAINER												
SUPPORT-EQUIP		5.721		0.195		1.180		0.511				
PROGRAM MNGMT		1.776		0.100								
TRAINING		0.710		0.233								
DEPOT				4.688								
KITS NONRECUR						1.100		2.100				
RETROFIT KITS		2.578										
PMA						0.570						
OGC		2.103		0.125		0.131						
ICS		0.644		0.720		1.525		0.562				

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05	24		[66]		[6]							
FY-06		2.293		2.087	[75]	3.550	[12]	0.728				
FY-07							[41]	1.941				
TOTAL INSTALL	24	2.293	66	2.087	81	3.550	53	2.669				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	183	77.240	41	19.887		8.553		5.842				
INSTALLATION QTY	24		66		81		53					

(Continued)

	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>
RDT&E (3600)								11.233
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								7.607
PROGRAM MNGMT								1.876
TRAINING								0.943
DEPOT								4.688
KITS NONRECUR								3.200
RETROFIT KITS								2.578
PMA								0.570
OGC								2.359
ICS								3.451
INSTALLATION OF HARDWARE								
FY-05	96	KITS					[96]	
FY-06	87	KITS					[87]	8.658
FY-07	41	KITS					[41]	1.941
TOTAL INSTALL							224	10.599
TOTAL COST (BP-1100)							224	111.522
(Totals may not add due to rounding)								
INSTALLATION QTY							224	

Method of Implementation: DEPOT FIELD TEAM

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

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	6	17	14	17	19	16	10	18	27	26	14	16	15	8	
Output									1	6	17	14	17	19	16	10	18	27	26	14	16	15	8	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

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

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 0809731F

Team AIR

**Description/Justification**

This modification will use funds to modify and update F-15 maintenance and aircrew 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	6	6.119	[3]	1.301								
SUPPORT-EQUIP												
TRAINER PECULIAR		2.242										
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		8.361		1.301								
INSTALLATION QTY												



02/28/2008  
 FY 2009 PB  
 Modification Title and No: F-15E DIGITAL VIDEO RECORDER MN-8705

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

**Description/Justification**

The 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									112	4.480	112	4.480
KITS NONRECUR												
EQUIPMENT	28	1.456	[100]	5.200					[90]	4.680	[6]	0.312
EQUIP NONREC												
CHANGE ORDERS		0.054		0.300								
DATA												
SIM/TRAINER											[12]	2.235
SUPPORT-EQUIP		0.011		1.385								
ENG SUPPORT		1.385										
INTEGRATION		6.820										
ICS		0.003										
DEPOT												3.000
OGC		0.137		0.275					0.219			0.615
PMA												
INSTALLATION OF HARDWARE												
FY-10									[112]			
FY-11											[112]	
TOTAL INSTALL									112		112	
TOTAL COST (BP-1100)		9.866		7.160					112	9.379	112	10.642
(Totals may not add due to rounding)												
INSTALLATION QTY									112		112	

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							224	8.960
KITS NONRECUR								
EQUIPMENT							[224]	11.648
EQUIP NONREC								
CHANGE ORDERS								0.354
DATA								
SIM/TRAINER							[12]	2.235
SUPPORT-EQUIP								1.396
ENG SUPPORT								1.385
INTEGRATION								6.820
ICS								0.003
DEPOT								3.000
OGC								1.246
PMA								
INSTALLATION OF HARDWARE								
FY-10		112 KITS					[112]	
FY-11		112 KITS					[112]	
TOTAL INSTALL							224	
TOTAL COST (BP-1100)							224	37.047
(Totals may not add due to rounding)								
INSTALLATION QTY							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

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

02/28/2008  
FY 2009 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 34 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 unsupported Commercial Off the Shelf (COTS) equipment. TTIP will replace obsolete equipment with new technology circuit cards and modularized power supplies. Of the 34 TISS systems worldwide, 1 is being upgraded as a developmental item and 33 will be upgraded via production funds in CY07-08.

Phase 2 provides for TISS Engineering Support, FY08-11; procures 25 production Frequency Synthesizers, FY07-08; and provides for a development, integration, and production effort to update the 22 year old TISS RF Interface Test Module (RITM) to overcome numerous obsolescence issues. Two new commercial RITMs will be modified for development, FY08-10. These two units will be upgraded to production version RITMs and 32 production RITMs will be procured and installed in all TISS systems worldwide in FY10-11.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 27134F.

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

**Development Status**

TTIP is an ongoing development/integration/production program to upgrade the existing TISS baseline. The Phase 1 development contract was awarded in Jan 04. It upgraded one TISS system and concluded with the successful System Compatibility Test (SCT) in Nov 06. The TTIP Phase II development contract is planned for Jan 08 and will use two commercial RTIMs for development/integration with the SCT planned for FY10.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		16.941		1.943		2.604		2.390		1.700		1.500
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		15.097		2.307		2.802				2.370		8.455
SPARES												
SHIPPING FIXTURES		0.100		0.083								
PMA						0.198				0.130		0.445
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		15.197		2.390		3.000				2.500		8.900

(Continued)

	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>
RDT&E (3600)								27.078
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								31.031
SPARES								
SHIPPING FIXTURES								0.183
PMA								0.773
TOTAL COST (BP-1100)								<hr/> 31.987
(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>	<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		01/10	01/11
Delivery Date (Month/CY)				01/07	01/08	01/09		01/11	01/12

02/28/2008  
 FY 2009 PB  
 Modification Title and No: IFF A-D MN-8745

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: 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.

SORAP 04-044A decision requires IFF depot as "Organic with partnering". Funds required in FY10-12. Funds required for IFF depot stand-up for both IFF-E and IFF A-D. The \$4M in FY12 is specifically for IFF DEPOT stand-up.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	358	3.686										
KITS NONRECUR EQUIPMENT	357	37.873										
EQUIP NONREC		18.961										
CHANGE ORDERS				2.335								
DATA		1.239										
SIM/TRAINER		1.325										
SUPPORT-EQUIP				0.850								
OGC		8.970		0.025								
TRAINING		0.115		0.139								
T.O. Printing		2.090										
OTHER		1.550		6.300								
ICS				1.968								
PROGRAM MNGMT		3.510										
DEPOT STAND-UP				4.000								
SPARES	61	6.371										
SPARES	3	0.030										

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03	5	1.515		[2]								
FY-04	66			[66]								
FY-05	188	0.978		[49]	2.782	[139]						
FY-06	99				3.696	[8]		[91]				
TOTAL INSTALL	3	2.493	117		6.478	147		91				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	358	93.921			22.095							
INSTALLATION QTY	3		117			147		91				

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							358	3.686
KITS NONRECUR								
EQUIPMENT							[357]	37.873
EQUIP NONREC								18.961
CHANGE ORDERS								8.043
DATA								1.239
SIM/TRAINER								1.325
SUPPORT-EQUIP								0.850
OGC								8.995
TRAINING								0.254
T.O. Printing								2.090
OTHER								7.850
ICS								1.968
PROGRAM MNGMT								3.510
DEPOT STAND-UP		4.000						8.000
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]	3.696
TOTAL INSTALL							358	8.971
TOTAL COST (BP-1100)							358	120.016
(Totals may not add due to rounding)		4.000						
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

**Installation Schedule**

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4																																
Input	45	29	17																																	
Output	45	29	17																																	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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-15E 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 as 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.

SORAP 04-044A decision requires IFF depot as "Organic with partnering". Funds required in FY10-12. Funds required for IFF depot stand-up for both IFF-E and IFF A-D. The \$3M in FY10 and the \$11.4M in FY11 is specifically for IFF DEPOT stand-up.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	224	2.259										
KITS NONRECUR												
EQUIPMENT	224	19.510										
EQUIP NONREC		0.733										
CHANGE ORDERS		5.432		2.335								
DATA												
SIM/TRAINER		0.568										
SUPPORT-EQUIP												
OGC		2.930		0.012								
TEST ASSETS	1	0.013										
TRAINING		0.049										
ICS		0.103										
OTHER		0.511										
SPARES	11	1.146										
T.O. Printing		0.509										
DEPOT STAND-UP				6.000					3.000			11.400
PROGRAM MNGMT		1.505										

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05           82 KITS	23	1.992	[59]									
FY-06           142 KITS			[6]	1.613	[81]		[55]					
TOTAL INSTALL	23	1.992	65	1.613	81		55					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	224	37.259		9.960					3.000			11.400
INSTALLATION QTY	23		65		81		55					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							224	2.259
KITS NONRECUR								
EQUIPMENT							[224]	19.510
EQUIP NONREC								0.733
CHANGE ORDERS								7.767
DATA								
SIM/TRAINER								0.568
SUPPORT-EQUIP								
OGC								2.942
TEST ASSETS							[1]	0.013
TRAINING								0.049
ICS								0.103
OTHER								0.511
SPARES							[11]	1.146
T.O. Printing								0.509
DEPOT STAND-UP								20.400
PROGRAM MNGMT								1.505
INSTALLATION OF HARDWARE								
FY-05 82 KITS							[82]	1.992
FY-06 142 KITS							[142]	1.613
TOTAL INSTALL							224	3.605
TOTAL COST (BP-1100)							224	61.619
(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																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: F-15 NVIS MN-8753

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

Models of Aircraft Affected: F-15 A-E

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

**Description/Justification**

The F-15A-E aircraft were developed before the use of Night Vision Goggles (NVGs) on tactical aircraft, therefore the cockpits were not developed to be night vision imaging system (NVIS) compatible. This program procures NVIS lighting kits for F-15A-E aircraft to address NVIS lighting compatibility issues. F-15A-D procurement will be approximately 232 interior NVIS lighting kits and associated technical order updates. F-15E procurement will be approximately 224 interior NVIS lighting kits and associated technical order updates. A common exterior NVIS lighting solution will be procured for approximately 454 F-15A-E aircraft. ACC has identified the need for external NVIS compatible lighting to reduce detection by hostile forces equipped with NVGs. The exterior lighting must also meet FAA-required performance for civil airspace. This program will develop a dual mode (overt/covert) lighting system for the F-15 aircraft.

Aircraft Breakdown: Active 401, Reserve , ANG , Total 401

**Development Status**

F-15 MSIP Model Interior Lighting - Phase I complete. Phase II - kit procurement complete, awaiting cost impact from SOFSA for T.O. changes. F-15E Model Interior Lighting - development complete, awaiting production funds. F-15A-E Model Exterior Lighting - awaiting funding for requirements definition.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	401	4.751										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.164										
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
OTHER												
OGC				0.204								
INSTALLATION OF HARDWARE												
FY-05            401 KITS		0.266			[350]		[51]					
TOTAL INSTALL		0.266			350		51					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	401	5.181		0.204								
INSTALLATION QTY					350		51					

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							401	4.751
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.164
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								
OTHER								
OGC								0.204
INSTALLATION OF HARDWARE								
FY-05 401 KITS							[401]	0.266
TOTAL INSTALL							401	0.266
TOTAL COST (BP-1100)							401	5.385
(Totals may not add due to rounding)								
INSTALLATION QTY							401	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

**Milestones**

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

**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																	50	100	100	100	51			
Output																	50	100	100	100	51			

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: F-15E BLOS/SLOS MN-8793

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

Models of Aircraft Affected: F15E

Center: ASC - Wright Patterson AFB, OH

PE 27134F

Team

**Description/Justification**

Congressional Approval for F-15E BLOS/SLOS SATCOM New Start approved in October 2007.  
 Initial ATR for \$10M was approved by Congress in October 2007.  
 Additional \$39.7M was approved in FY08 GWOT Bridge.  
 ACC approved the SATCOM requirement through the CAFROC on 29 June 07.

**Top Down Directed:**

CENTAF, via an Urgent Operational Need (UON), has requested F-15Es be provided secure beyond line-of-sight (BLOS) satellite communications (SATCOM) and a robust secure line-of-sight (SLOS) capability to support on-going combat operations. Requirement also included capability to use single channel ground and airborne radio system (SINGARS). This program will replace the COMM1 antenna to enable COMPLETE capability of the SATCOM radio (SINGARS, VHF). This portion of the program represents the minimal response to the immediate UON to include 59 rotatable Group B radio assests and 180 Group A permanent installs. Funding supports non-recurring engineering support, SATCOM radio assests, High Power Amplifier (HPA), Low Noise Amplifier (LNA) and other radio hardware requirements.

The full program to include the outyears (FY10-FY15), will complete the modification of all 224 F-15E aircraft with Group A and Group B Kits. It also adds data and imagery capability requested as a growth requirement in the original UON. Without this effort to completely retrofit all the F-15Es, the fleet will not be configured uniformly, leading to discrepancies in operational capability to support theater commander requirements. The current F-15E LOS communications capability restricts operational employment and increases hostile exposure. This effort will bring the entire fleet up to the same capability.

Aircraft Breakdown: Active 180, Reserve , ANG , Total 180

**Development Status**

n/a

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			18	1.960	162	17.640						
KITS NONRECUR												
EQUIPMENT			[6]	0.612	[53]	5.500						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT				5.886		12.214						
SOFTWARE NONREC				0.650								
GFE				0.075		1.120						
OGC				0.350		0.940						

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
GVT FLT TST SPPRT TRAINING				0.467								
INSTALLATION OF HARDWARE						0.500						
FY-07		18 KITS				[18]						
FY-08		162 KITS				[36]		[126]				
TOTAL INSTALL						54		126				
TOTAL COST (BP-1100) (Totals may not add due to rounding)			18	10.000	162	37.914						
INSTALLATION QTY					54		126					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							180	19.600
KITS NONRECUR								
EQUIPMENT							[59]	6.112
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
ENG SUPPORT								18.100
SOFTWARE NONREC								0.650
GFE								1.195
OGC								1.290
GVT FLT TST SPPRT								0.467
TRAINING								0.500
INSTALLATION OF HARDWARE								
FY-07	18	KITS					[18]	
FY-08	162	KITS					[162]	
TOTAL INSTALL							180	
TOTAL COST (BP-1100)							180	47.914
(Totals may not add due to rounding)								
INSTALLATION QTY							180	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

Quarter	<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
Input									18	36	36	36	36	36	18	
Output									18	36	36	36	36	36	18	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: MISC ENGINE UPDATE MODS MN-99999E

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

Models of Aircraft Affected: F-15E

Center: ASC - Wright Patterson AFB, OH

PE 0207134F Team POWER

**Description/Justification**

Low cost mod that supports unforeseen modifications for all F-15 engines. Provides modifications necessary to improve safety, reliability, and performance, and that will complete within 1 year. The majority of engine modifications originate in the Component Improvement Program (CIP) and are normally of low dollar value and less than one year to implement for the entire F-15 fleet. Low cost mods include modifications to the fuel nozzles, hydroclone filters, clamps, hoses and fan blades; augmentor spray ring gasket, augmentor duct braces, mod tech data; eddy current update, 32J fuel manifold clamping system, DEEC functional tester compatibility upgrades, enhanced maintenance #5 bearing compartment. The Improved Sealing Modification for the #1 Bearing Compartment provides new design seals to prevent post shutdown oil leaks. The Hermetically Sealed one piece design of the new PS2 Probe provides a sealed unit design that eliminates moisture induced system false faults within the engine diagnostic system. This line covers all F-15 engine model series, including but not limited to the -229, -220 and the -220E.

Aircraft Breakdown: Active 369, Reserve 0, ANG 0, Total 369

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		0.050	167	0.658			88	0.432				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		1.220		0.299								
TOTAL COST (BP-1100)		1.270	167	0.957			88	0.432				
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							255	1.140
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.519
TOTAL COST (BP-1100)							255	2.659
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

02/28/2008  
 FY 2009 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 very high speed integrated circuit (VHSIC) card testing; VHF radio retrofit, and E model installation shortages.

Aircraft Breakdown: Active 238, Reserve 0, ANG 0, Total 238

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			238	0.217								
KITS NONRECUR EQUIPMENT			[5]	0.194								
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
AIRCRAFT		0.851		0.415		0.033		0.615		0.038		0.560
PMA				0.112								
OTHER				0.336								
ICS				0.205								
INSTALLATION OF HARDWARE												
FY-07 238 KITS					[44]		[117]		[77]			
TOTAL INSTALL					44		117		77			
TOTAL COST (BP-1100) (Totals may not add due to rounding)		0.851	238	1.479		0.033		0.615		0.038		0.560
INSTALLATION QTY					44		117		77			

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							238	0.217
KITS NONRECUR								
EQUIPMENT							[5]	0.194
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								2.512
PMA								0.112
OTHER								0.336
ICS								0.205
INSTALLATION OF HARDWARE								
FY-07	238	KITS					[238]	
TOTAL INSTALL							238	
TOTAL COST (BP-1100)							238	3.576
(Totals may not add due to rounding)								
INSTALLATION QTY							238	

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)				12/07
Delivery Date (Month/CY)				03/08

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																	26	18	18	30	33	36	38	39				
																	26	18	18	30	33	36	38	39				

02/28/2008  
 FY 2009 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 and support 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 providing financial support for F-15 studies and misc. F-15 requirements and expenses.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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												
OGC		0.483		1.826		1.586		0.659		0.898		0.740
CHANGE ORDERS												
CHANGE ORDERS												
TRAINING												
PMA						0.153						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.483		1.826		1.739		0.659		0.898		0.740
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC		0.200		0.287				6.679
CHANGE ORDERS								
CHANGE ORDERS								
TRAINING								
PMA								0.153
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.200		0.287				6.832
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**

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$367.868	\$332.904	\$273.694	\$243.419	\$200.876	\$71.620	\$40.865

The FY08 Funding totals do not include \$36.3M FY08 GWOT requirements still pending Congressional consideration.

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 FY09 are the Modular Mission Computer MMC-CCIP, Falcon Star and F-110 Engine Service Life Extension. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	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 CON	3.6								168.8
	F19419	F110-100 HPT C-CLIP BACK	0.1	0.2	0.1						6.9
	F19424	F110 ENGINE SERVICE LIFE	52.2	54.1	56.5	50.2	38.6	16.8			355.9
<b>TOTAL FOR CLASS P-S</b>			55.9	54.3	56.6	50.2	38.6	16.8	0.0	0.0	531.6
P	4260	ADVANCED WEAPON INTE	4.2	1.1	0.2						51.8
	602043	BLOCK 42 ANG RE-ENGINE	12.0	25.3							146.9
	602149	MMC UPGRADE		11.0	24.0	28.3	19.5				82.8
	602150	MODULAR MISSION COMPU	86.0	55.8	24.9	5.4					573.2
	6023	FALCON STAR	68.0	87.3	78.3	54.9	46.8	33.3	20.1		541.5
	602530	BLK 30 LANDING LIGHT REL	0.1	0.1							3.9
	603035	COMMERCIAL CENTRAL IN		0.5							24.8
	604050	EMBEDDED GPS/INS (EGI)		10.7	11.6	27.4	13.7				63.3
	610250	COLOR DISPLAYS - CCIP	34.1	17.6	16.5	3.6					290.8
	612151	Mode 5 Identification				30.0	39.8				69.8

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$367.868	\$332.904	\$273.694	\$243.419	\$200.876	\$71.620	\$40.865

The FY08 Funding totals do not include \$36.3M FY08 GWOT requirements still pending Congressional consideration.

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 FY09 are the Modular Mission Computer MMC-CCIP, Falcon Star and F-110 Engine Service Life Extension. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	612152	MODE S IDENTIFICATION	10.3	6.0	10.0	11.5	9.0	1.0			47.8
	618210	BLK 40/50 SECURE LINE OF	17.1	13.5	13.8						44.4
	618230	BLK 30 SECURE LINE OF SI	9.5	0.1							9.7
	618250	ADVANCED TARGETING PO	3.6								3.6
	618270	DIGITAL FLIGHT CONTROL	2.0								2.0
	624050	ADVANCED DATA TRANSFE			10.4	10.6	10.9	1.1			33.0
	6300	ON BOARD OXYGEN GENE	3.5	1.6							33.9
	650050	JOINT HELMET MOUNTED C	20.4	8.1	4.7	0.9					262.3
	660050	HTS PYLONS	2.4								19.3
	661650	LINK 16 - CCIP	12.5	6.4	5.5	1.4					177.2
	661651	F-16 TACTICAL DATA LINK (	13.9	2.2							109.1
	8662	AETC MTD UPGRADES-FIEL	8.4	17.1	13.2	18.6	18.9	19.2	19.6		152.5
	99999E	MISC ENGINE UPDATE MOD	0.3	2.0	1.9	0.3	1.9	0.0	0.5		17.1
	99999X	LOW COST MODIFICATIONS	0.6	1.9	1.9	0.3	1.9	0.2	0.7		18.0
	Z88888	REPROGRAMMINGS	3.1	10.1							

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. 2	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$367.868	\$332.904	\$273.694	\$243.419	\$200.876	\$71.620	\$40.865

The FY08 Funding totals do not include \$36.3M FY08 GWOT requirements still pending Congressional consideration.

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 FY09 are the Modular Mission Computer MMC-CCIP, Falcon Star and F-110 Engine Service Life Extension. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	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>			312.0	278.6	217.0	193.2	162.3	54.8	40.9	0.0	2778.9
<b>TOTAL FOR WEAPON SYSTEM F-16</b>			367.9	332.9	273.6	243.4	200.9	71.6	40.9	0.0	3310.5

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. 3	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 OC-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 in all MECs, 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.905										
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	2348	32.440	[393]	3.612								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	785	165.218		3.612								

(Continued)

	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>
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							[2,741]	36.052
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							785	168.830

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)		03/08													
Delivery Date (Month/CY)		03/09													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 Advanced Conventional Remote Interface Unit (ACRIU) 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-07		FY-08		FY-09		FY-10		FY-11	
	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	1348	20.420	[116]	1.030	[115]	1.037						
WEAPONS UMBILICALS	2042	6.146	[50]	0.060	[20]	0.024						
PYLON REFURB/WIRING	120	5.795	[56]	2.612								
INTEGRATION		6.500										
SOFTWARE		5.992										
RETROFIT		0.984		0.506			0.210					
TOTAL COST (BP-1100)		46.311		4.208		1.061	0.210					
(Totals may not add due to rounding)												

(Continued)

	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>
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]		8.407
INTEGRATION								6.500
SOFTWARE								5.992
RETROFIT								1.700
TOTAL COST (BP-1100)								51.790
(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

02/28/2008  
FY 2009 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-FY08 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 NGREA funds. NGREA funding was provided to purchase engines as follows: FY02 \$30.9M/6 engines; 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 28, Total 28

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	32	3.467										
KITS NONRECUR	2	2.755										
EQUIPMENT	21	91.272	2	9.684	5	25.214						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.724										
SIM/TRAINER	1	0.202										
SUPPORT-EQUIP		1.606										
FLIGHT TEST		1.200										
INITIAL SPARES		5.918		2.134		0.000						
CONTRACTOR SUPPORT		1.536		0.138		0.070						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	21	109.680	2	11.956	5	25.284						

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[32]	3.467
KITS NONRECUR							[2]	2.755
EQUIPMENT							28	126.170
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								1.744
TOTAL COST (BP-1100)								<hr/>
(Totals may not add due to rounding)							28	146.920

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 27133F.

Aircraft Breakdown: Active 488, Reserve 0, ANG 101, Total 589

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		10.361		6.732		1.544						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					29	7.272	247	20.085	255	21.564	58	5.101
EQUIP NONREC						2.692		0.971		1.000		0.226
CHANGE ORDERS						0.853		2.047		2.034		0.671
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT KITS												10.220
OGC						0.200		0.893		3.681		3.331
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					29	11.017	247	23.996	255	28.279	58	19.549

(Continued)

	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>
RDT&E (3600)								18.637
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							589	54.022
EQUIP NONREC								4.889
CHANGE ORDERS								5.605
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
RETROFIT KITS								10.220
OGC								8.105
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							589	82.841

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

02/28/2008  
FY 2009 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. 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 532, Reserve 0, ANG 91, Total 623

**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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		206.961										
PROCUREMENT (3010)												
INSTALL KITS	539	44.844	77	5.294	7	0.492						
KITS NONRECUR												
EQUIPMENT	539	260.789	[77]	33.919	[7]	4.018						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		4.898		1.507		1.473		1.532		0.077		
RETROFIT KITS		9.718		7.857		2.023						
DEPOT STAND-UP		5.426		15.000		24.746						
OGC		5.558		0.873		0.969		0.998		1.033		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99	23	KITS	23	4.017								
FY-00	54	KITS	54	10.248								
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	79	16.585	[21]	4.962						
FY-05	94	KITS			[70]	16.538	[24]	5.520				
FY-06	91	KITS					[72]	16.558	[19]	4.893		
FY-07	77	KITS							[68]	17.511	[9]	2.259
FY-08	7	KITS									[7]	2.011
TOTAL INSTALL	333	69.908	91	21.500	96	22.078	87	22.404	16	4.270		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	539	401.141	77	85.950	7	55.799		24.934		5.380		
INSTALLATION QTY	333		91		96		87		16			

(Continued)

	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>
RDT&E (3600)								206.961
PROCUREMENT (3010)								
INSTALL KITS							623	50.630
KITS NONRECUR								
EQUIPMENT							[623]	298.726
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								9.487
RETROFIT KITS								19.598
DEPOT STAND-UP								45.172
OGC								9.431
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]	21.547
FY-05	94	KITS					[94]	22.058
FY-06	91	KITS					[91]	21.451
FY-07	77	KITS					[77]	19.770
FY-08	7	KITS					[7]	2.011
TOTAL INSTALL							623	140.160
TOTAL COST (BP-1100)							623	573.204
(Totals may not add due to rounding)								
INSTALLATION QTY							623	

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																																				
	<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									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			
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			
	<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																								
Input	22	24	26	24	25	20	20	22	9	7																										
Output	25	22	24	26	24	25	20	20	22	9	7																									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 638, Reserve 56, ANG 424, Total 1118

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.204										
PROCUREMENT (3010)												
INSTALL KITS	490	62.761	232	27.000	130	16.900	113	15.130	63	9.315	59	9.227
KITS NONRECUR		1.554										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS							0.755		0.480			0.495
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		6.421		1.200		2.290		1.985		2.100		2.150
KIT PROOF		1.939										
OGC		3.302		1.100		1.854		1.946		2.135		2.228

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03	53	28.395										
FY-04	128	32.523										
FY-05	123	15.966	[39]	9.792								
FY-06	186		[115]	28.872	[71]	22.082						
FY-07	232				[142]	44.165	[90]	26.595				
FY-08	130						[108]	31.913	[22]	8.722		
FY-09	113								[81]	32.113	[32]	14.719
FY-10	63										[39]	17.939
FY-11	59											
FY-12	31											
TOTAL INSTALL	265	76.884	154	38.664	213	66.247	198	58.508	103	40.835	71	32.658
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	490	152.861	232	67.964	130	87.291	113	78.324	63	54.865	59	46.758
INSTALLATION QTY	265		154		213		198		103		71	

(Continued)

	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>
RDT&E (3600)								15.204
PROCUREMENT (3010)								
INSTALL KITS	31	4.900					1118	145.233
KITS NONRECUR								1.554
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		0.250						1.980
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		1.300		1.100				18.546
KIT PROOF								1.939
OGC		2.000		2.000				16.565
INSTALLATION OF HARDWARE								
FY-03							[53]	28.395
FY-04							[128]	32.523
FY-05							[123]	25.758
FY-06							[186]	50.954
FY-07							[232]	70.760
FY-08							[130]	40.635
FY-09							[113]	46.832
FY-10							[63]	26.701
FY-11							[59]	21.618
FY-12							[31]	11.478
TOTAL INSTALL	68	24.826	46	17.032			1,118	355.654
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	31	33.276		20.132			1,118	541.471
INSTALLATION QTY	68		46				1,118	

Method of Implementation: COMBINATION

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																	14	14	18	19	19	19	19	41	41	40	40	38	38	39	39								
Output																					14	14	18	19	19	19	19	41	41	40	40	38	38	39	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>				<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							
Input	53	53	53	54	50	50	49	49	26	26	26	25	18	18	18	17	17	17	17	17	17	17	17	17	17	12													
Output	39	39	53	53	53	54	50	50	49	49	26	26	26	26	25	18	18	18	17	17	17	17	17	17	17	17	17	12											

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 306, Total 465

**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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	465	1.215										
KITS NONRECUR												
EQUIPMENT	465	2.130										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.285										
SIM/TRAINER												
SUPPORT-EQUIP												
CONTRACTOR SUPPORT					0.140	0.150						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	465	3.630		0.140		0.150						

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[465]	1.215
KITS NONRECUR								
EQUIPMENT							465	2.130
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.285
SIM/TRAINER								
SUPPORT-EQUIP								
CONTRACTOR SUPPORT								0.290
TOTAL COST (BP-1100)								0.290
(Totals may not add due to rounding)							465	3.920

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)		04/08
Delivery Date (Month/CY)		08/08

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F              Team POWER

**Description/Justification**

Commercial Central Interface Unit (CCIU) is the form fit and function weapons management computer (ACIU) replacement -provides additional computing power, open commercial architecture, 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 103, Reserve 47, ANG 362, 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	512	22.898										
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)	512	24.256			0.500							

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							512	22.898
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	24.756

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

02/28/2008  
FY 2009 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 kit buy is a 15 month lead time and must be fielded to 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.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE27133F.

Aircraft Breakdown: Active 488, Reserve 0, ANG 101, Total 589

**Development Status**

EGI development is currently on going

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.598		3.835		0.822						
PROCUREMENT (3010)												
INSTALL KITS					130	0.716	146	0.827	255	1.444	58	0.328
KITS NONRECUR												
EQUIPMENT					[130]	7.608	[146]	8.175	[255]	14.277	[58]	3.247
EQUIP NONREC												
CHANGE ORDERS								0.124		0.539		0.455
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						1.790		1.662		1.699		
OGC						0.556		0.802		1.842		0.863
INSTALLATION OF HARDWARE												
FY-08	130	KITS							[130]	3.594		
FY-09	146	KITS							[146]	4.037		
FY-10	255	KITS									[255]	7.138
FY-11	58	KITS										1.624
TOTAL INSTALL									276	7.631	255	8.762
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					130	10.670	146	11.590	255	27.432	58	13.655
INSTALLATION QTY									276		255	

**(Continued)**

	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>
RDT&E (3600)								11.255
PROCUREMENT (3010)								
INSTALL KITS							589	3.315
KITS NONRECUR								
EQUIPMENT							[589]	33.307
EQUIP NONREC								
CHANGE ORDERS								1.118
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								5.151
OGC								4.063
INSTALLATION OF HARDWARE								
FY-08	130	KITS					[130]	3.594
FY-09	146	KITS					[146]	4.037
FY-10	255	KITS					[255]	7.138
FY-11	58	KITS					[58]	1.624
TOTAL INSTALL							58	16.393
TOTAL COST (BP-1100)							589	63.347
(Totals may not add due to rounding)								
INSTALLATION QTY							58	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 15 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)					06/08	06/09
Delivery Date (Month/CY)					09/09	09/10

**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																									69	69	69	69	64	64	64	63
																									69	69	69	69	64	64	64	63
Quarter	1	2	3	4																												
Input	58																															
Output	58																															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 532, Reserve 0, ANG 91, Total 623

**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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.921										
PROCUREMENT (3010)												
INSTALL KITS	539	23.101	77	3.244	7	0.495						
KITS NONRECUR EQUIPMENT	539	145.656	[77]	17.687	[7]	2.636						
EQUIP NONREC CHANGE ORDERS 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	79	10.382	[21]	3.031								
FY-05 94 KITS			[70]	10.104	[24]	3.617						
FY-06 91 KITS					[72]	10.850	[19]	3.605				
FY-07 77 KITS							[68]	12.900	[9]	1.896		
FY-08 7 KITS									[7]	1.686		
TOTAL INSTALL	333	44.418	91	13.135	96	14.467	87	16.505	16	3.582		
TOTAL COST (BP-1100)	539	219.086	77	34.066	7	17.598		16.505		3.582		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
(Totals may not add due to rounding)												
INSTALLATION QTY	333		91		96		87		16			

(Continued)

	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>
RDT&E (3600)								11.921
PROCUREMENT (3010)								
INSTALL KITS							623	26.840
KITS NONRECUR								
EQUIPMENT							[623]	165.979
EQUIP NONREC								
CHANGE ORDERS								
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]	13.721
FY-06	91 KITS						[91]	14.455
FY-07	77 KITS						[77]	14.796
FY-08	7 KITS						[7]	1.686
TOTAL INSTALL							623	92.107
TOTAL COST (BP-1100)							623	290.837
(Totals may not add due to rounding)								
INSTALLATION QTY							623	

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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	15	8	14	18	28	27	28	27	22	22	22	25	22	24	26	24	25	20	20	22	9	7														
Output	12	15	8	14	18	28	27	28	27	22	22	22	25	22	24	26	24	25	20	20	22	9	7													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 transponder, that is also Mode 5 ready (via software changes). Block 50/52 aircraft are already equipped with the Advanced Air-to-Air Interrogator (AAI) units capable of Mode S. The first jets to be modified will be OCONUS in order to meet Mar 09 EuroControl Mandate. Aircraft breakdown includes 8 aircraft that were modified to support the test program (RDT&E).

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 27133F.

Aircraft Breakdown: Active 326, Reserve , ANG 71, Total 397

**Development Status**

Development work is complete. Remaining funding for the integration of a transponder with Mode S ELS capability for Block 40/42 aircraft. Aircraft breakdown includes 8 aircraft that were moded to support the test program (RDT&E).

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)	8	2.800	0	6.796		0.000							
PROCUREMENT (3010)													
INSTALL KITS			[80]	1.388	[75]	1.352	[85]	1.532	[96]	1.681	[53]	0.952	
KITS NONRECUR													
EQUIPMENT			80	4.464	75	4.198	85	4.828	96	5.334	53	3.726	
EQUIP NONREC				2.460									
CHANGE ORDERS								0.324		0.276		0.225	
DATA													
SIM/TRAINER													
SUPPORT-EQUIP													
CONT LIABILITY				1.772									
PROGRAM MNGMT				0.250		0.450		0.450		0.350		0.240	
INSTALLATION OF HARDWARE													
FY-06		8 KITS			[8]								
FY-07		80 KITS											
FY-08		75 KITS						[79]	2.845	[1]	0.037		
FY-09		85 KITS								[75]	2.756		
FY-10		96 KITS								[29]	1.066	[56]	2.056
FY-11		53 KITS										[49]	1.801
TOTAL INSTALL				8			79	2.845	105	3.859	105	3.857	
TOTAL COST (BP-1100)	8		80	10.334	75	6.000	85	9.979	96	11.500	53	9.000	

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
INSTALLATION QTY			8				79		105		105	

(Continued)

	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>
RDT&E (3600)							8	9.596
PROCUREMENT (3010)								
INSTALL KITS							[389]	6.905
KITS NONRECUR								
EQUIPMENT							389	22.550
EQUIP NONREC								2.460
CHANGE ORDERS								0.825
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CONT LIABILITY								1.772
PROGRAM MNGMT								1.740
INSTALLATION OF HARDWARE								
FY-06	8	KITS					[8]	
FY-07	80	KITS					[80]	2.882
FY-08	75	KITS					[75]	2.756
FY-09	85	KITS					[85]	3.122
FY-10	96	KITS	[47]	0.470			[96]	2.271
FY-11	53	KITS	[53]	0.530			[53]	0.530
TOTAL INSTALL	100	1.000					397	11.561
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.000					397	47.813
INSTALLATION QTY	100						397	

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>
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												8					19	20	20	20	26	26	26	27	27	26	26	26	25	25	25	25
Output												8					19	20	20	20	26	26	26	27	27	26	26	26	25	25	25	25

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: BLK 40/50 SECURE LINE OF SIGHT RADIO MN-618210

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 27133F

Team

**Description/Justification**

This modification replaces the existing AN/ARC-186 VHF only radio on the 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/ Single Channel Ground and Airborne Radio System (SINGARS) 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. FY07 quantities were approved on a New Start notification to Congress. The FY08 line includes funds that were added through a Congressional plus-up. FY08 and FY09 includes funds that were added from program funds. FY08 totals do not include \$36.8M GWOT requirements still pending Congressional consideration. The GWOT request of \$36.8M is for 172 SLOS modifications (all blocks).

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 27133F.

Aircraft Breakdown: Active 129, Reserve 0, ANG 36, Total 165

**Development Status**

Per Milestone B

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.791		3.118								
PROCUREMENT (3010)												
INSTALL KITS			72	4.811	50	3.508	43	3.167				
KITS NONRECUR												
EQUIPMENT			[72]	9.731	[50]	7.095	[43]	6.407				
EQUIP NONREC												
CHANGE ORDERS				1.084		0.465		0.073				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS			[72]	0.350	[50]	0.255	[43]	0.230				
TRAINING				0.117								
INSTALLATION OF HARDWARE												
FY-07            72 KITS			[26]	1.051	[46]	1.952						
FY-08            50 KITS					[6]	0.255	[44]	1.961				
FY-09            43 KITS							[43]	1.916				
TOTAL INSTALL			26	1.051	52	2.207	87	3.877				
TOTAL COST (BP-1100)			72	17.144	50	13.530	43	13.754				
(Totals may not add due to rounding)												
INSTALLATION QTY			26		52		87					

(Continued)

	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>
RDT&E (3600)								5.909
PROCUREMENT (3010)								
INSTALL KITS							165	11.486
KITS NONRECUR							[165]	23.233
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								1.622
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALL KITS							[165]	0.835
TRAINING								0.117
INSTALLATION OF HARDWARE								
FY-07		72 KITS					[72]	3.003
FY-08		50 KITS					[50]	2.216
FY-09		43 KITS					[43]	1.916
TOTAL INSTALL							165	7.135
TOTAL COST (BP-1100)							165	44.428
(Totals may not add due to rounding)								
INSTALLATION QTY							165	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 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	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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									10	16	10	8	16	18	18	18	40	40	29	
Output													10	16	10	8	16	18	18	40

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: BLK 30 SECURE LINE OF SIGHT RADIO MN-618230

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 27133F

Team

**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 is capable of overcoming the identified deficiencies of the existing UHF/VHF RT system. The ARC-210 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, high powered amplifier (HPA), and associated wiring, the ARC-210 R/T could also provide secure Beyond Line of Sight (BLOS) capability. FY07 funds of \$2.59M were added by Congress as a Plus-up. NGREA funds purchases and installs 18 ARC-210 systems. FY08 totals do not include \$36.8M GWOT requirements still pending Congressional consideration. The GWOT request of \$36.8M is for 172 SLOS modifications (all blocks).

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 27133F.

Aircraft Breakdown: Active 0, Reserve 20, ANG 55, Total 75

**Development Status**

The ARC-210 RT is an off-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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				2.518								
PROCUREMENT (3010)												
INSTALL KITS			71	6.536								
KITS NONRECUR			4	0.322								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				1.929								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.158		0.150						
INSTALLATION OF HARDWARE												
FY-07            75 KITS				0.575	[75]							
TOTAL INSTALL				0.575	75							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			75	9.520		0.150						
INSTALLATION QTY						75						

**(Continued)**

	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>
RDT&E (3600)								2.518
PROCUREMENT (3010)								
INSTALL KITS							71	6.536
KITS NONRECUR							4	0.322
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.929
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.308
INSTALLATION OF HARDWARE								
FY-07           75 KITS							[75]	0.575
TOTAL INSTALL							75	0.575
TOTAL COST (BP-1100)							75	9.670
(Totals may not add due to rounding)								
INSTALLATION QTY							75	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input								17	19	19	20					
Output								17	19	19	20					

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: ADVANCED TARGETING POD PYLON MN-618250

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

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

Center: ASC

PE 0207133F              Team POWER

**Description/Justification**

This modification buys additional pylons to support carriage of Sniper, Litening and LANTIRN targeting pods on F-16 25/30/32/40/42 and 50/52 aircraft. Initial purchase of pods did not buy sufficient quantities to support CONUS and GWOT operations. Group A modifications are installed on all F-16 aircraft. No training is required. Spares will be updated through the normal supply system.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
PYLONS			[120]	3.600								
TOTAL COST (BP-1100)				3.600								
(Totals may not add due to rounding)				3.600								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
PYLONS							[120]	3.600
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								3.600

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: DIGITAL FLIGHT CONTROL COMPUTER MN-618270

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

Models of Aircraft Affected: F-16 Bk 40/42/50/52                      Center: ASC                      PE 0207133F                      Team POWER

**Description/Justification**

This modification accelerates upgrade of the 4 processors cards used in the Digital Flight Control Computer (DFLCC) to a more powerful processor allowing higher processing throughput. Continuing refinement and performance improvements to the DFLCC have pushed the existing processors to the limits of their processing capability. Current refinement and improvements are driving unacceptable development and test costs to maintain operational safety. Future refinements and expected capability improvements may not be possible without the increased processing speed provided by this modification. Quantities include spares and only approximately 2 per airplane since some have been completed in the fleet prior to this modification. New start notification will be sent to Congress before funds are obligated.

Aircraft Breakdown: Active 223, Reserve 65, ANG 363, Total 651

**Development Status**

The processor upgrade has already been qualified and approved for use in the DFLCC.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			1500	2.000								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07            1500 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1,500	2.000								
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							1500	2.000
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-07	1500	KITS						
TOTAL INSTALL								
TOTAL COST (BP-1100)							1,500	2.000
(Totals may not add due to rounding)								
INSTALLATION QTY							1,500	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 4 Months

Follow-On Lead Time: 4 Months

Milestones

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

Installation Schedule

Quarter	<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
Input													1,50			
Output														1,50		
														0		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: ADVANCED DATA TRANSFER EQUIPMENT MN-624050

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 27133F

Team

**Description/Justification**

The integration of Small Diameter Bomb (SDB 1), via the Universal Armament Interface (UAI) being implemented with the M6/6+ Operational Flight Program (OFP) on F-16 Block 40/50 aircraft, requires increased mission data exchange rates. To keep the F-16 operationally viable for employing SDB and future smart weapons, the Data Transfer Equipment (DTE) must be upgraded to provide faster throughput and increased mission memory capacity. Initial integration of Advanced Data Transfer Equipment (ADTE) into the M5+ OFP will provide the required infrastructure (in FY09) to address additional Military Flight Operations Quality Assurance (MFOQA) data requirements. In addition, ADTE will be fully integrated and installed prior to the operational fielding of M6/6+ in FY12. This program is a new start for FY09.

Aircraft Breakdown: Active 488, Reserve 0, ANG 101, Total 589

**Development Status**

Implementing ADTE software in M5/M5+ OFP

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							[191]	10.420	[191]	10.639	[191]	10.878
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							10.420		10.639		10.878	

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	[16]	1.056					[589]	32.993
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.056						32.993

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 12 Months

Milestones

	<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)				03/09	01/10	01/11	01/12
Delivery Date (Month/CY)				05/10	01/11	01/12	01/13

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) MN-6300

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F              Team POWER

**Description/Justification**

The OBOGS produces breathing gas by separating oxygen from engine bleed air taken from the ECS system. OBOGS replaces the Liquid Oxygen (LOX) system and reduces maintenance costs. The automatic Back-up Oxygen System (BOS) and Emergency Oxygen System (EOS) will provide breathing gas in the event of an engine, ECS or OBOGS failure. The retrofit will start with F-16 C/D Block 50/52 post-CCIP configured aircraft. Initial funding for the program was appropriated in FY00 thru FY05 and FY08 as Congressional Plus-ups. NOTE: Congressional language directed AF to conduct 4 year non-developmental OBOGS installation program without specific quantities.

Aircraft Breakdown: Active 129, Reserve 0, ANG 18, Total 147

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		4.971										
EQUIPMENT	136	8.145	11	1.300								
EQUIP NONREC												
CHANGE ORDERS		0.898										
DATA		0.070										
SIM/TRAINER	5	0.630										
SUPPORT-EQUIP												
KIT PROOF		0.339										
OGC		0.370		0.100								
INSTALLATION OF HARDWARE												
FY-01            84 KITS	45	7.299	[39]									
FY-02            52 KITS		6.133	[21]	2.100	[31]							
FY-07            11 KITS					[11]	1.589						
TOTAL INSTALL	45	13.432	60	2.100	42	1.589						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	136	28.855	11	3.500		1.589						
INSTALLATION QTY	45		60		42							

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								4.971
KITS NONRECUR							147	9.445
EQUIPMENT								0.898
EQUIP NONREC								0.070
CHANGE ORDERS							[5]	0.630
DATA								0.339
SIM/TRAINER								0.470
SUPPORT-EQUIP								
KIT PROOF								
OGC								
INSTALLATION OF HARDWARE								
FY-01	84	KITS					[84]	7.299
FY-02	52	KITS					[52]	8.233
FY-07	11	KITS					[11]	1.589
TOTAL INSTALL							147	17.121
TOTAL COST (BP-1100)							147	33.944
(Totals may not add due to rounding)								
INSTALLATION QTY							147	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 24 Months

Follow-On Lead Time: 18 Months

Milestones

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

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							
Input																																				
Output																																				
	<u>FY-07</u>				<u>FY-08</u>																															
Quarter	1	2	3	4	1	2	3	4																												
Input	15	15	15	15	15	16	11																													
Output	15	15	15	15	15	16	11																													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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. DMS costs include support equipment (cockpit mapper) as part of the mapper improvement program from a large robotic device to a software intensive "wand." These items are being purchased in FY06 and FY07 to support all field and depot locations. 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 552, Reserve 0, ANG 91, Total 643

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	26.708										
PROCUREMENT (3010)												
INSTALL KITS	558	34.088	77	3.005	7	0.332						
KITS NONRECUR EQUIPMENT	565	143.964	[70]	6.366	[7]	1.940						
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER												
SUPPORT-EQUIP		22.450		6.737		1.320		0.200				
DEPOT STAND-UP		7.482										
OGC		0.502		0.165		0.300		0.080				

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01	28	2.271										
FY-02	108	5.237										
FY-03	137	8.596										
FY-04	100	3.620										
FY-05	94		[19]	0.858								
FY-06	91		[72]	3.247	[22]	1.040						
FY-07	77				[67]	3.168	[24]	1.231				
FY-08	7						[63]	3.233	[14]	0.566		
									[7]	0.324		
TOTAL INSTALL	354	19.724	91	4.105	89	4.208	87	4.464	21	0.890		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	558	228.210	77	20.378	7	8.100		4.744		0.890		
INSTALLATION QTY	354		91		89		87		21			

(Continued)

	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>
RDT&E (3600)							[1]	26.708
PROCUREMENT (3010)								
INSTALL KITS							642	37.425
KITS NONRECUR								
EQUIPMENT							[642]	152.270
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								30.707
DEPOT STAND-UP								7.482
OGC								1.047
INSTALLATION OF HARDWARE								
FY-01	28	KITS					[28]	2.271
FY-02	108	KITS					[108]	5.237
FY-03	137	KITS					[137]	8.596
FY-04	100	KITS					[100]	4.478
FY-05	94	KITS					[94]	4.287
FY-06	91	KITS					[91]	4.399
FY-07	77	KITS					[77]	3.799
FY-08	7	KITS					[7]	0.324
TOTAL INSTALL							642	33.391
TOTAL COST (BP-1100)							642	262.322
(Totals may not add due to rounding)								
INSTALLATION QTY							642	

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**

	<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																																				
Quarter	1	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	18	40	34	31	26	25	28	24	22	22	23	21	21	23	24	23	21	20	23	10	11														
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	21	21	23	24	23	21	20	23	10	11													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 costs 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 267, Reserve 0, ANG 28, Total 295

**Development Status**

Completed in FY02.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.659										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	204	3.828	91	2.437								
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)	204	16.911	91	2.437								

(Continued)

	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>
RDT&E (3600)								1.659
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							295	6.265
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	19.348

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

02/28/2008  
FY 2009 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 552, Reserve 0, ANG 91, Total 643

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.873										
PROCUREMENT (3010)												
INSTALL KITS	558	31.057	78	2.269	7	0.270						
KITS NONRECUR EQUIPMENT	558	89.558	[78]	5.840	[7]	0.614						
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP		7.298		0.260		0.732						
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	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 7 KITS									[7]	0.720		
TOTAL INSTALL	354	23.408	91	4.105	96	4.823	87	5.523	15	1.440		
TOTAL COST (BP-1100)	558	151.321	78	12.474	7	6.439		5.523		1.440		

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

INSTALLATION QTY

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
INSTALLATION QTY	354		91		96		87		15			

**(Continued)**

	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>
RDT&E (3600)								52.873
PROCUREMENT (3010)								
INSTALL KITS							643	33.596
KITS NONRECUR								
EQUIPMENT							[643]	96.012
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								8.290
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	7	KITS					[7]	0.720
TOTAL INSTALL							643	39.299
TOTAL COST (BP-1100)							643	177.197
(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
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																																
Input	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	8										
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	8									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	422	93.039	78	13.870	8	2.220						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	422	93.039	78	13.870	8	2.220						

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							508	109.129
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							508	109.129
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 Months

Milestones

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

02/28/2008  
 FY 2009 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0809731F

Team AIR

**Description/Justification**

Upgrades aircraft maintenance training devices (MTDs) located at Sheppard AFB and AETC Field Training Detachments located at AETC, ACC, AFMC, PACAF, USAFE, and AFSOC bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems. 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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	40	26.653	[10]	8.407	[21]	17.124	[15]	13.195	[21]	18.611	[21]	18.855
SUPPORT-EQUIP												
TRAINER PECULIAR		10.853										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		37.506		8.407		17.124		13.195		18.611		18.855

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[21]	19.224	[21]	19.608			[170]	141.677
SUPPORT-EQUIP								
TRAINER PECULIAR								10.853
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		19.224		19.608				152.530

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)															

02/28/2008  
 FY 2009 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 FY06 program includes as a minimum: FDTC Transportation Costs (\$19,300); F110 5X EMSC (\$269K)

Current FY07 program includes as a minimum: F110-GE100/129 Pyrometer (\$18K); Trans Charge (\$200K)

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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)		10.155		0.334		1.991		1.941		0.255		1.910
(Totals may not add due to rounding)		10.155		0.334		1.991		1.941		0.255		1.910

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		0.036		0.458				17.080
(Totals may not add due to rounding)		0.036		0.458				17.080

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

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F              Team POWER

**Description/Justification**

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

FY06 programs include: Pull Up-Pull Up (\$100K)

FY07 programs include: Wheel Sensor Wire Marking Labels (\$21K); Linkless Ammo Loader Mod (\$150K); Pods (\$110K)

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		10.345		0.590		1.945		1.929		0.348		1.911
TOTAL COST (BP-1100)		10.345		0.590		1.945		1.929		0.348		1.911
(Totals may not add due to rounding)		10.345		0.590		1.945		1.929		0.348		1.911

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.229		0.667				17.964
TOTAL COST (BP-1100)		0.229		0.667				17.964
(Totals may not add due to rounding)		0.229		0.667				17.964

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

02/28/2008  
FY 2009 PB  
Modification Title and No: F110-100 HPT C-CLIP BACKOFF MN-F19419

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F              Team POWER

**Description/Justification**

This modification is designed to prevent the High Pressure Turbine (HPT) shroud from backing off, which allows the shroud to drop into the flow path. A new HPT shroud assembly will be introduced to ensure that there is not enough space to allow the C-clip to back away from the support. It will result in a tighter clearance control on the aft side of the C-clip, limit axial C-clip migration eliminating the potential for C-clip support disengagement, and simplify the aft lip weld repair. Kit totals below include requirements for both install and spare engines. Installations accomplished at the intermediate maintenance level. Installations require mod preparation of the turbine frame prior to installation. There is no separate cost to install this mod.

Aircraft Breakdown: Active 428, Reserve 52, ANG 252, Total 732

**Development Status**

Development completed under engine CIP

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	965	5.150										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.017										
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING												
MOD Prep	547	0.597	[155]	0.100	[155]	0.200	[108]	0.140				
CONTRACTOR SUPPORT		0.653										
TOTAL COST (BP-1100)	965	6.417		0.100		0.200		0.140				
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							965	5.150
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.017
SIM/TRAINER								
SUPPORT-EQUIP								
TOOLING								
MOD Prep							[965]	1.037
CONTRACTOR SUPPORT								0.653
TOTAL COST (BP-1100)								<u>0.653</u>
(Totals may not add due to rounding)							965	6.857

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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. Retrofit kits include new turbine assemblies to replace the assemblies that were accidentally destroyed.

Aircraft Breakdown: Active 428, Reserve 52, ANG 252, Total 732

**Development Status**

Qualification completed in Mar 2005.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	227	74.569	124	44.019	143	50.969	139	53.628	122	47.626	87	36.400
EQUIP NONREC												
CHANGE ORDERS								2.722		2.412		2.000
DATA		2.500										
SIM/TRAINER												
SUPPORT-EQUIP		8.000		1.200								
CONTRACTOR SUPPORT		0.162		0.136		0.160		0.160		0.160		0.160
RETROFIT KITS	9	2.311	[27]	6.800	[12]	3.000						
INSTALLATION OF HARDWARE												
FY-05            95 KITS	95											
FY-06            132 KITS			[132]									
FY-07            124 KITS					[124]							
FY-08            143 KITS							[143]					
FY-09            139 KITS									[139]			
FY-10            122 KITS											[122]	
FY-11            87 KITS												
FY-12            37 KITS												
TOTAL INSTALL	95		132		124		143		139		122	
TOTAL COST (BP-1100)	227	87.542	124	52.155	143	54.129	139	56.510	122	50.198	87	38.560

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
(Totals may not add due to rounding)												
INSTALLATION QTY	95		132		124		143		139		122	



**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									22	24	24	25	33	33	33	33	31	31	31	31	35	36	36	36	35	35	35	34	31	31	30	30				
Output									22	24	24	25	33	33	33	33	31	31	31	31	35	36	36	36	35	35	35	34	31	31	30	30				
	<u>FY-12</u>				<u>FY-13</u>																															
Quarter	1	2	3	4	1	2	3	4																												
Input	22	22	22	21	20	17																														
Output	22	22	22	21	20	17																														

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-22			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$125.509	\$255.168	\$327.046	\$308.340	\$415.218	\$263.387	\$300.062

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 FY09 is the Common Configuration modification. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	F22001	COMMON CONFIGURATION	80.3	145.8	189.3	155.4	273.6	105.6	131.3	79.8	1,230.9
	F22003	INCREMENT 3.1 (Drop 2)		27.5	56.2	90.8	86.4	96.7	43.5	53.9	454.9
	F22004	Low Cost Mod Weapon Syste	1.9	1.9	1.9	1.9	1.9	1.9	1.9	4.0	23.5
	F22006	F-22 Reliability and Maintainabi	38.0	71.5	59.7	31.9	30.4	31.8	50.8	60.2	403.4
	F22013	Trainer Low Cost Mod	2.0								2.0
	F22014	F119 Engine Modifications	3.3	4.0	15.2	17.1	17.4	19.4	12.3	38.7	134.7
	F22017	Weapon System Evaluation Pr				6.1					6.1
	F22019	INCREMENT 3.2 (Drop 3)							49.4	223.8	273.1
	F22020	Warfighter Urgent Requirement		4.4	4.7	5.0	5.4	5.5	5.6	11.6	42.4
	F22021	Arresting Gear System						2.5	5.2		7.7
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			125.5	255.2	327.0	308.3	415.2	263.4	300.1	472.0	2578.7
<b>TOTAL FOR WEAPON SYSTEM F-22</b>			125.5	255.2	327.0	308.3	415.2	263.4	300.1	472.0	2578.7

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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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 more capable aircraft configurations

- 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 modernization and common configuration retrofit program.

This program also includes enhancing F-22 training systems to an updated modernization capability.

Aircraft Breakdown: Active 78, Reserve 0, ANG 0, Total 78

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	15	65.227	8	64.244	17	112.606	15	168.113	6	141.673	10	258.690
EQUIP NONREC		4.581		15.128		31.250		18.700		8.904		9.890
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03				[7] 0.154								
FY-04				[2] 0.050								
FY-05					[5] 1.925							
FY-06				[1] 0.700								
FY-07							[8] 2.461					
FY-08									[17] 4.840			
FY-09											[15] 5.052	
FY-10												
FY-11												
FY-12												
FY-13												
TOTAL INSTALL				10 0.904	5 1.925	8 2.461	17 4.840	15 5.052				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	15	69.808	8	80.276	17	145.781	15	189.274	6	155.417	10	273.632
INSTALLATION QTY				10	5	8	17	15				

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	4	91.393	3	105.772		0.000	78	1007.718
EQUIP NONREC		10.189		10.397		68.883		177.922
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-03	7 KITS						[7]	0.154
FY-04	2 KITS						[2]	0.050
FY-05	5 KITS						[5]	1.925
FY-06	1 KITS						[1]	0.700
FY-07	8 KITS						[8]	2.461
FY-08	17 KITS						[17]	4.840
FY-09	15 KITS						[15]	5.052
FY-10	6 KITS	[6]	3.990				[6]	3.990
FY-11	10 KITS			[10]	15.149		[10]	15.149
FY-12	4 KITS					[4]	[4]	6.182
FY-13	3 KITS					[3]	[3]	4.730
TOTAL INSTALL	6	3.990	10	15.149	7	10.912	78	45.233
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	4	105.572	3	131.318		79.795	78	1230.873
INSTALLATION QTY	6		10		7		78	

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	1	2	3	4
Input																																				
Output																									5	5			2	2	1	2	2	2	2	2
																									5	5			2	2	1	2	2	2	2	2
	<u>FY-10</u>				<u>FY-11</u>				<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	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	4	4	4	5	4	4	4	3	2	2	1	1	2	2	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Output	2	4	4	4	5	4	4	4	3	2	2	1	1	1	2	2	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: INCREMENT 3.1 (Drop 2) 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**

Increment 3.1 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 140, Reserve 0, ANG , Total 140

**Development Status**

Requirements analysis started in FY04 in Modernization PE 27138F. Increment 3.1 Phase B CDR completed in Dec 06. Increment 3.1 Phase C&D contract awarded via UCA in Dec 06, full contract award was in Aug 07.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					12	27.502	24	56.208	32	78.829	32	77.241
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER									[44]	11.988		
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08			12	KITS							[12]	9.176
FY-09			24	KITS								
FY-10			32	KITS								
FY-11			32	KITS								
FY-12			32	KITS								
FY-13			8	KITS								
TOTAL INSTALL											12	9.176
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					12	27.502	24	56.208	32	90.817	32	86.417
INSTALLATION QTY											12	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	32	78.102	8	19.171			140	337.053
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[44]	11.988
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08							[12]	9.176
FY-09	[24]	18.556					[24]	18.556
FY-10			[32]	24.292			[32]	24.292
FY-11					[32]	23.619	[32]	23.619
FY-12					[32]	24.092	[32]	24.092
FY-13					[8]	6.143	[8]	6.143
TOTAL INSTALL	24	18.556	32	24.292	72	53.854	140	105.878
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	32	96.658	8	43.463		53.854	140	454.919
INSTALLATION QTY	24		32		72		140	

Method of Implementation: COMBINATION

Initial Lead Time: 36 Months

Follow-On Lead Time: 36 Months

**Milestones**

	<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)	11/07	11/08	11/09	11/10	11/11	11/12	11/13	11/14
Delivery Date (Month/CY)	11/10	11/11	11/12	11/13	11/14	11/15		

**Installation Schedule**

	<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>			
	1	2	3	4	1	2	3	4	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	8	8	8	8	8	8	8	8	8	2	2	2	2																			
Output	8	8	8	8	8	8	8	8	8	2	2	2	2																			

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Low Cost Mod Weapon System 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, support equipment, 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		5.971		1.925		1.942		1.929		1.929		1.929
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		5.971		1.925		1.942		1.929		1.929		1.929
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		1.925		1.921		3.997		23.468
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		1.925		1.921		3.997		23.468
(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)	04/03	01/04	04/06	08/06	09/07	01/08	01/09	01/10	01/11	01/12	01/13	
Delivery Date (Month/CY)	04/04	01/05	04/07	08/07	09/08	01/09	01/10	01/11	01/12	01/13	01/14	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 retrofits 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. Due to the numerous small modifications included in this effort, kit quantities, install schedule, and milestones have not been identified. Examples of the multiple kit procurements are the Air Recharge, Electric Fuel Boost Pump and the CNI Battery Field improvements.

The Emergency Oxygen Hose effort has been incorporated into this P-3A since it is being executed on the RAMMP contract.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE27138F.

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

**Development Status**

Non-recurring engineering started in FY05 to achieve pattern failure fixes to get to 3.0 MTBM. Development ongoing.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		13.931		28.250		24.000		24.000		8.360		3.200
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		29.000		38.018		71.520		59.686		31.928		30.382
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		29.000		38.018		71.520		59.686		31.928		30.382
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)		3.260						105.001
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		31.809		50.845		60.224		403.412
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		31.809		50.845		60.224		403.412
(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>
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																																												
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	1	2	3	4	1	2	3	4
Input																																												
Output																																												

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Trainer Low Cost Mod MN-F22013

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**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER						2.000						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						2.000						

(Continued)

	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>
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-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	01/12
Delivery Date (Month/CY)	01/08	01/01	01/10	01/11	01/12	01/13	01/13	01/13

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: F119 Engine Modifications MN-F22014

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. Future mods will focus on Blade Outer Air Seal (BOAS) distress fuel nozzles, Modulated Exhaust Cooler (MEC) supply plumbing and actuator lever pivot wear, fan duct containment, main oil pump, and other reliability and safety items to improve engine safety, reduce Mean Time Between Maintenance, and lower engine Life Cycle Costs. Due to the numerous small modifications included in this effort, kit quantities, install schedule, and milestones have not been identified.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Engine mods are developed within the Component Improvement Program PE 27268F. Development ongoing.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		7.204		3.289		3.999		15.237		17.121		17.439
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		7.204		3.289		3.999		15.237		17.121		17.439
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		19.357		12.335		38.726		134.707
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		19.357		12.335		38.726		134.707
(Totals may not add due to rounding)								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-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	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Warfighter Urgent Requirements MN-F22020

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

Models of Aircraft Affected: AEF000

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 effort 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**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		5.419	
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)					4.424		4.712		5.041		5.419	
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		5.527		5.637		11.615		42.375
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		5.527		5.637		11.615		42.375
(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-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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

	<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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$209.059	\$320.613	\$583.084	\$941.930	\$1,036.617	\$1,010.729	\$1,013.741

The 2007 funding total includes \$35.6M in GWOT supplemental for LAIRCM and C-5A/C Aircraft Defensive Systems (ADS).

The FY2008 funding total includes \$11.7M in supplemental funding for C-5A/C ADS. (FY08 GWOT "Bridge funds".)

The FY2008 funding totals do not include \$63.3M FY2008 GWOT requirements for C-5 AMP and C-5A/C Crown Skins still pending Congressional consideration.

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 FY09 is the Reliability Enhancement & Reenginining 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-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		10.8
	6038	AVIONICS MODERNIZATION	52.2	88.5	95.2	78.8	75.3	77.5	75.3	29.7	958.6
	6154	C-5 RELIABILITY ENHANCE	36.9	133.6	341.0	717.1	821.6	793.3	798.4	4,575.4	8,218.1
	6154A	C-5 RERP AP	55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1,335.7
	8629	LARGE AIRCRAFT INFRARE	58.8	18.6	41.7	24.5	5.3	5.4	5.5		159.7
	8763	MADARS III		1.1	1.0						11.0
	8869	Defensive System Installation	5.6	11.7							17.3
	8928	C-5A Crown Skins			5.4						5.4
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.9
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			209.1	320.6	583.1	941.9	1036.6	1010.7	1013.7	5196.0	10721.6
<b>TOTAL FOR WEAPON SYSTEM C-5</b>			209.1	320.6	583.1	941.9	1036.6	1010.7	1013.7	5196.0	10721.6

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 1	
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02/28/2008  
 FY 2009 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.

Funding for installations was removed after 9/11 to meet other requirements. Low cost mod monies were used on an interim basis to make installs until the program was reconstituted in FY08. Current program installation funding for the remaining 57 kits is reflected the budget documentation.

Aircraft Breakdown: Active 2, Reserve 33, ANG 36, Total 71

**Development Status**

N/A - 3600 funds

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	5.127										
KITS NONRECUR	1	0.527										
EQUIPMENT	1	0.005										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.103										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.056										
INSTALLATION OF HARDWARE												
FY-96 71 KITS					[10]	0.822	[10]	1.054	[9]	0.567	[7]	0.773
TOTAL INSTALL					10	0.822	10	1.054	9	0.567	7	0.773
TOTAL COST (BP-1100)						0.822		1.054		0.567		0.773
(Totals may not add due to rounding)	71	5.818										
INSTALLATION QTY					10		10		9		7	

(Continued)

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							70	5.127
KITS NONRECUR							1	0.527
EQUIPMENT							[1]	0.005
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.103
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.056
INSTALLATION OF HARDWARE								
FY-96           71 KITS	[10]	0.887	[11]	0.905			[57]	5.008
TOTAL INSTALL	10	0.887	11	0.905			57	5.008
TOTAL COST (BP-1100)		0.887		0.905			71	10.826
(Totals may not add due to rounding)								
INSTALLATION QTY	10		11				57	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 9 Months

Follow-On Lead Time: 13 Months

Milestones

	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>
Contract Date (Month/CY)		06/98		06/98
Delivery Date (Month/CY)		03/99		07/99

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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. In FY04 the C-5 modernization program was approved to use the Contractor Supported Weapon System (CSWS) support concept using Aircraft Procurement Air Force (APAF) production funding instead of APAF initial spares funding. Equipment Diminishing Manufacturing Source (DMS) obsolescence issues will be resolved to support continued production and installation of the AMP modification kits through completion of kit installs to the entire C-5 fleet.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41119F.

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 Traffic Alert and Collision Avoidance System (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. A portion of avionics capability required for modernization that was not complete at the end of AMP development will be captured and funded in RERP. All other avionics capability will be captured in a separate follow-on block upgrade program. AMP requirements have been expanded to incorporate updates to the avionics architecture, to include security enhancements to the Global Positioning System. Equipment Diminishing Manufacturing Source (DMS) obsolescence issues will be resolved to support continued production and installation of the AMP modification kits through completion of kit installs to the entire C-5 fleet.

Note:

- The "Other" line item in the Procurement (3010) Projected Financial Plan section represents Unique Identification (UID) costs.
- Change Orders 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 replacement cost and identification of alternates for items having high DMS risks. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	395.041				12.525		1.830				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	54	140.475	4	13.989	10	32.256	10	32.937	12	40.710	7	24.460
EQUIP NONREC												
CHANGE ORDERS		15.431		14.523		3.740		5.524		1.917		5.829

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11		
	<u>QTY</u>	<u>COST</u>											
DATA		7.118				0.400		0.408		0.417		0.425	
SIM/TRAINER													
SUPPORT-EQUIP		8.297		2.122									
GFE		11.169		1.741				1.595		1.395		1.725	
OTHER													
TCAS NRE	2	0.759											
TCAS INTG/INSTL	11	2.678											
ATD KITS	5	28.781	[1]	4.450	[1]	6.700	[2]	12.200	[1]	6.200	[1]	6.300	
CPT NRE													
ATD INTEGRATION	5	40.344			[1]	2.500	[3]	7.800	[1]	2.700	[1]	2.800	
CPT INTG/INSTL													
MAINT TRAINER	2	23.810											
TCAS	126	22.552											
INSTALLATION OF H	126	5.799											
OGC		9.711		0.722		5.851		6.000		5.000		4.720	
INITIAL SPARES		36.938		10.950		34.930		6.860		1.600		7.490	
OTHER						2.100		2.100				2.100	
OMNIBUS													
INSTALLATION OF HARDWARE													
FY-03	8 KITS	8	7.027										
FY-04	18 KITS	11	10.885	[7]									
FY-05	19 KITS	1	14.416	[7]		[11]							
FY-06	9 KITS				3.674	[3]		[6]	9.873				
FY-07	4 KITS						[4]	6.582					
FY-08	10 KITS						[2]	3.291	[8]	11.624			
FY-09	10 KITS								[5]	7.265	[5]	7.480	
FY-10	12 KITS										[8]	11.968	
FY-11	7 KITS												
FY-12	7 KITS												
FY-13	6 KITS												
TOTAL INSTALL		20	32.328	14	3.674	14		12	19.746	13	18.889	13	19.448
TOTAL COST (BP-1100)		54	386.190	4	52.171	10	88.477	10	95.170	12	78.828	7	75.297
(Totals may not add due to rounding)													
INSTALLATION QTY		20		14		14		12		13		13	

(Continued)

	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>
RDT&E (3600)							[2]	409.396
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	7	25.194	6	22.242			110	332.263
EQUIP NONREC								
CHANGE ORDERS		4.557		26.710		9.425		87.656
DATA		0.434		0.443		0.452		10.097
SIM/TRAINER								
SUPPORT-EQUIP								10.419
GFE		1.149		1.266		1.496		21.536
OTHER								
TCAS NRE							[2]	0.759
TCAS INTG/INSTL							[11]	2.678
ATD KITS	[2]	12.800					[13]	77.431
CPT NRE								
ATD INTEGRATION	[2]	5.800					[13]	61.944
CPT INTG/INSTL								
MAINT TRAINER							[2]	23.810
TCAS							[126]	22.552
INSTALLATION OF H							[126]	5.799
OGC		4.900		4.780		2.710		44.394
INITIAL SPARES		9.190		7.650				115.608
OTHER		1.100		1.100		1.100		9.600
OMNIBUS								
INSTALLATION OF HARDWARE								
FY-03	8 KITS						[8]	7.027
FY-04	18 KITS						[18]	10.885
FY-05	19 KITS						[19]	14.416
FY-06	9 KITS						[9]	13.547
FY-07	4 KITS						[4]	6.582
FY-08	10 KITS						[10]	14.915
FY-09	10 KITS						[10]	14.745
FY-10	12 KITS	[4]	6.165				[12]	18.133
FY-11	7 KITS	[4]	6.165	[3]	4.762		[7]	10.927
FY-12	7 KITS		[4]	6.350	[3]	4.905	[7]	11.255
FY-13	6 KITS				[6]	9.613	[6]	9.613
TOTAL INSTALL	8	12.330	7	11.112	9	14.518	110	132.045
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	7	77.454	6	75.303		29.701	110	958.591
INSTALLATION QTY	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																																				
Output																																				
	<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	1	3	1	1																						
Output	4	2	3	2	2	2	2	1	2	2	2	1	1	2	2	2																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 TF39 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. Increased costs due to development delays; budget adjustments; and production cost increases associated with engines, pylons, reliability enhancements items, and Lockheed Martin labor have led to a review of total program requirements. SecAF notified Congress on 27 Sep 07 of critical Nunn-McCurdy (NM) breaches for Average Procurement Unit Cost (APUC) and Program Acquisition Unit Cost (PAUC). An out-of-cycle Selected Acquisition Report (SAR) was submitted to Congress on 14 Nov 07. C-5 RERP remains in NM review at this time. These documents reflect the Program of Record prior to the declaration of the NM breach, but incorporate fact-of-life changes. After NM decisions are made, the results will be provided to the defense committees. These adjustments will be reflected in the FY10 PBR.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41119F.

Aircraft Breakdown: Active 33, Reserve 42, ANG 33, Total 108

**Development Status**

Preliminary work 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 System Development and Demonstration (SDD) contract was awarded in the 1st quarter of FY02 under an Unfinitized Contract Action (UCA). That contract was definitized Mar 02. Development includes flight test of three prototypes, one C-5A and 2 C-5Bs. RDT&E funded 3 test articles for installation and flight test. A portion of avionics capability not complete at the end of Avionics Modernization Program (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 aircraft achieved first flight in Mar 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 AP in BP11 versus BP10 was approved, as RERP is a modernization program, requiring the use of BP11 funds (MN-6154A).

Note: The "Other" line item in the Procurement (3010) Projected Financial Plan section represents Unique Identification (UID) costs.

Note: Equipment costs include Diminishing Manufacturing Source (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. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts.

**Projected Financial Plan**

PRIOR	FY-07	FY-08	FY-09	FY-10	FY-11
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**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)	3	1092.142		137.565		166.465		123.233		28.136		20.065	
PROCUREMENT (3010)													
INSTALL KITS													
KITS NONRECUR													
EQUIPMENT					1	71.569	3	160.826	9	392.437	10	453.417	
EQUIP NONREC													
CHANGE ORDERS						13.095		37.846		110.641		54.994	
DATA								0.594		4.121		4.080	
SIM/TRAINER													
SUPPORT-EQUIP								2.072		9.752		0.020	
GFE						12.624		13.272		32.986		37.853	
ICS						5.385		6.811		25.738		28.781	
ATD KITS								[1]	6.175		[2]	9.378	
ATD INTEGRATION													
INITIAL SPARES						21.825		45.507		38.946		55.746	
OGC						6.785		13.081		63.344		72.560	
TRAINING													
OTHER						2.270		0.038		3.110		2.110	
MAINT TRAINER												14.295	
AF W/H		0.853		36.915				11.891					
INSTALLATION OF HARDWARE													
FY-08	1	KITS						[1]	42.866				
FY-09	3	KITS								[3]	36.034		
FY-10	9	KITS										[9]	
FY-11	10	KITS										88.350	
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	42.866	3	36.034	9	88.350
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)		0.853		36.915	1	133.553	3	340.979	9	717.109	10	821.584	
INSTALLATION QTY								1		3		9	

(Continued)

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.007					[3]	1577.613
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	10	515.289	10	521.524	65	2622.053	108	4737.115
EQUIP NONREC								
CHANGE ORDERS		19.190		11.509		287.068		534.343
DATA		0.540		0.540		1.836		11.711
SIM/TRAINER								
SUPPORT-EQUIP		1.000		8.505		42.475		63.824
GFE		38.901		41.220		278.187		455.043
ICS								66.715
ATD KITS	[1]	4.743	[1]	4.828	[5]	25.487	[10]	50.611
ATD INTEGRATION	[1]	3.004	[1]	3.006	[7]	19.272	[9]	25.282
INITIAL SPARES		50.448		50.650		227.504		490.626
OGC		71.004		71.800		430.567		729.141
TRAINING								
OTHER		2.000		1.500		0.700		11.728
MAINT TRAINER								14.295
AF W/H								49.659
INSTALLATION OF HARDWARE								
FY-08							[1]	42.866
FY-09							[3]	36.034
FY-10							[9]	88.350
FY-11	[10]	87.213					[10]	87.213
FY-12			[10]	83.301			[10]	83.301
FY-13					[10]	81.994	[10]	81.994
FY-14					[12]	142.340	[12]	142.340
FY-15					[12]	92.303	[12]	92.303
FY-16					[13]	95.534	[13]	95.534
FY-17					[13]	92.955	[13]	92.955
FY-18					[12]	96.710	[12]	96.710
FY-19					[3]	38.455	[3]	38.455
TOTAL INSTALL	10	87.213	10	83.301	75	640.291	108	978.055
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	10	793.332	10	798.383	65	4575.440	108	8218.148
INSTALLATION QTY	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	02/08	02/09	02/10	02/11	02/12	02/13
Delivery Date (Month/CY)									04/09	02/10	02/11	02/12	02/13	02/14	02/15
	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>	<u>FY-18</u>										
Contract Date (Month/CY)	02/14	02/15	02/16	02/17	02/18										
Delivery Date (Month/CY)	02/16	02/17	02/18	02/19	02/20										

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

02/28/2008  
 FY 2009 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.

Note: Equipment costs include Diminishing Manufacturing Source (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. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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			[1]	30.380	[3]	51.761	[9]	97.707	[10]	120.800	[10]	133.600
AF W/H		3.856		25.062		14.444						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.856		55.442		66.205		97.707		120.800		133.600
INSTALLATION QTY							1		3		9	



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-5                      Class P

Models of Aircraft Affected: C-5B/C/M

Center: WRALC Robins AFB GA

PE 41134F

Team

**Description/Justification**

The current LAIRCM system [AN/AAQ-24(V)] consists of Ultra-Violet (UV) Missile Warning Sensors (MWS), 2 (lite configuration) or 3 (full configuration) Guardian Laser Transmitter Assemblies (GLTA), a colorless eye-safe multiband laser, Control Indicator Unit (CIU), 2 repeaters, and a system processor to detect, track, and counter incoming Infrared (IR) missiles. FY07 includes \$30M of Global War on Terrorism (GWOT) supplemental funding (includes purchase of 3 Grp A/B Kits in FY07 with scheduled installation/assembly in FY09).

Long range plan is to fund/modify all C-5B/C/M aircraft with the LAIRCM system. A total of 14 production C-5Bs (not including 1 RDT&E) are planned for modification under the current funding profile. This program operates under a "buy to budget" profile.

The first 14 C-5Bs (along with the RDT&E aircraft) will be modified with a two-aft, side mounted GLTAs to accelerate fielding of this defensive system.

Note: "Change Orders" 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 critically, expected replacement cost, and identification of alternates for items having high DMS risks. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts.

Note: "Install Kits" contains Group A  
"Equipment" contains Group B

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41134F.

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

**Development Status**

Development of C-5B/M LAIRCM Guardian Laser Turret Assembly with ultra-violet MWS, processor, Control Interface Unit (CIU) Group B contract was awarded December 2005 (FY06) to Northrop Grumman. The Group A contract was awarded January 2006 to Lockheed Martin.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		13.361		12.425	[1]							
PROCUREMENT (3010)												
INSTALL KITS			8	10.680	0	0.000	5	7.083	0	0.000	1	1.503
KITS NONRECUR												
EQUIPMENT			[8]	18.539	[0]	0.000	[5]	11.558	[0]	0.000	[1]	2.583
EQUIP NONREC												
CHANGE ORDERS				2.485		0.382		2.992		2.527		0.350
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				0.283		0.000		0.414				
INITIAL SPARES				9.612		0.797		5.858				0.251
TRAINING				0.072		0.000		0.075				

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
ICS				1.294		1.000		0.000				
DEPOT STAND-UP				1.032		0.000		8.600		1.097		
PROGRAM MNGMT				3.406		0.000		2.654		1.832		0.143
OGC				3.201		5.453		2.437		4.501		0.438
INSTALLATION OF HARDWARE												
FY-07			8 KITS	8.240	[5]	10.990	[3]					
FY-09			5 KITS						[5]	14.575		
FY-11			1 KITS									
TOTAL INSTALL				8.240	5	10.990	3		5	14.575		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			8	58.844		18.622	5	41.671		24.532	1	5.268
INSTALLATION QTY					5		3		5			

(Continued)

	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>
RDT&E (3600)							[1]	25.786
PROCUREMENT (3010)								
INSTALL KITS	0						14	19.266
KITS NONRECUR								
EQUIPMENT	[0]						[14]	32.680
EQUIP NONREC								
CHANGE ORDERS		1.353		4.051				14.140
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.697
INITIAL SPARES								16.518
TRAINING								0.147
ICS								2.294
DEPOT STAND-UP								10.729
PROGRAM MNGMT								8.035
OGC		0.914		1.400				18.344
INSTALLATION OF HARDWARE								
FY-07							[8]	19.230
FY-09							[5]	14.575
FY-11							[1]	3.092
TOTAL INSTALL	1	3.092					14	36.897
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		5.359		5.451			14	159.747
INSTALLATION QTY	1						14	

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)				01/07	01/08	01/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)				01/08	01/09	01/10	01/11	01/12	01/13	01/14

**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					
Input														1	2	2	2	1	0	0	0	2	2	1									
Output														1	2	2	2	1	0	0	1	2	2										
		<u>FY-12</u>																															
Quarter	1	2	3	4																													
Input		1																															
Output		1																															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 obsolescence. 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.

MADARS III installation in the trainers requires software and hardware integration, software development to interface with the new laptop, and courseware development.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	112	7.808										
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER	15	1.035			[5]	1.144	[4]	1.012				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	112	8.843				1.144		1.012				
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							112	7.808
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[24]	3.191
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						112	10.999
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Defensive System Installation MN-8869

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected: C-5A/C

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**Description/Justification**

Currently, there is an inability to fully utilize C-5A/C in US COCOM designated hostile regions due to their lack of a viable defensive capability. This program installs defensive systems on 61 (59 C-5A & 2 C-5C) C-5 aircraft. The AAR-47 & ALE-47 Defensive System suite consists of the AN/AAR-47 Missile Warning System (MWS) and AN/ALE-47 Countermeasures Dispensing System (CMDS). The system detects and counters infrared man-portable air defense systems (MANPADS) by detecting the heat emitted in the missile plume during the boost phase of the launch. This modification is also applicable to those C-5A and C-5C aircraft redesignated as C-5M aircraft upon completion of RERP. This program operates under a "buy to budget" profile.

Aircraft Breakdown: Active 1, Reserve 16, ANG 31, Total 48

**Development Status**

N/A-3600 funds

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			4	1.760	9	7.720						
KITS NONRECUR EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.500		0.250						
DATA				0.130		0.101						
SIM/TRAINER												
SUPPORT-EQUIP				1.730		0.299						
INSTALLATION OF HARDWARE												
FY-07			4 KITS	1.480								
FY-08							[9]	3.330				
TOTAL INSTALL			4	1.480	9	3.330						
TOTAL COST (BP-1100) (Totals may not add due to rounding)			4	5.600	9	11.700						
INSTALLATION QTY			4		9							

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							13	9.480
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.750
DATA								0.231
SIM/TRAINER								
SUPPORT-EQUIP								2.029
INSTALLATION OF HARDWARE								
FY-07	4	KITS					[4]	1.480
FY-08	9	KITS					[9]	3.330
TOTAL INSTALL							13	4.810
TOTAL COST (BP-1100)							13	17.300
(Totals may not add due to rounding)								
INSTALLATION QTY							13	

Method of Implementation: COMBINATION

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: C-5A Crown Skins MN-8928

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-5 Class P

Models of Aircraft Affected: C-5A/C/M

Center: WR-ALC Warner Robins AFB Warner Robins, GA

PE 0401119F

Team MOBIL

**Description/Justification**

This program is to replace the Aft Crown Skins (ACSs) on 62 aircraft (59 A-models / 2 C-models / 1 M-model). The program is currently funded for 2 kits for validation/verification (Val/Ver) of procedures. Once Val/Ver is completed, a complete profile will be submitted in the budget process. ACSs were originally manufactured from 7075-T6/7079-T6 aluminum, and are now cracking due to stress corrosion. The replacement program will use ACSs manufactured from 7475-T761 material, which is similar to materials (7475-T6) already installed on the C-5B. This modification will reduce unscheduled downtime for maintenance and will also reduce flight risk. This program operates under a "buy to budget" profile until a program is fully funded for the 62 aircraft.

Aircraft Breakdown: Active 3, Reserve 33, ANG 26, Total 62

**Development Status**

N/A - no 3600 funds

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							2	2.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09												
TOTAL INSTALL							[2]	3.400				
TOTAL COST (BP-1100)							2	3.400				
(Totals may not add due to rounding)							2	5.400				
INSTALLATION QTY							2					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							2	2.000
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09           2 KITS							[2]	3.400
TOTAL INSTALL							2	3.400
TOTAL COST (BP-1100)							2	5.400
(Totals may not add due to rounding)								
INSTALLATION QTY							2	

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

Quarter	<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
Input																				
Output																				

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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/M

Center: WRALC Robins AFB GA

PE 0401119F

Team MOBIL

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance; to reduce logistics costs; and to implement fleet upgrades and enhancements to meet emerging requirements for C-5 aircraft and associated training systems.

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

**Development Status**

N/A-3600 funds.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.313										
SIM/TRAINER	1	0.324										
SUPPORT-EQUIP		0.477										
OGC		3.156		0.087		0.090		0.091		0.094		0.095
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		4.270		0.087		0.090		0.091		0.094		0.095

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.313
SIM/TRAINER							[1]	0.324
SUPPORT-EQUIP								0.477
OGC		0.097		0.099				3.809
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.097		0.099				4.923

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-91</u>	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<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)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5 AP			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$55.442	\$66.205	\$97.707	\$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 the Reliability Enhancement and Re-engineing Program (RERP). The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	C5 AP	C-5 Advance Procurement	55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1,335.7
<b>TOTAL FOR CLASS P</b>			55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1335.7
<b>TOTAL FOR WEAPON SYSTEM C-5 AP</b>			55.4	66.2	97.7	120.8	133.6	133.6	133.6	590.8	1335.7

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. 1	
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**UNCLASSIFIED**

<b>Exhibit P-40, Budget Item Justification</b>	Date: February 2008
Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number <b>Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 36</b>	P-1 Line Item Nomenclature <b>C-5 RERP Advance Procurement</b>

Program Element for Code B Items:		N/A			Other Related Program Elements:				NA		
	ID Code	Prior Years	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	To Comp	Total
Proc Qty	A										0
Cost (\$ M)											0.000
Advance Proc Cost (\$ M)		3.856	55.442	66.205	97.707	120.800	133.600	133.600	133.600	590.846	1335.656
Weapon System Cost (\$ M)		3.856	55.442	66.205	97.707	120.800	133.600	133.600	133.600	590.846	1335.656
Initial Spares (\$ M)											0.000
Total Proc Cost (\$ M)		3.856	55.442	66.205	97.707	120.800	133.600	133.600	133.600	590.846	1335.656
Flyaway Unit Cost (\$ M)											
Wpn Sys Unit Cost (\$ M)											

**Description**

The FY09-FY13 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each year's modification effort. The AP quantity profile for FY09 - FY13 is 9-10-10-10-12 to support the modification kit procurement profile for FY10 - FY14 of 9-10-10-10-12. The AP funds will be used to procure long-lead components.

**FY 2009 Program Justification**

The FY09 advance procurement of long-lead items is to support 9 kits scheduled for procurement in FY10.

**UNCLASSIFIED**

<b>Exhibit P-10 p.1, Advance Procurement Requirements Analysis (Page 1 - Funding)</b>	Date: February 2008
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Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number <b>Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 36</b>	P-1 Line Item Nomenclature <b>C-5 RERP Advance Procurement</b>
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Weapon System C5RERP_AP	First System Award Date	First System Completion Date
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(\$ in Millions)												
Description	PLT	When Rqd	Prior Years	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	To Comp	Total
End Item Qty				1	3	9	10	10	10	12	53	108
CFE			3.856	55.442	66.205	97.707	120.800	133.600	133.600	133.600	590.846	1335.656
GFE												0.000
EOQ												0.000
Design												0.000
Term Liability												0.000
												0.000
<b>TOTAL AP</b>			3.856	55.442	66.205	97.707	120.800	133.600	133.600	133.600	590.846	1335.656

**Description**  
 The FY09-FY13 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each year's modification effort. The AP quantity profile for FY09 - FY13 is 9-10-10-10-12 to support the modification kit procurement profile for FY10 - FY14 of 9-10-10-10-12. The AP funds will be used to procure long-lead components. Note: C-5 RERP is currently in a Nunn-McCurdy unit cost breach. Final funding requirements will be determined by the OSD-led recertification process.

**UNCLASSIFIED**

<b>Exhibit P-10 p.2, Advance Procurement Requirements Analysis (Page 2 - Budget Justification)</b>	Date: February 2008
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Appropriation (Treasury) Code/CC/BA/BSA/Item Control Number <b>Aircraft Procurement, Air Force, Budget Activity 05, Modification of Inservice Aircraft, Item No. 36</b>	P-1 Line Item Nomenclature <b>C-5 RERP Advance Procurement</b>
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Weapon System  
C5RERP\_AP

(TOA, \$ in Millions)

Description	PLT	OPA	Unit Cost	2007 QTY	2007		2008 QTY	2008		2009 QTY	2009	
					Contract Forecast Date	2007 Total Cost Request		Contract Forecast Date	2008 Total Cost Request		Contract Forecast Date	2009 Total Cost Request
End Item				1	Jan-07	55.442	3	Jan-08	66.205	9	Jan-09	97.707
CFE						55.442			66.205			97.707
GFE												
EOQ												
Design												
Term Liability												
<b>TOTAL AP</b>						<b>55.442</b>			<b>66.205</b>			<b>97.707</b>

**Description**  
The FY09-FY13 budget reflects the planned advance procurement (AP) of components to support the C-5 RERP modification effort. The budget fully funds each year's modification effort. The AP quantity profile for FY09 - FY13 is 9-10-10-10-12 to support the modification kit procurement profile for FY10 - FY14 of 9-10-10-10-12. The AP funds will be used to procure long-lead components.

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$389.194	\$179.982	\$331.535	\$490.666	\$469.444	\$415.845	\$628.014

The 2007 funding total includes \$122M in GWOT supplemental funding.  
 The FY2008 funding totals do not include \$72M GWOT requirements still pending Congressional consideration.

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 FY09 are the Block 13 to 17 Retrofit and Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

FY09 funding does not match P-1 Exhibit. Funding was originally programmed in P-1 line 6. For proper execution, the Air Force requests \$8.8M be appropriated in the P-1 line 45.

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_1058	Mission Computer Replacemen					0.6	11.4	17.8	64.6	94.4
	_1155	RNP - RNAV/VNAV Capability						0.5	0.2	5.4	6.1
	_1463	Advanced Situational Awarene						1.8	10.9	107.2	119.9
	_1587	CVR and SFDR Backup Power				0.5	0.6	0.6	0.6	1.5	3.8
	_1823	M1A2 Loading Capability							73.5	504.4	577.8
	_2000	Pylon Stub FFLZ, FF, Translati	16.1		7.9		12.8	7.5	1.2	1.4	46.9
	_2394	Demand Assigned Multiple Acc					3.1	3.1	2.2	8.8	17.1
	_2590	ELT Frequency Change			0.9	2.9	2.5	2.3			8.6
	_2633	MFOQA				3.4	3.4	2.6			9.4
	_2703	IFF GATM Enhanced Mode S		0.8	4.5						5.3
	_359	C-17 Sim Threat Generator			4.4						4.4
	_3781	Fourth Life Raft Addition			2.1	2.5	5.5	1.1			11.2

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$389.194	\$179.982	\$331.535	\$490.666	\$469.444	\$415.845	\$628.014

The 2007 funding total includes \$122M in GWOT supplemental funding.  
 The FY2008 funding totals do not include \$72M GWOT requirements still pending Congressional consideration.

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 FY09 are the Block 13 to 17 Retrofit and Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

FY09 funding does not match P-1 Exhibit. Funding was originally programmed in P-1 line 6. For proper execution, the Air Force requests \$8.8M be appropriated in the P-1 line 45.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	_5268	Airborne Networking						1.7	36.5	64.3	102.5
	_6461	External Iridium Antenna				0.0	2.0	3.1	3.2	14.0	22.4
	_8962	Block 13 to 17 Retrofit	81.4	66.9	150.7	178.3	128.1	82.8	12.4		796.6
	0399	AIRLIFT DEFENSIVE SYSTE	0.7	0.1							9.6
	6026	400 POUND PARATROOPER	0.6								16.0
	6401	GATM - AUTOMATIC DEPEN				0.6	0.7	1.7	2.0	2.1	7.1
	6402	OBIGGS II	12.4	14.5	29.6	47.5	53.2	54.3	55.4	59.9	348.6
	6409	AERIAL DELIVERY SYSTEM					31.1	39.3	112.2	408.8	591.3
	6412	EXTENDED RANGE RETRO	17.1	21.1	48.7	108.3	109.0	106.1	105.9	251.3	835.5
	6415	CREW ARMOR PLATING PR					45.9	47.6	12.5	85.8	191.8
	8629	LARGE AIRCRAFT INFRARE	259.3	75.1	80.7	144.6	69.0	46.4	179.6		1,183.6
	99999X	LOW COST MODIFICATIONS	1.6	1.4	2.0	2.0	2.0	2.0	2.0	4.0	17.0

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. 2	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$389.194	\$179.982	\$331.535	\$490.666	\$469.444	\$415.845	\$628.014

The 2007 funding total includes \$122M in GWOT supplemental funding.  
 The FY2008 funding totals do not include \$72M GWOT requirements still pending Congressional consideration.

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 FY09 are the Block 13 to 17 Retrofit and Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

FY09 funding does not match P-1 Exhibit. Funding was originally programmed in P-1 line 6. For proper execution, the Air Force requests \$8.8M be appropriated in the P-1 line 45.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			389.2	180.0	331.5	490.7	469.4	415.8	628.0	1583.4	5027.0
<b>TOTAL FOR WEAPON SYSTEM C-17</b>			389.2	180.0	331.5	490.7	469.4	415.8	628.0	1583.4	5027.0

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. 3	
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**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
SIM/TRAINER												
SUPPORT-EQUIP				2.360								
INSTALLATION OF HARDWARE												
FY-07	30											
FY-09	30										[30]	2.418
FY-10												
FY-11												
FY-12												
TOTAL INSTALL											30	2.418
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			30	16.078			30	7.933			30	12.815
INSTALLATION QTY									22		30	

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	16	4.095					106	29.405
KITS NONRECUR								2.000
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								4.738
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		0.958		0.358				3.676
INSTALLATION OF HARDWARE								
FY-07	30	KITS						
FY-09	30	KITS					[30]	2.418
FY-10	0	KITS	[30]	2.467			[30]	2.467
FY-11	30	KITS	[30]	0.816			[30]	0.816
FY-12	16	KITS			[16]	1.360	[16]	1.360
TOTAL INSTALL	30	2.467	30	0.816	16	1.360	106	7.061
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	16	7.520		1.174		1.360	106	46.880
INSTALLATION QTY	30		30		24		136	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

**Milestones**

	<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		12/09	12/10	12/11	12/12	12/13
Delivery Date (Month/CY)		02/10		12/11	12/12	12/13	12/14	12/15

**Installation Schedule**

Quarter	<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>			
	1	2	3	4	1	2	3	4	1	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	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8
Output																	7	8	7	8	7	8	7	8	7	8	7	8	7	8	7	8
	<u>FY-14</u>																															
Quarter	1	2	3	4																												
Input	8	8	8																													
Output	7	8	8	8																												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: ELT Frequency Change MN-\_2590

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 C-17 Emergency Locator Transmitter (ELT) currently transmits on 121.5 and 243.0 MHz for search and rescue missions. Starting Feb 2009, the Search and Rescue Satellite (SARSAT) system will cease to monitor the 121.5 MHz frequency for satellite search and rescue missions. Search and Rescue forces will continue to monitor 121.5 and/or 243.0 as a line-of-sight capability. SARSAT (satellite) will begin to monitor a new frequency of 406 MHz. This will significantly decrease response time and reduce false alarms.

The existing C-17 121.5/243 MHz ELT system will be replaced with a new system which will include a new 121.5/243.0/406 MHz ELT transmitter, replaceable battery pack, mounting bracket, remote switch, antenna, coax cables and various installation hardware.

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: AF/AFC-084

Aircraft Breakdown: Active 174, Reserve 8, ANG 8, Total 190

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							33	0.239	63	0.471	64	0.496
KITS NONRECUR								0.700				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP										0.550		
INSTALLATION OF HARDWARE												
FY-09            33 KITS									[33]	1.004		
FY-10           63 KITS									[30]	0.900	[33]	1.023
FY-11           64 KITS											[30]	0.946
FY-12           30 KITS												
TOTAL INSTALL										63	1.904	63    1.969
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							33	0.939	63	2.925	64	2.465
INSTALLATION QTY										81		63

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	30	0.241					190	1.447
KITS NONRECUR								0.700
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.550
INSTALLATION OF HARDWARE								
FY-09							[33]	1.004
FY-10							[63]	1.923
FY-11			[34]	1.101			[64]	2.047
FY-12			[30]	0.971			[30]	0.971
TOTAL INSTALL	64	2.072					190	5.945
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	30	2.313					190	8.642
INSTALLATION QTY	46						190	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<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)				01/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)				01/10	07/10	07/11	07/12	07/13

**Installation Schedule**

	<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	
Input																	33	16	16	16	15	16	16	16	16	16	16	15	15
Output																	33	16	16	16	16	15	16	16	16	16	16	16	15

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: IFF GATM Enhanced Mode S MN- \_2703

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**

This project will equip C-17 aircraft with an upgraded IFF system that will meet future military and civil transponder-reporting requirements. The planned approach is to upgrade the current APX-119 to provide the EHS capability. The current APX-119 provides an Elementary Mode S capability. The program will then integrate the full capabilities of the Digital IFF onto the C-17 and provide the EH S capabilities. The Enhanced Mode S capability is planned to be achieved through a software change.

This upgraded IFF system is required to meet a Mode S civil requirement documented in a Capstone Requirement Document (CRD), to allow future utilization of optimal civil airspace worldwide.

The Air Force and Boeing are also examining the feasibility of incorporating other outstanding ADRs & PICRs into the Mode S software build to benefit from the cost and schedule efficiencies of qualifying multiple software capabilities at the same time. Any ADRs or PICRs that may be chosen will not effect the overall Enhanced Mode S capability or program schedule.

The non-recurring software requirement in FY08 is for updates to engineering drawings and TCTOs. The software will be loaded on all 190 aircraft from Feb - Jun 09. Cost for the upload of the new software is accounted for in the "Software" line.

The C-17 Program Office executes its modernization program on a calender year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/AFC-081

Aircraft Breakdown: Active 174, Reserve 8, ANG 8, Total 190

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE NONREC						0.800						
INSTALL							[190]	4.500				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						0.800		4.500				

**Projected Financial Plan**

(Totals may not add due to rounding)

INSTALLATION QTY

PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
<u>QTY</u>	<u>COST</u>										

190

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SOFTWARE NONREC								0.800
INSTALL							[190]	4.500
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								5.300
(Totals may not add due to rounding)								
INSTALLATION QTY							190	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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-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
Input														72	118	
Output														72	118	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: C-17 Sim Threat Generator MN-\_359

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17                      Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401897F

Team MOBIL

**Description/Justification**

The Next Generation Threat System (NGTS) is a PC-based product/software that allows dynamic/real-world threats to be integrated into the simulators for mission rehearsal and other training events. NGTS is one of various products on the Intelligence market. More specifically, this product will allow C-17 simulators to immerse aircrews into high threat environments during distributed mission operation training events and virtual exercises. Directed by AMC as part of New Tactical Training Initiative.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE							4.354					
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)							4.354					
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SOFTWARE								4.354
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)								4.354
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Fourth Life Raft Addition MN-\_3781

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 516 AESG 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 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.

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-134

Aircraft Breakdown: Active 174, Reserve 8, ANG 8, Total 190

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							45	2.029	42	2.019	103	4.944
KITS NONRECUR								0.058				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING												
INSTALLATION OF HARDWARE												
FY-09 45 KITS									[45]	0.495		
FY-10 42 KITS											[42]	0.605
FY-11 103 KITS												
TOTAL INSTALL									45	0.495	42	0.605
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							45	2.087	42	2.514	103	5.549
INSTALLATION QTY									23		54	



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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

Models of Aircraft Affected:

Center: ASC

PE 41130F

Team

**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 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.

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-021

Aircraft Breakdown: Active 136, Reserve 8, ANG 8, Total 152

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		8.266										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
Install Kits - M2K	36	1.879	[12]	0.545	[13]	0.542	[33]	1.500	[9]	0.200		
Install Kits - SECOMP-I	40	5.924	[12]	1.740	[13]	1.700	[33]	4.800	[13]	1.200		
Install Kits - COSA	36	60.041	[12]	14.828	[13]	17.300	[33]	48.200	[32]	40.000		
Install Kits - Wthr Radar	36	6.747	[12]	2.650	[13]	1.900	[33]	5.400	[33]	5.500	[16]	1.900
Install Kits - Stab Struts	36	10.762	[12]	3.207	[13]	3.100	[33]	8.700	[33]	8.800	[16]	3.000
Install Kits - Combat Ltg	1	0.875	[12]	7.140	[13]	11.100	[33]	30.300	[33]	30.200	[33]	30.600
Install Kits - FFS	1	0.244	[12]	3.203	[13]	5.000	[33]	13.600	[33]	13.600	[33]	13.700
Install Kits - GATM RNP-I	1	0.800	[12]	6.531	[13]	10.200	[33]	27.700	[33]	27.600	[33]	28.000
MOD OF SPARES		0.071		0.873		0.732		0.457		2.501		2.548
GFE		0.465		9.729		0.077		0.461		6.612		11.302
PMA						2.100		2.107		2.157		2.206
INSTALLATION OF HARDWARE												
FY-07			[187]	30.921								
FY-08					[96]	13.152						
FY-09							[104]	7.500				
FY-10									[264]	39.896		
FY-11											[219]	34.800
FY-12												
FY-13												
TOTAL INSTALL			187	30.921	96	13.152	104	7.500	264	39.896	219	34.800
TOTAL COST (BP-1100)		96.074		81.367		66.903		150.725		178.266		128.056
(Totals may not add due to rounding)												
INSTALLATION QTY			140		119		102		224		231	

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								8.266
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
Install Kits - M2K							[103]	4.666
Install Kits - SECOMP-I							[111]	15.364
Install Kits - COSA							[126]	180.369
Install Kits - Wthr Radar							[143]	24.097
Install Kits - Stab Struts							[143]	37.569
Install Kits - Combat Ltg	[30]	23.700					[155]	133.915
Install Kits - FFS	[30]	10.600					[155]	59.947
Install Kits - GATM RNP-I	[30]	21.700					[155]	122.531
MOD OF SPARES		2.361						9.543
GFE		5.462						34.108
PMA		2.257		2.310				13.137
INSTALLATION OF HARDWARE								
FY-07 0 KITS							[187]	30.921
FY-08 0 KITS							[96]	13.152
FY-09 0 KITS							[104]	7.500
FY-10 0 KITS							[264]	39.896
FY-11 0 KITS							[219]	34.800
FY-12 0 KITS	[131]	16.721					[131]	16.721
FY-13 0 KITS			[90]	10.100			[90]	10.100
TOTAL INSTALL	131	16.721	90	10.100			1,091	153.090
TOTAL COST (BP-1100)		82.801		12.410				796.602
(Totals may not add due to rounding)								
INSTALLATION QTY	153		100				1,091	

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>
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	1	2	3	4
Input									46	47	47	47	24	24	24	24	24	24	26	26	26	26	66	66	66	66	66	66	55	55	55	54	33	33	33	33
Output										46	47	47	47	24	24	24	24	24	26	26	26	26	66	66	66	66	66	66	66	55	55	55	54	33	33	33
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

02/28/2008  
FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	112	7.493										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES		0.324		0.250		0.030						
RETROFIT												
INSTALLATION OF HARDWARE												
FY-01	32	0.631										
FY-02	9	0.089										
FY-03	15	0.125										
FY-06	56	0.135	[35]	0.446	[5]	0.119						
TOTAL INSTALL	72	0.980	35	0.446	5	0.119						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	112	8.797		0.696		0.149						
INSTALLATION QTY	64		35		13							

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							112	7.493
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								0.604
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]	0.700
TOTAL INSTALL							112	1.545
TOTAL COST (BP-1100)							112	9.642
(Totals may not add due to rounding)								
INSTALLATION QTY							112	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	Quarter	1	2	3	4	1	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	8	5																														
Output	9	8	5																													

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: 400 POUND PARATROOPER SEAT MN-6026

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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	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				[9]	0.619						
TOTAL INSTALL	17	1.329	9	0.619								
TOTAL COST (BP-1100)	26	15.373		0.619								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
(Totals may not add due to rounding)												
INSTALLATION QTY	17		7									

(Continued)

	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>
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]	0.619
TOTAL INSTALL							26	1.948
TOTAL COST (BP-1100)							26	15.992
(Totals may not add due to rounding)								
INSTALLATION QTY							26	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)		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	1	2	3	4
Input									1				2	1	1	2	2	1	1		1								1				1			
Output										1			2	1	1		2	2	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																			

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: OBIGGS II MN-6402

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 On Board Inert Gas Generating System (OBIGGS) II 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 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.

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-07		FY-08		FY-09		FY-10		FY-11	
	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	11	35.717
KITS NONRECUR		6.637										
EQUIPMENT		6.012										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
LONG LEAD ITEMS		4.440										

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-06			[1]	3.400								
FY-07					[3]	4.500						
FY-08							[3]	4.590				
FY-09									[8]	12.480		
FY-10											[11]	17.512
FY-11												
FY-12												
FY-13												
FY-14												
TOTAL INSTALL			1	3.400	3	4.500	3	4.590	8	12.480	11	17.512
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	21.760	3	12.400	3	14.520	8	29.550	11	47.493	11	53.229
INSTALLATION QTY			1		3		3		6		11	

(Continued)

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	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								4.440
INSTALLATION OF HARDWARE								
FY-06							[1]	3.400
FY-07							[3]	4.500
FY-08							[3]	4.590
FY-09							[8]	12.480
FY-10							[11]	17.512
FY-11							[11]	17.864
FY-12	[11]	17.864					[11]	18.216
FY-13			[11]	18.216			[11]	18.216
FY-14							[11]	18.579
							[8]	13.780
TOTAL INSTALL	11	17.864	11	18.216	19	32.359	67	110.921
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	11	54.296	11	55.374	8	59.929	67	348.551
INSTALLATION QTY	11		11		19		67	

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>
Contract Date (Month/CY)		01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14
Delivery Date (Month/CY)		01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15

**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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	3	2	3	3	3	2	3	3	3
Output										1			1	1	1	1	1	1	1	1	2	2	2	2	2	3	3	3	3	3	3	3	2	3	3	3
	<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>																							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	2	3	3	3	2	3	3	3	2	2	2	2	2	2	2	2																				
Output	3	2	3	3	3	2	3	3	3	3	2	2	2	2	2	2																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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: AFQ000

Center: ASC - Wright Patterson AFB, OH

PE 0401130F              Team MOBIL

**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.

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.

The FY05 non-recurring engineering (NRE) was used to develop and release different engineering drawings, tolling design effort, and time critical technical orders (TCTO's).

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.

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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	3.757	2	10.300	1	5.400	8	40.500	10	47.900	10	47.700
KITS NONRECUR		59.608										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
LONG LEAD ITEMS		4.651										

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-06			[1]	6.800								
FY-07					[2]	15.700						
FY-08							[1]	8.200				
FY-09									[8]	60.400		
FY-10											[10]	61.300
FY-11												
FY-12												
FY-13												
FY-14												
FY-15												
TOTAL INSTALL			1	6.800	2	15.700	1	8.200	8	60.400	10	61.300
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	68.016	2	17.100	1	21.100	8	48.700	10	108.300	10	109.000
INSTALLATION QTY			1		3		3		6		10	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	10	48.400	10	49.300	18	92.000	70	345.257
KITS NONRECUR								59.608
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
LONG LEAD ITEMS								4.651
INSTALLATION OF HARDWARE								
FY-06 1 KITS							[1]	6.800
FY-07 2 KITS							[2]	15.700
FY-08 1 KITS							[1]	8.200
FY-09 8 KITS							[8]	60.400
FY-10 10 KITS							[10]	61.300
FY-11 10 KITS	[10]	57.700					[10]	57.700
FY-12 10 KITS			[10]	56.600			[10]	56.600
FY-13 10 KITS					[10]	56.420	[10]	56.420
FY-14 10 KITS					[10]	56.800	[10]	56.800
FY-15 8 KITS					[8]	46.100	[8]	46.100
TOTAL INSTALL	10	57.700	10	56.600	28	159.320	70	426.020
TOTAL COST (BP-1100)	10	106.100	10	105.900	18	251.320	70	835.536
(Totals may not add due to rounding)								
INSTALLATION QTY	10		10		27		70	

Method of Implementation: DEPOT/ALC

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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	2	2	2	3	3	3	2
Output													1				1	1	1	1	1	1	1	1		2	2	2	2	2	2	2	3	3	3	3
	<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</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	2	3	3	2	2	3	3	2	2	2	3	3	2	2	3	3	2	2	3	2	2	2	3	2												
Output	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	2	2	2	3	2												

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17                      Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401134F

Team MOBIL

**Description/Justification**

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides a significantly improved defense capability for the C-17 to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) missile threats. This system is fully automatic following power-up.

The group B equipment consists of 1 (lite configuration) or 3 (full configuration) transmitter assemblies, 6 missile sensors, 1 processor, 1 control indicator unit and 2 repeaters and associated logistics support.

Enhancements and retrofits to the current configuration are planned for purchase and installation in FY08 and beyond. These enhancements include retrofits of the Small Laser Transmitter Assembly (SLTA) to a smaller, lighter Guardian Laser Transmitter Assembly (GLTA). In addition, the current AAR-54 sensor will be replaced by a more effective Next Generation Missile Warning Sensor (NexGen MWS).

With the exception of the GLTA and NexGen MWS, the LAIRCM system transitioned from Interim Contractor Support (ICS) to Operation and Maintenance (O&M) funded contractor repair through Warner-Robins Air Logistics Center (WR-ALC) repair in FY07.

A total of 120 C-17s are currently programmed to be equipped with LAIRCM, although the Air Force plans to modify the entire fleet of 190 aircraft as funds become available. This program operates under a "buy to budget" profile.

Notes

1. Two C-17s were provided with LAIRCM using RDT&E, 10 C-17s will receive LAIRCM prior to final delivery, and 132 total C-17s are currently programmed for LAIRCM retrofit.
2. "Change Orders" 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 critically, expected replacement cost, and identification of alternates for items having high DMS risks.
3. FYs '03 to '06 have been adjusted to reflect actuals incurred on the program within those years.
4. Installations occurring in outyears (with no funding identified) are being funded in prior years where GWOT supplemental funding was provided and are detailed in the installation schedule

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

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	71	72.964	38	41.800	2	2.313	2	5.860			0	
KITS NONRECUR		7.259		15.500		0.800		4.500				
EQUIPMENT	67	96.322	[38]	125.339	[2]	22.206	[2]	38.243	[0]	67.239	[0]	27.533
EQUIP NONREC												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS		10.973		11.841		0.603		0.123		6.228		1.450
DATA		1.496										
SIM/TRAINER												
SUPPORT-EQUIP		13.644		0.717		0.159						
INITIAL SPARES		31.083		16.377		19.279		4.668		34.256		4.562
ICS		16.624		1.903		6.500						
ENG SUPPORT		6.288		0.861		1.014		10.333		3.401		3.123
CONTRACTOR SUPPORT		1.938		0.736		0.435		0.791		0.807		0.824
DEPOT STAND-UP		1.928		11.777		3.490		5.227		1.854		2.973
TRAINING				0.054		0.005		0.058		0.059		0.060
RETROFIT KITS			[13]	2.210		[7] 1.250		[16] 3.485		[37] 13.209		[16] 10.124
PROGRAM MNGMT				0.562								3.954
OGC		0.024		7.804		3.110		2.448		7.725		4.669
RETROFIT INSTALLATION						[13] 0.430		[10] 1.104		[18] 1.434		[34] 9.759
INSTALLATION OF HARDWARE												
FY-03	10	13.114										
FY-04	18	18.000										
FY-05	25	29,540	[12]									
FY-06	18	7.623	[11]	21.867		[7]						
FY-07	38					[11] 13.467		[19]		[8]		
FY-08	2									[2] 1.788		
FY-09	2									[2] 1.789		
FY-13	7											
TOTAL INSTALL	41	68.277	23	21.867	18	13.467	19		12	3.577		
TOTAL COST (BP-1100)	71	328.820	38	259.348	2	75.061	2	80.747		144.643		69.031
(Totals may not add due to rounding)												
INSTALLATION QTY	41		23		18		19		12			

(Continued)

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	0		7	23.885			120	146.822
KITS NONRECUR								28.059
EQUIPMENT	[0]	15.960	[7]	93.086			[116]	485.928
EQUIP NONREC								
CHANGE ORDERS		1.163		5.990				38.371
DATA								1.496
SIM/TRAINER								
SUPPORT-EQUIP								14.520
INITIAL SPARES		4.184		15.857				130.266
ICS								25.027
ENG SUPPORT		2.075		3.612				30.707
CONTRACTOR SUPPORT		0.841		0.857				7.229
DEPOT STAND-UP		4.661		0.705				32.615
TRAINING		0.062		0.063				0.361
RETROFIT KITS	[7]	3.328	[33]	22.604			[129]	56.210
PROGRAM MNGMT		3.316		4.489				21.082
OGC		1.401		5.435				32.616
RETROFIT INSTALLATION	[15]	9.378	[7]	2.973	[35]		[132]	25.078
INSTALLATION OF HARDWARE								
FY-03			10 KITS				[10]	13.114
FY-04			18 KITS				[18]	18.000
FY-05			25 KITS				[25]	29.540
FY-06			18 KITS				[18]	29.490
FY-07			38 KITS				[38]	13.467
FY-08			2 KITS				[2]	1.788
FY-09			2 KITS				[2]	1.789
FY-13			7 KITS				[7]	
TOTAL INSTALL						7		107.188
TOTAL COST (BP-1100)		46.369	7	179.556			120	1183.575
(Totals may not add due to rounding)								
INSTALLATION QTY					7		120	

Method of Implementation: COMBINATION

Initial Lead Time: 8 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)	10/02	12/03	01/05	01/06	01/07	01/08	01/09	01/10
Delivery Date (Month/CY)	06/03	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	1	2	3	4
Input						3	3	2	2					3	6	7	2	2	6	5	6	5	7	5	5	5	4	4	4	5	5	5	4			
Output							3	3	2	2				3	6	7	2	2	2	6	5	6	5	7	5	5	5	4	4	4	5	5	5			
	<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	4	4	2	2													2	2	3																	
Output	4	4	4	2	2												2	2	3																	

02/28/2008  
 FY 2009 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 improvements 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR				1.586		1.449		2.000		2.000		2.000
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				1.586		1.449		2.000		2.000		2.000
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR		2.000		2.000		4.000		17.035
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		2.000		2.000		4.000		17.035
(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-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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-21			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$1.316	\$0.945	\$11.021	\$0.582	\$0.407	\$0.415	\$0.423

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 FY09 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.

Funding document is unexecuteable. AF requests \$10.249M from this line be appropriated in P-1 line 40 (T-1 Modifications) for proper execution.

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_8995	RVSM (Reduced Vertical Sepa	0.4								7.5
	99999S	SERVICE BULLETINS	0.8	0.3	10.3	0.1	0.1	0.1	0.1		11.9
	99999X	LOW COST MODIFICATIONS	0.2	0.6	0.7	0.4	0.3	0.3	0.3		2.8
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			1.3	0.9	11.0	0.6	0.4	0.4	0.4	0.0	22.2
<b>TOTAL FOR WEAPON SYSTEM C-21</b>			1.3	0.9	11.0	0.6	0.4	0.4	0.4	0.0	22.2

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

	P-1 SHOPP LIST ITEM NO. 35	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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**

40 a/c completed

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	38	7.092	2	0.378								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	38	7.092	2	0.378								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							40	7.470
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							40	7.470
(Totals may not add due to rounding)								

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-21                      Class P

Models of Aircraft Affected: C-21A

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

PE 0401314F              Team MOBIL

**Description/Justification**

C-21 is an FAA-certified aircraft. These service bulletins affect safety, product improvement, maintenance, and reliability. FY06 through FY10 reflect 6,000 hr depot (phase 14) inspections. These are engine life extensions that will require associated service actions to be performed at time of depot induction. Service bulletins are issued to correct FAA-identified deficiencies.

Funding document is unexecutable. AF requests \$10.249M be appropriated in P-1 line 40, T-1 modifications for proper execution.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN				0.764		0.317		10.328		0.141		0.113
TOTAL COST (BP-1100)				0.764		0.317		10.328		0.141		0.113
(Totals may not add due to rounding)				0.764		0.317		10.328		0.141		0.113

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.109		0.108				11.880
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.109		0.108				11.880

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-21 Class P

Models of Aircraft Affected: C-21A

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

PE 0401314F

Team MOBIL

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the C-21 fleet of aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
				0.174		0.628		0.673		0.441		0.294
TOTAL COST (BP-1100)				0.174		0.628		0.673		0.441		0.294
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		0.306		0.315				2.831
(Totals may not add due to rounding)		0.306		0.315				2.831

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-32			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$8.875	\$1.635	\$11.373	\$13.512	\$24.043	\$13.172	\$2.303

The FY2008 funding totals do not include \$43M GWOT requirements still pending Congressional consideration.

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 FY09 will enhance operational capability while improving flight safety, reliability, and maintainability. The primary modification for FY09 is the COMM MOD. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	0707	COMM MOD			9.7	11.8	22.3	11.4	0.5		55.7
	9612	Winglets	5.0								5.0
	99999S	SERVICE BULLETINS	1.9	0.0	0.1	0.0	0.0	0.0	0.0		2.1
	99999SG	SERVICE BULLETINS - ANG		0.8	0.9	0.9	0.9	1.0	1.0		5.5
	99999X	LOW COST MODIFICATIONS	2.0		0.0	0.0	0.0	0.0	0.0		2.2
	99999XG	LOW COST MODS - ANG		0.8	0.7	0.8	0.8	0.8	0.8		4.6
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			8.9	1.6	11.4	13.5	24.0	13.2	2.3	0.0	75.1
<b>TOTAL FOR WEAPON SYSTEM C-32</b>			8.9	1.6	11.4	13.5	24.0	13.2	2.3	0.0	75.1

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

02/28/2008  
FY 2009 PB  
Modification Title and No: COMM MOD MN-0707

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 0401845F

Team

**Description/Justification**

This effort includes the procurement of the Standard Communications Package (SCP), integration of the SCP on the aircraft, and removal of existing Communications equipment.

Baseline SLC3S-A capabilities include secure and non-secure voice, data, and video connectivity into Defense Information System Network/Global Information Grid, Defense Switched Network, Defense Red Switch Network, Voice Over Secure Internet Protocol Networks, National Security Council's Crisis Management System, and commercial networks up to the Top Secret/Sensitive Compartmentalized Information security classification level. These capabilities are used daily by the Senior Leaders to carry out their duties and responsibilities in support of the Global War on Terrorism (GWOT). National Senior Leaders require 100% secure voice and data capability from general planning and strategy discussions to directing command decisions. This modification will provide power upgrade modifications and the necessary equipment to enable secure voice/data connectivity for our national leadership.

This is NOT a New Start--previously requested in FY08 GWOT.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	6.300	2	12.600
KITS NONRECUR							[1]	9.698				
EQUIPMENT										3.500		7.000
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.900		0.500
SIM/TRAINER												
SUPPORT-EQUIP										1.094		2.202
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								9.698	1	11.794	2	22.302

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	1	6.300					4	25.200
KITS NONRECUR							[1]	9.698
EQUIPMENT		3.500						14.000
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.500						1.900
SIM/TRAINER								
SUPPORT-EQUIP		1.097		0.496				4.889
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	1	11.397		0.496			4	55.687

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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)												
(Totals may not add due to rounding)			4	4.980								

(Continued)

	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>
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-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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: SERVICE BULLETINS MN-99999S

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 C-32A is an FAA-certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA-identified deficiencies.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
SERVICE BLTN		0.072		1.895		0.011		0.059		0.017		0.017
AWAITING BTR												
TOTAL COST (BP-1100)		0.072		1.895		0.011		0.059		0.017		0.017
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
SERVICE BLTN		0.014		0.010				2.095
AWAITING BTR								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.014		0.010				2.095

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

02/28/2008  
FY 2009 PB  
Modification Title and No: SERVICE BULLETINS - ANG MN-99999SG

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32                      Class P

Models of Aircraft Affected: C-32B

Center:

PE 0504314F

Team MOBIL

**Description/Justification**

The C-32B is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN						0.824		0.864		0.906		0.929
TOTAL COST (BP-1100)						0.824		0.864		0.906		0.929
(Totals may not add due to rounding)						0.824		0.864		0.906		0.929

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.990		0.990				5.503
TOTAL COST (BP-1100)		0.990		0.990				5.503
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the four C-32 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.082		2.000				0.020		0.020		0.020
TOTAL COST (BP-1100)		0.082		2.000				0.020		0.020		0.020
(Totals may not add due to rounding)		0.082		2.000				0.020		0.020		0.020

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.020		0.020				2.182
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.020		0.020				2.182

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

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODS - ANG MN-99999XG

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32                      Class P

Models of Aircraft Affected: C-32B

Center: ASC - Wright Patterson AFB, OH

PE 0504314F

Team MOBIL

**Description/Justification**

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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						0.800		0.732		0.775		0.775
TOTAL COST (BP-1100)						0.800		0.732		0.775		0.775
(Totals may not add due to rounding)						0.800		0.732		0.775		0.775

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.751		0.787				4.620
TOTAL COST (BP-1100)		0.751		0.787				4.620
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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>	<u>FY-20</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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-37			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$112.803	\$0.417	\$2.407	\$5.690	\$9.760	\$5.308	\$9.877

The 2007 funding total includes \$112.4M in GWOT supplemental funding.

The FY2008 funding totals do not include \$11M GWOT requirements still pending Congressional consideration.

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 FY09 is to fund service bulletins/low cost modifications that will improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are shown below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	0707	COMM MOD			2.0	5.3	9.3	4.9	9.4		30.8
	99999S	SERVICE BULLETINS	0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.1
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.2	0.2		1.2
	Z88888	REPROGRAMMINGS	112.4	0.0							
<b>TOTAL FOR CLASS P</b>			112.8	0.4	2.4	5.7	9.8	5.3	9.9	0.0	34.2
<b>TOTAL FOR WEAPON SYSTEM C-37</b>			112.8	0.4	2.4	5.7	9.8	5.3	9.9	0.0	34.2

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

02/28/2008  
FY 2009 PB  
Modification Title and No: COMM MOD MN-0707

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-37                      Class P

Models of Aircraft Affected: C-37

Center: ASC - Wright Patterson AFB, OH

PE 0401845F

Team

**Description/Justification**

This effort includes the procurement of the Standard Communications Package (SCP), integration of the SCP on the aircraft, and removal of existing communications equipment.

Baseline SLC3S-A capabilities include secure and non-secure voice, data, and video connectivity into Defense Information System Network/Global Information Grid, Defense Switched Network, Defense Red Switch Network, Voice Over Secure Internet Protocol Networks, National Security Council's Crisis Management System, and commercial networks up to the Top Secret/Sensitive Compartmentalized Information security classification level. These capabilities are used daily by the Senior Leaders to carry out their duties and responsibilities in support of the Global War on Terrorism (GWOT). National Senior Leaders require 100% secure voice and data capability from general planning and strategy discussions to directing command decisions. This modification will provide power upgrade modifications and the necessary equipment to enable secure voice/data connectivity for our national leadership.

This is NOT a New Start--previously requested in FY08 GWOT.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	3.900	2	7.800
KITS NONRECUR							[1]	1.979				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.700		0.300
SIM/TRAINER												
SUPPORT-EQUIP										0.653		1.217
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								1.979	1	5.253	2	9.317

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	1	3.900	2	7.800			6	23.400
KITS NONRECUR EQUIPMENT EQUIP NONREC							[1]	1.979
CHANGE ORDERS DATA		0.300		0.400				1.700
SIM/TRAINER SUPPORT-EQUIP		0.656		1.215				3.741
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	1	4.856	2	9.415			6	30.820

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-37 Class P

Models of Aircraft Affected: C-37A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

**Description/Justification**

These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN				0.288		0.298		0.314		0.321		0.330
INITIAL SPARES (EXEMPT)												
TOTAL COST (BP-1100)				0.288		0.298		0.314		0.321		0.330
(Totals may not add due to rounding)				0.288		0.298		0.314		0.321		0.330

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.299		0.299				2.149
INITIAL SPARES (EXEMPT)								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.299		0.299				2.149

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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-37 Class P

Models of Aircraft Affected: C-37A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the ten C-37 aircraft and associated training systems.

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

**Development Status**

N/S

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC		0.301		0.115		0.119		0.114		0.116		0.113
TOTAL COST (BP-1100)		0.301		0.115		0.119		0.114		0.116		0.113
(Totals may not add due to rounding)		0.301		0.115		0.119		0.114		0.116		0.113

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC		0.153		0.163				1.194
TOTAL COST (BP-1100)		0.153		0.163				1.194
(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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: GLID00			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.250	\$0.117	\$0.121	\$0.121	\$0.124	\$0.127	\$0.130

This line item funds modifications to the TG-10, TG-14, and TG-15 gliders used at the US Air Force Academy. The primary effort in FY09 is low cost modifications. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	99999X	LOW COST MODIFICATIONS	0.3	0.1	0.1	0.1	0.1	0.1	0.1		1.4
<b>TOTAL FOR CLASS P</b>			0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.4
	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
<b>TOTAL FOR WEAPON SYSTEM GLID00</b>			0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.0	1.4

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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: GLID00 Class P

Models of Aircraft Affected: TG-10, TG-14, TG-15, UV-18,  
 T-41, T-51 (Cessna 150)

Center: OC-ALC

PE 0804748F Team PERSO

**Description/Justification**

Low Cost Modifications encompass efforts, including service bulletins, necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for all United States Air Force Academy TG-10, TG-14, TG-15, UV-18, T-41, and T-51 (Cessna 150) aircraft and associated training systems.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.392		0.250		0.117		0.121		0.121		0.124
TOTAL COST (BP-1100)		0.392		0.250		0.117		0.121		0.121		0.124
(Totals may not add due to rounding)		0.392		0.250		0.117		0.121		0.121		0.124

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.127		0.130				1.382
TOTAL COST (BP-1100)		0.127		0.130				1.382
(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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$6.138	\$16.974	\$21.122	\$17.387	\$11.843	\$12.073	\$12.314

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 FY09 is the Traffic Alert and Collision Avoidance System. The specific modifications budgeted and programmed are below.

FY09 funding does not match P-1 Exhibit. The Air Force requests \$20.755M be appropriated in P-1 line 50 for proper execution.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	37223	Emergency Locator Transmitter		1.0	0.4						1.3
	37224	Power Control Lever					0.3	0.3	0.6	2.2	3.4
	37225	OBOGS Low Pressure Switch		0.4	0.4	0.2	0.1				1.1
	37226	Landing Gear Door Spring Hou	0.0	0.9	1.5	0.8	0.3	0.4			3.8
	37227	IDARS-MFOQA			0.8	0.4	0.2	0.3			1.8
	9847	Avionics Obsolesence		1.9	2.0	1.0	1.8	2.0	1.3	2.3	12.5
	9848	Trim Actuator Redesign	0.6	0.2	1.0	0.0					1.8
	9854	Oil Pressure Annunciation Syst	0.8	0.2	0.0	0.0	0.1	0.2	0.3	0.5	3.1
	9857	Traffic Advisory System		9.1	13.5	7.9	2.0				32.5
	9858	INTER-SEAT SEQUENCER S	0.4	0.3							2.4
	9871	COCKPIT UPGRADES	1.6	0.9	0.3	0.0	0.0	0.0			6.3
	9872	Anti-Suffocation Valve (ASV)	0.8	0.2							2.4
	9874	T-6 ENGINE MODIFICATION				6.3	4.8	6.3	7.5	35.1	60.1

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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$6.138	\$16.974	\$21.122	\$17.387	\$11.843	\$12.073	\$12.314

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 FY09 is the Traffic Alert and Collision Avoidance System. The specific modifications budgeted and programmed are below.

FY09 funding does not match P-1 Exhibit. The Air Force requests \$20.755M be appropriated in P-1 line 50 for proper execution.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	9875	LANDING GEAR HANDLE RE				0.3	0.1	0.2	0.4	0.4	1.4
	9876	AIRFRAME STRUCTURAL I					1.5	1.8	1.8	13.0	18.1
	99999X	LOW COST MODIFICATIONS	2.0	2.0	1.2	0.4	0.6	0.6	0.5	0.8	12.8
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			6.1	17.0	21.1	17.4	11.8	12.1	12.3	54.2	164.7
<b>TOTAL FOR WEAPON SYSTEM T-6</b>			6.1	17.0	21.1	17.4	11.8	12.1	12.3	54.2	164.7

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

	P-1 SHOPP LIST ITEM NO. 39	PAGE NO. 2	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Emergency Locator Transmitter MN-37223

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6                      Class P

Models of Aircraft Affected: T-6

Center: ASC - Wright Patterson AFB, OH

PE 0804740F              Team PERSO

**Description/Justification**

The International Cospas-Sarsat Program, a program that uses a satellite constellation to relay distress alerts to search and rescue authorities, announced that it will terminate satellite processing of distress signals from 121.5/243 MHz emergency beacons on 1 Feb 2009. The current ELT operating at 121.5/243 MHz will no longer be produced after September 2006. In order to be detected by satellite, aviators using emergency beacons will need to transition to ELT's with signals operating at 406 MHz. The current ELT's are not upgradeable.

Aircraft Breakdown: Active 280, Reserve , ANG , Total 280

**Development Status**

Implement into production and retrofit the new 406 MHz Emergency Locator Transmitter (ELT) for all T-6A USG Air Force and Navy aircraft.

**Projected Financial Plan**

		PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					203	0.956	77	0.369				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08            203 KITS					[203]							
FY-09            77 KITS								[77]				
TOTAL INSTALL					203		77					
TOTAL COST (BP-1100)					203	0.956	77	0.369				
(Totals may not add due to rounding)												
INSTALLATION QTY					203		77					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							280	1.325
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08	203	KITS					[203]	
FY-09	77	KITS					[77]	
TOTAL INSTALL							280	
TOTAL COST (BP-1100)							280	1.325
(Totals may not add due to rounding)								
INSTALLATION QTY							280	

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<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
Input									102	101	39	38				
Output									102	101	39	38				

02/28/2008  
 FY 2009 PB  
 Modification Title and No: OBOGS Low Pressure Switch and Concentrator MN-37225

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**

Issue: Software improvement to correct deficiencies with false warning light nuisances and zeolite dust in breathing gas  
 Corrective Action: Software change and addition of outlet filter  
 Upgrade existing OBOGS concentrator software and add outlet filter. Procure new OBOGS concentrator for aircraft, cut into production, authorize retrofit, and develop TM changes.

Kits and installations not separately priced.

Aircraft Breakdown: Active 324, Reserve , ANG , Total 324

**Development Status**

Development began in FY07.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					36	0.381	96	0.399	96	0.207	96	0.108
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08		36 KITS			[36]							
FY-09		96 KITS					[96]					
FY-10		96 KITS							[96]			
FY-11		96 KITS									[96]	
TOTAL INSTALL					36		96		96		96	
TOTAL COST (BP-1100)					36	0.381	96	0.399	96	0.207	96	0.108
(Totals may not add due to rounding)												
INSTALLATION QTY					36		96		96		96	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							324	1.095
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08	36	KITS					[36]	
FY-09	96	KITS					[96]	
FY-10	96	KITS					[96]	
FY-11	96	KITS					[96]	
TOTAL INSTALL							324	
TOTAL COST (BP-1100)							324	1.095
(Totals may not add due to rounding)								
INSTALLATION QTY							324	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

	<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
Quarter																								
Input									18	18	24	24	24	24	24	24	24	24	24	24	24	24	24	24
Output									18	18	24	24	24	24	24	24	24	24	24	24	24	24	24	24

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Landing Gear Door Spring Housing, Bellcrank & Pushrods 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 began 1st Qtr FY07.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11			
	<u>QTY</u>	<u>COST</u>												
RDT&E (3600)														
PROCUREMENT (3010)														
INSTALL KITS				0.000	75	0.858	85	1.536	100	0.795	70	0.284		
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	KITS										
FY-11			70	KITS							[100]			
FY-12			100	KITS										
FY-13			100	KITS										
TOTAL INSTALL							75		85		100			
TOTAL COST (BP-1100)							75	0.858	85	1.536	100	0.795	70	0.284
(Totals may not add due to rounding)														
INSTALLATION QTY									75		85		100	

**(Continued)**

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	100	0.371	100				530	3.844
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08							[75]	
FY-09							[85]	
FY-10							[100]	
FY-11	[70]						[70]	
FY-12			[100]				[100]	
FY-13					[100]		[100]	
TOTAL INSTALL	70		100		100		530	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	100	0.371	100				530	3.844
INSTALLATION QTY	70		100		100		530	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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)			03/08	12/09	12/10	12/11	12/12	12/13
Delivery Date (Month/CY)			03/08	12/09	12/10	12/11	12/12	12/13

**Installation Schedule**

	<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>			
	Quarter	1	2	3	4	1	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	19	19	19	21	22	21	21	25	25	25	25	18	17	18	17	25	25	25	25			
Output										18	19	19	19	21	22	21	21	25	25	25	25	18	17	18	17	25	25	25	25			
Quarter	1	2	3	4	1	2	3	4																								
Input	25	25	25	25																												
Output	25	25	25	25	25																											



**Projected Financial Plan Continued**

(Totals may not add due to rounding)

INSTALLATION QTY

PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
<u>QTY</u>	<u>COST</u>										
						12		12		12	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	14	0.298					50	1.804
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09	12 KITS						[12]	
FY-10	12 KITS						[12]	
FY-11	12 KITS						[12]	
FY-12	14 KITS						[14]	
TOTAL INSTALL	14						50	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	14	0.298					50	1.804
INSTALLATION QTY	14						50	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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)				12/08	12/09	12/10	12/11

**Installation Schedule**

	<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
Input													3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Output													3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Avionics Obsolescence MN-9847

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**

Replace various avionics components due to diminishing supplier base and/or technical obsolescence. This is currently an obsolescence issue with 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 630, Reserve , ANG , Total 630

**Development Status**

Development is ongoing as obsolescence issues occur.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					90	1.928	90	2.021	90	1.046	90	1.810
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-08			90	KITS					[90]			
FY-09			90	KITS							[90]	
FY-10			90	KITS								
FY-11			90	KITS								
FY-12			90	KITS								
FY-13			90	KITS								
FY-14			90	KITS								
TOTAL INSTALL									90		90	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					90	1.928	90	2.021	90	1.046	90	1.810
INSTALLATION QTY									90		90	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	90	2.033	90	1.313	90	2.302	630	12.453
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-08 90 KITS							[90]	
FY-09 90 KITS							[90]	
FY-10 90 KITS	[90]						[90]	
FY-11 90 KITS			[90]				[90]	
FY-12 90 KITS					[90]		[90]	
FY-13 90 KITS					[90]		[90]	
FY-14 90 KITS					[90]		[90]	
TOTAL INSTALL	90		90		270		630	
TOTAL COST (BP-1100)	90	2.033	90	1.313	90	2.302	630	12.453
(Totals may not add due to rounding)								
INSTALLATION QTY	90		90		270		630	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 17 Months

Follow-On Lead Time: 17 Months

**Milestones**

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

**Installation Schedule**

	<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>								
	1	2	3	4	1	2	3	4	1	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	23	23	22	22	23	23	22	22	23	23	22	22	23	23	22	22	23	23	22	22
Output																	22	23	23	22	22	22	23	23	22	22	23	23	22	22	23	23	22				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Trim Actuator Redesign MN-9848

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**

Redesign trim actuator to allow more responsive elevator trim movement for safer, more efficient operation during critical phases of flight such as takeoff and landing.

Kits and installations not separately priced.

Aircraft Breakdown: Active 350, Reserve , ANG , Total 350

**Development Status**

Development is complete

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			100	0.604	110	0.161	140	1.000		0.000		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-07		100 KITS	[100]									
FY-08		110 KITS			[110]							
FY-09		140 KITS					[140]					
TOTAL INSTALL			100		110		140					
TOTAL COST (BP-1100)			100	0.604	110	0.161	140	1.000				
(Totals may not add due to rounding)												
INSTALLATION QTY			100		110		140					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							350	1.765
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-07	100	KITS					[100]	
FY-08	110	KITS					[110]	
FY-09	140	KITS					[140]	
TOTAL INSTALL							350	
TOTAL COST (BP-1100)							350	1.765
(Totals may not add due to rounding)								
INSTALLATION QTY							350	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

	<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
Input					34	33	33	28	28	27	27	27	27	38	37	38
Output					34	33	33	28	28	27	27	27	27	38	37	38

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Oil Pressure Annunciation System 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 40 psi. 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 566, Reserve 0, ANG 0, Total 566

**Development Status**

Development complete.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	45	1.069	90	0.757	93	0.220		0.000		0.000	68	0.117
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]							
FY-11 68 KITS											[68]	
FY-12 90 KITS												
FY-13 90 KITS												
FY-14 90 KITS												
TOTAL INSTALL	45		90		93						68	
TOTAL COST (BP-1100)	45	1.069	90	0.757	93	0.220					68	0.117
(Totals may not add due to rounding)												
INSTALLATION QTY	45		90		93						68	

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	90	0.153	90	0.280	90	0.492	566	3.088
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-05							[20]	
FY-06							[25]	
FY-07							[90]	
FY-08							[93]	
FY-11							[68]	
FY-12							[90]	
FY-13			[90]				[90]	
FY-14					[90]		[90]	
TOTAL INSTALL	90		90		90		566	
TOTAL COST (BP-1100)	90	0.153	90	0.280	90	0.492	566	3.088
(Totals may not add due to rounding)								
INSTALLATION QTY	90		90		90		566	

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

**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					5	5	5	5	6	6	6	6	7	22	23	22	23	23	23	24																	
Output					5	5	5	5	6	6	6	6	7	22	23	22	23	23	23	23	24																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																									
Input	22	22	23	23	22	22	23	23	22	22	23	23																									
Output	22	22	23	23	22	22	23	23	22	22	23	23																									

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Traffic Advisory System 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 300, Reserve , ANG , Total 300

**Development Status**

Program direction and acquisition strategy are in development.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					48	9.105	92	13.501	107	7.889	53	1.986
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-08	48	KITS			[30]		[18]					
FY-09	92	KITS					[72]		[20]			
FY-10	107	KITS							[72]		[35]	
FY-11	53	KITS									[53]	
TOTAL INSTALL					30		90		92		88	
TOTAL COST (BP-1100)					48	9.105	92	13.501	107	7.889	53	1.986
(Totals may not add due to rounding)												
INSTALLATION QTY					30		90		92		88	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							300	32.481
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-08	48	KITS					[48]	
FY-09	92	KITS					[92]	
FY-10	107	KITS					[107]	
FY-11	53	KITS					[53]	
TOTAL INSTALL							300	
TOTAL COST (BP-1100)							300	32.481
(Totals may not add due to rounding)								
INSTALLATION QTY							300	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

**Milestones**

	<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)			01/08	10/09	10/10	10/11
Delivery Date (Month/CY)			02/08	11/09	11/10	11/11

**Installation Schedule**

	<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									7	23	23	23	22	22	23	23	23	23	23	23	23	23	24	18				
Output										7	23	23	23	22	22	23	23	23	23	23	24	18						

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: INTER-SEAT SEQUENCER SWITCH (ISS) MN-9858

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 a two-position / two-mode Interseat Sequence Switch (ISS). Air Education and Training Command voiced concerns associated with the limited options of the current ISS as a result of a in-flight incident. This modification will replace the two-mode ISS with a three-mode ISS to increase safety margin. Failure to accomplish this modification will increase potential risks of injury or inadvertent ejection, especially during student flights.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 253, Reserve 0, ANG 0, Total 253

**Development Status**

Program direction and acquisition strategy are complete.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	82	1.082	89	0.405	82	0.308						
KITS NONRECUR		0.557										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05            6 KITS												
FY-06           76 KITS	6											
FY-07           89 KITS			[89]									
FY-08           82 KITS					[82]							
TOTAL INSTALL	82		89		82							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	82	1.639	89	0.405	82	0.308						
INSTALLATION QTY	82		89		82							

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							253	1.795
KITS NONRECUR								0.557
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-05	6 KITS						[6]	
FY-06	76 KITS						[76]	
FY-07	89 KITS						[89]	
FY-08	82 KITS						[82]	
TOTAL INSTALL							253	
TOTAL COST (BP-1100)							253	2.352
(Totals may not add due to rounding)								
INSTALLATION QTY							253	

Method of Implementation: CONTRACT FIELD TEAM

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

Installation Schedule

	<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
Input								6	19	19	19	19	22	22	22	23	20	20	21	21
Output								6	19	19	19	19	22	22	22	23	20	20	21	21

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: COCKPIT UPGRADES MN-9871

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6                      Class P

Models of Aircraft Affected: 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	35	1.909	16	0.885	16	0.713	5	0.280	0	0.000	0	0.000
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT	35	1.637	[16]	0.684	[16]	0.188						

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05	19	KITS										
FY-06	12	KITS		[4]								
FY-07		KITS		[12]		[4]						
FY-08		KITS				[12]		[4]				
FY-09		KITS						[5]		[0]		
TOTAL INSTALL	31		16		16		9					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	35	3.546	16	1.569	16	0.901	5	0.280				
INSTALLATION QTY	31		16		16		9					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							72	3.787
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT							[67]	2.509
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)							72	6.296
(Totals may not add due to rounding)								
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	03/09	

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>			
Quarter	1	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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Anti-Suffocation Valve (ASV) MN-9872

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**

Safety Modification addressing excessive force required to breath utilizing current Anti Suffocation Valve. The correction will solve unconscious aircrew air supply requirements. In addition, a safety modiciation will replace the current EL (Electro Luminescence) Panel to increase the oxygen regulator blinker visibilty at night. Deficiency noted during OPEVAL. Hose & Comm Cord will be completed at a different time.

Kits and installations not separately priced.

Aircraft Breakdown: Active 239, Reserve , ANG , Total 239

**Development Status**

Development Effort is complete.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	129	1.424	94	0.804	16	0.197						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-05           36 KITS	36											
FY-06           93 KITS	23		[70]									
FY-07           94 KITS			[23]		[71]							
FY-08           16 KITS					[16]							
TOTAL INSTALL	59		93		87							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	129	1.424	94	0.804	16	0.197						
INSTALLATION QTY	59		93		87							

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							239	2,425
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-05	36	KITS					[36]	
FY-06	93	KITS					[93]	
FY-07	94	KITS					[94]	
FY-08	16	KITS					[16]	
TOTAL INSTALL							239	
TOTAL COST (BP-1100)							239	2,425
(Totals may not add due to rounding)								
INSTALLATION QTY							239	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

**Milestones**

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

**Installation Schedule**

		<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	
Input									18	18	23	23	23	24	23	24	23	24	23	24	16
Output									12	18	21	23	23	23	24	23	24	24	24	24	24

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-6 aircraft and associated training systems.

Examples of low cost modifications planned for FY08 and beyond are: modification of the, Main Landing Gear Door Hinge, 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 Canopy Fracture Initiation System upgrades.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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		4.927		1.999		1.959		1.174		0.398		0.566
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		4.927		1.999		1.959		1.174		0.398		0.566
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.576		0.453		0.795		12.847
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		0.576		0.453		0.795		12.847
(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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-1			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.187	\$12.904	\$0.025	\$0.036	\$0.086	\$0.277	\$0.283

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. The primary modification budgeted for FY09 is for Combat Systems Officer (CSO) Training. Modifications are budgeted and programmed below.

Funding document is unexecuteable. AF requests \$10.249M from P-1 line 35 (C-21 Modifications) be appropriated in this line for proper execution.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	8996	COMBAT SYSTEMS OFFICE		12.9							12.9
	99999X	LOW COST MODIFICATIONS	0.2	0.0	0.0	0.0	0.1	0.3	0.3		0.9
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			0.2	12.9	0.0	0.0	0.1	0.3	0.3	0.0	13.8
<b>TOTAL FOR WEAPON SYSTEM T-1</b>			0.2	12.9	0.0	0.0	0.1	0.3	0.3	0.0	13.8

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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**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
PROGRAM MNGMT						0.054						
SOFTWARE												
TRAINING						0.090						
OGC						2.040						
INSTALLATION OF HARDWARE												
FY-08			1	KITS			[1]					
FY-09			12	KITS					[8]			[4]
FY-10			8	KITS								[8]
TOTAL INSTALL							1		8			12
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					1	12.880	12		8			
INSTALLATION QTY							1		8			12

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							21	0.011
KITS NONRECUR								0.590
EQUIPMENT								0.534
EQUIP NONREC								6.779
CHANGE ORDERS								0.898
DATA								1.652
SIM/TRAINER								
SUPPORT-EQUIP								0.232
PROGRAM MNGMT								0.054
SOFTWARE								
TRAINING								0.090
OGC								2.040
INSTALLATION OF HARDWARE								
FY-08	1	KITS					[1]	
FY-09	12	KITS					[12]	
FY-10	8	KITS					[8]	
TOTAL INSTALL							21	
TOTAL COST (BP-1100)							21	12.880
(Totals may not add due to rounding)								
INSTALLATION QTY							21	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 3 Months

Milestones

	<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)				09/08	12/09	12/10
Delivery Date (Month/CY)				07/09	03/10	03/11

Installation Schedule

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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

Models of Aircraft Affected: T-1A

Center: OC-ALC

PE 0804741F

Team PERSO

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-1 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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					0.187	0.024	0.025	0.036	0.086			
TOTAL COST (BP-1100)					0.187	0.024	0.025	0.036	0.086			
(Totals may not add due to rounding)					0.187	0.024	0.025	0.036	0.086			

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.277		0.283				0.918
TOTAL COST (BP-1100)		0.277		0.283				0.918
(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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-38			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$143.123	\$129.920	\$59.934	\$43.455	\$5.541	\$5.622	\$5.698

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 modifications budgeted in FY09 are 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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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-S	99999A	LOW COST SAFETY MODIFI	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	0.1
P	37228	T-38 IMPROVED BRAKE SYS			9.8	9.6	5.5	5.6	5.7	29.8	66.0
	6029	AVIONICS UPGRADE	40.3	0.8	0.0						510.6
	6034	T-38 PROPULSION MODER	78.3	104.5	25.5	14.0					667.8
	6087	T-38 ESCAPE SYSTEM UPG	24.5	24.6	24.6	19.8					155.1
	99999X	LOW COST MODIFICATIONS	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.0
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			143.1	129.9	59.9	43.4	5.5	5.6	5.7	29.8	1401.6
<b>TOTAL FOR WEAPON SYSTEM T-38</b>			143.1	129.9	59.9	43.4	5.5	5.6	5.7	29.8	1401.7

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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MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: T-38 IMPROVED BRAKE SYSTEM PROGRAM MN-37228

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 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 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/A5R, 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/A5R 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 spring of 2008, with source selection completion by late 2008. Improved Brake System Program will be competitive contract award and will utilize non-developmental approach to the greatest extent possible. The Contract Awardee will be 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.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 84741F.

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-07	FY-08	FY-09	FY-10	FY-11
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**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
RDT&E (3600)						8.792		3.573				
PROCUREMENT (3010)												
INSTALL KITS							54	6.196	72	8.491	39	4.698
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.551		0.394		0.290
DATA								0.000		0.000		0.000
SIM/TRAINER												
SUPPORT-EQUIP								0.571				
OGC								0.405		0.482		0.230
INITIAL SPARES								2.075				
INSTALLATION OF HARDWARE												
FY-09		54 KITS						0.000	[54]	0.230		
FY-10		72 KITS									[72]	0.313
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	72	0.313
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							54	9.798	72	9.597	39	5.531
INSTALLATION QTY									54		72	

(Continued)

	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>
RDT&E (3600)								12.365
PROCUREMENT (3010)								
INSTALL KITS	40	4.925	40	5.034	180	25.791	425	55.135
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		0.290		0.274		1.401		3.200
DATA		0.000		0.000		0.000		
SIM/TRAINER								
SUPPORT-EQUIP				0.198				0.769
OGC		0.223				1.486		2.826
INITIAL SPARES								2.075
INSTALLATION OF HARDWARE								
FY-09			54 KITS				[54]	0.230
FY-10			72 KITS				[72]	0.313
FY-11	[39]	0.174	39 KITS				[39]	0.174
FY-12			40 KITS	[40]			[40]	0.182
FY-13			40 KITS		[40]	0.186	[40]	0.186
FY-14			72 KITS		[72]	0.342	[72]	0.342
FY-15			56 KITS		[56]	0.265	[56]	0.265
FY-16			52 KITS		[52]	0.333	[52]	0.333
TOTAL INSTALL	39	0.174	40	0.182	220	1.126	425	2.025
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	40	5.612	40	5.688	180	29.804	425	66.030
INSTALLATION QTY	39		40		220		425	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<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-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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	10	10	10	10	10	10	10	10	10
																	12	21	21	17	18	18	19	8	10	10	11	10	10	10	10	10	10	10	10	10
	<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>																							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	10	10	10	10	17	19	19	17	13	15	15	13	17	18	18	17																				
Output	10	10	10	10	17	19	19	17	13	15	15	13	17	18	18	17																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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). The "See Remarks" line is Systems Engineering/Program Management."

The T-38C AUP received \$59.588M from participating NATO countries in FY03-FY07 in the Euro-NATO Joint Jet Pilot Training Program (ENJJPT) to execute the 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

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 84741F.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		86.883		1.626		1.489		1.602		1.632		
PROCUREMENT (3010)												
INSTALL KITS	413	32.001										
KITS NONRECUR												
EQUIPMENT	413	222.220										
EQUIP NONREC												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
CHANGE ORDERS		34.749		2.196								
DATA		1.017										
SIM/TRAINER	34	83.101	[0]	2.062								
SUPPORT-EQUIP												
OTHER		9.511		20.593								
*** See Remarks ***		6.951				0.781						
WARRANTY		3.428		2.970								
OGC		12.547		1.559								
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		384	63.945	29	4.608							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		413	469.470		40.345		0.781					
INSTALLATION QTY		384		29								

(Continued)

	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>
RDT&E (3600)								93.232
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	1	2	3	4
Input																																				
Output																									8	6	8	12	13	17	20	22	20			
																									5	8	6	8	12	13	12	20	22			
	<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	1	2	3	4
Input	21	22	21	20	16	16	16	15	18	17	13	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
Output	23	18	22	21	20	16	16	16	15	18	17	13	12	13	13	13	13	12	9	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38                      Class P

Models of Aircraft Affected: T-38

Center: OO-ALC

PE 0804741F

Team PERSO

**Description/Justification**

The T-38 Propulsion System Modernization program includes: 1) J85-5 Engine Modernization; 2) Propulsion System Air Induction Inlet/332 Former/362 Bulkhead replacement; and 3) Propulsion System Ejector Nozzle Modification Upgrade.

**J85-5 Engine Modernization:** Improving engine components will decrease risk of failure, decrease threat to pilot production, and increase overall aircraft safety. The engine has experienced two major mishaps, one minor mishap, and 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	\$8.7	\$1.8	\$0	\$48.9

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS	263	66.713	62	15.049	43	11.824	57	15.215	0	0.000		
KITS NONRECUR												
EQUIPMENT	746	316.958	[98]	39.830	[164]	77.092	[0]	0.000	[0]	0.000		
EQUIP NONREC												
CHANGE ORDERS		3.175		1.993		2.700		0.228		0.327		
DATA		0.073		0.013		0.014		0.000		0.015		
SIM/TRAINER												
SUPPORT-EQUIP		0.266										
OGC		5.229		1.551		1.919		0.678		0.365		
TOOLING		0.435										
TEST		9.706										
OTHER		1.780		8.039		0.118		0.245		3.934		
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	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]	9.397	
TOTAL INSTALL		221	41.020	60	11.838	55	10.881	44	9.172	45	9.397	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		263	445.355	62	78.313	43	104.548	57	25.538		14.038	
INSTALLATION QTY		221		60		55		44		45		

(Continued)

	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>
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								9.742
TOOLING								0.435
TEST								9.706
OTHER								14.116
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	667.792
(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	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																
Input	15	15	15	15	15	15	14	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

02/28/2008  
FY 2009 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 (four T-38C operational locations plus 97 aircraft for Sheppard Air Force Base ) of 456 T-38C aircraft to be modified under Increment 2.

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 were used to purchase and install 19 FY2005 Low Rate Initial Production (LRIP) kits as well as to acquire additional FY2006 kits; therefore, the installation 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	103	44.915	84	19.285	84	18.916	84	19.223	70	11.507		
KITS NONRECUR EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		2.733		1.062		1.080		1.376		0.913		
DATA		1.112		0.014		0.008		0.006		0.006		
SIM/TRAINER												
SUPPORT-EQUIP		0.691		0.678		0.695		0.745		0.603		
OGC		2.426		1.826		1.270		0.719		0.869		
OTHER		8.866		1.240		1.699		1.578		4.941		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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	[56]	
FY-10	70	KITS									[6]	
TOTAL INSTALL	19	0.943	28	0.350	84	0.913	84	0.941	84	0.971	62	
TOTAL COST (BP-1100)	103	61.686	84	24.455	84	24.581	84	24.588	70	19.810		
(Totals may not add due to rounding)												
INSTALLATION QTY			26		84		84		84		74	

**(Continued)**

	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>
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								18.324
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					[84]	0.324
FY-10	70	KITS					[70]	
TOTAL INSTALL			[64]					
TOTAL COST (BP-1100)			64				425	4.118
(Totals may not add due to rounding)							425	155.120
INSTALLATION QTY			64				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
Input																																
Output																																
Input	21	21	21	21	21	21	21	21	21	16	16	16	16	16	16	9																
Output	21	21	21	21	21	21	21	21	21	16	16	16	16	16	16	9																

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-38 Class P-S

Models of Aircraft Affected: T-38

Center: OO-ALC

PE 0804741F

Team PERSO

**Description/Justification**

Low Cost Safety Modifications encompass safety efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-38 aircraft and associated training systems.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.110		0.005		0.005		0.005		0.005		0.005
TOTAL COST (BP-1100)		0.110		0.005		0.005		0.005		0.005		0.005
(Totals may not add due to rounding)		0.110		0.005		0.005		0.005		0.005		0.005

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.005		0.005				0.145
TOTAL COST (BP-1100)		0.005		0.005				0.145
(Totals may not add due to rounding)		0.005		0.005				0.145

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)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-38 aircraft and associated training systems.

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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		2.004		0.005		0.005		0.005		0.005		0.005
TOTAL COST (BP-1100)		2.004		0.005		0.005		0.005		0.005		0.005
(Totals may not add due to rounding)		2.004		0.005		0.005		0.005		0.005		0.005

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.005		0.005				2.039
TOTAL COST (BP-1100)		0.005		0.005				2.039
(Totals may not add due to rounding)		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)															

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-43			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.996	\$2.215	\$2.269	\$2.328	\$2.358	\$2.404	\$2.453

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 FY09 is for Service Bulletins. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-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	99999S	SERVICE BULLETINS	0.8	2.2	2.2	2.3	2.3	2.4	2.4		19.5
	99999X	LOW COST MODIFICATIONS	0.2	0.0	0.1	0.1	0.1	0.1	0.1		1.3
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			1.0	2.2	2.3	2.3	2.4	2.4	2.5	0.0	20.8
<b>TOTAL FOR WEAPON SYSTEM T-43</b>			1.0	2.2	2.3	2.3	2.4	2.4	2.5	0.0	20.8

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

02/28/2008  
 FY 2009 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: T-43

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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		4.952		0.805		2.171		2.216		2.275		2.305
TOTAL COST (BP-1100)		4.952		0.805		2.171		2.216		2.275		2.305
(Totals may not add due to rounding)		4.952		0.805		2.171		2.216		2.275		2.305



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-43                      Class P

Models of Aircraft Affected: T-43

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

PE 0804742F

Team PERSO

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the T-43 aircraft and associated training systems.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.841		0.191		0.044		0.053		0.053		0.053
TOTAL COST (BP-1100)		0.841		0.191		0.044		0.053		0.053		0.053
(Totals may not add due to rounding)		0.841		0.191		0.044		0.053		0.053		0.053



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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: KC-10			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$6.734	\$1.911	\$1.899	\$1.902	\$1.902	\$3.695	\$6.907

This line item funds modifications to the KC-10 aircraft. The three engine KC-10 serves a dual-role by providing both air refueling and strategic airlift support. The aircraft provides air refueling by using both the boom and drogue methods and can carry up to 27 standard 463-L pallets. The primary modification budgeted in FY09 is to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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-S	99999A	LOW COST SAFETY MODIFI	0.1	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	0.1
P	99999S	SERVICE BULLETINS	6.3	1.9	1.9	1.9	1.9	2.5	5.0		54.5
	99999X	LOW COST MODIFICATIONS	0.4	0.0	0.0	0.0	0.0	1.2	1.9		6.6
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			6.7	1.9	1.9	1.9	1.9	3.7	6.9	0.0	61.0
<b>TOTAL FOR WEAPON SYSTEM KC-10</b>			6.8	1.9	1.9	1.9	1.9	3.7	6.9	0.0	61.1

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

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A

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

Models of Aircraft Affected: KC-10

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

PE 0401219F

Team MOBIL

**Description/Justification**

Low cost (under \$900K) safety modifications which are necessary for safe system performance.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.050		0.001		0.001		0.001		0.001
TOTAL COST (BP-1100)		0.005		0.050		0.001		0.001		0.001		0.001
(Totals may not add due to rounding)		0.005		0.050		0.001		0.001		0.001		0.001

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.001		0.001				0.061
TOTAL COST (BP-1100)		0.001		0.001				0.061
(Totals may not add due to rounding)		0.001		0.001				0.061

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)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 trunnion bolt replacement; installation of bonding straps on extended wing-to-fuselage fillets; and the replacement of inboard flap track fasteners and pins on the trailing edge of the wings.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		33.135		6.287		1.885		1.878		1.881		1.881
TOTAL COST (BP-1100)		33.135		6.287		1.885		1.878		1.881		1.881
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		2.515		5.006				54.468
TOTAL COST (BP-1100)		2.515		5.006				54.468
(Totals may not add due to rounding)								

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)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the 59 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		3.001		0.397		0.025		0.020		0.020		0.020
TOTAL COST (BP-1100)		3.001		0.397		0.025		0.020		0.020		0.020
(Totals may not add due to rounding)		3.001		0.397		0.025		0.020		0.020		0.020

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.179		1.900				6.562
TOTAL COST (BP-1100)		1.179		1.900				6.562
(Totals may not add due to rounding)								

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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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-12			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$4.320	\$0.456	\$0.468	\$0.481	\$0.487	\$0.497	\$0.506

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 primary effort in FY09 is for service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	6140	ELECTRONIC FLIGHT INSTR	4.1								59.2
	99999S	SERVICE BULLETINS	0.1	0.3	0.4	0.3	0.3	0.3	0.3		2.1
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.2	0.2	0.2	0.2		2.9
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			4.3	0.5	0.5	0.5	0.5	0.5	0.5	0.0	64.1
<b>TOTAL FOR WEAPON SYSTEM C-12</b>			4.3	0.5	0.5	0.5	0.5	0.5	0.5	0.0	64.1

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

02/28/2008  
FY 2009 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 Integration Lab (SIL). The SIL kit will be installed on the last production aircraft. All kits, Group A and B, and installs were purchased under Equipment line under Funding tab.

Aircraft Breakdown: Active 19, Reserve 0, ANG 0, Total 19

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	18		1									
KITS NONRECUR												
EQUIPMENT	18	47.868	[1]	2.153								
EQUIP NONREC		4.934		1.362								
CHANGE ORDERS												
DATA		0.194										
SIM/TRAINER												
SUPPORT-EQUIP		1.489		0.300								
TRAINING		0.443		0.247								
OGC		0.191		0.020								
TEST ASSETS												
INSTALLATION OF HARDWARE												
FY-04			1	KITS								
FY-05			12	KITS								
FY-06			5	KITS								
FY-07			1	KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	18	55.119	1	4.082								
INSTALLATION QTY	3		3									

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							19	
KITS NONRECUR								
EQUIPMENT							[19]	50.021
EQUIP NONREC								6.296
CHANGE ORDERS								
DATA								0.194
SIM/TRAINER								
SUPPORT-EQUIP								1.789
TRAINING								0.690
OGC								0.211
TEST ASSETS								
INSTALLATION OF HARDWARE								
FY-04		1 KITS						
FY-05		12 KITS						
FY-06		5 KITS						
FY-07		1 KITS						
TOTAL INSTALL								
TOTAL COST (BP-1100)							19	59.201
(Totals may not add due to rounding)								
INSTALLATION QTY							19	

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>				<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								1				1				1				1	1	1	1	2	1	2	2	2	2	1	1					
Output												1								1	1	2	1	1	1	2	2	2	2	2	1	1				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

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**

C-12 is an FAA-certified aircraft. Service bulletins are issued to correct FAA-identified deficiencies and affect safety, product improvement, maintenance and reliability. FM Immunity completed as service bulletin.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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					0.139	0.348	0.356		0.326			0.323
TOTAL COST (BP-1100)					0.139	0.348	0.356		0.326			0.323
(Totals may not add due to rounding)					0.139	0.348	0.356		0.326			0.323

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.300		0.298				2.090
TOTAL COST (BP-1100)		0.300		0.298				2.090
(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-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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the 28 C-12 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.811		0.099		0.108		0.112		0.155		0.164
TOTAL COST (BP-1100)		1.811		0.099		0.108		0.112		0.155		0.164
(Totals may not add due to rounding)		1.811		0.099		0.108		0.112		0.155		0.164

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.197		0.208				2.854
TOTAL COST (BP-1100)		0.197		0.208				2.854
(Totals may not add due to rounding)								

Method of Implementation: CLS

Initial Lead Time: 9 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)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-20			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.511	\$0.531	\$1.535	\$15.127	\$8.001	\$1.568	\$1.580

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, turbofan aircraft used to airlift DoD officials and high-ranking government personnel over long distances (3,000 miles and greater). The primary modification budgeted in FY09 is for communications upgrades. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	0707	COMM MOD			1.0	14.6	7.4	1.0	1.0		25.0
	99999S	SERVICE BULLETINS	0.4	0.2	0.2	0.1	0.1	0.1	0.1		1.2
	99999X	LOW COST MODIFICATIONS	0.1	0.4	0.3	0.5	0.5	0.5	0.5		3.1
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			0.5	0.5	1.5	15.1	8.0	1.6	1.6	0.0	29.3
<b>TOTAL FOR WEAPON SYSTEM C-20</b>			0.5	0.5	1.5	15.1	8.0	1.6	1.6	0.0	29.3

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

02/28/2008  
FY 2009 PB  
Modification Title and No: COMM MOD MN-0707

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-20                      Class P

Models of Aircraft Affected: C-20B/H

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

PE 0401845F

Team

**Description/Justification**

This modification will replace antiquated and unsupportable comm/data capability and infrastructure on C-20B/H model aircraft. The C-20B/H support senior leaders (COCOMS, Cabinet members, and Congressional leaders) who require continuous secure comm/data connectivity. This will fund the C-20B/H infrastructure upgrade which will replace the legacy and analog switching system with an IP-based digital switching system fully inter operable with the VC-25 AIMS architecture. The modification will replace the current analog telephones with IP-based phones capable of operating both secure and non-secure. A full LAN system will also be installed throughout the aircraft, the digital upgrade will be capable of operating with legacy analog radio systems as well as interface to the new digital radar systems.

This is NOT a New Start--funded with FY08 GWOT funds.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									2	14.569	1	7.434
KITS NONRECUR							0.990					
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							0.990		2	14.569	1	7.434
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							3	22.003
KITS NONRECUR								0.990
EQUIPMENT		0.991		0.991				1.982
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		0.991		0.991			3	24.975
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-20 Class P

Models of Aircraft Affected: C-20B/H

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

PE 0401314F

Team MOBIL

**Description/Justification**

C-20 is a FAA certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance and reliability.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AIRCRAFT		0.049		0.411		0.171		0.196		0.091		0.093
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.049		0.411		0.171		0.196		0.091		0.093
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AWAITING BTR								
AIRCRAFT		0.092		0.092				1.195
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		0.092		0.092				1.195
(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-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

	<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

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-20 Class P

Models of Aircraft Affected: C-20B/H

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

PE 0401314F

Team MOBIL

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the seven C-20 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AIRCRAFT		0.382		0.100		0.360		0.349		0.467		0.474
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.382		0.100		0.360		0.349		0.467		0.474
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AWAITING BTR								
AIRCRAFT		0.485		0.497				3.114
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.485		0.497				3.114
INSTALLATION QTY								

Method of Implementation: COMBINATION

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**

	<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																																

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-25			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$1.023	\$28.224	\$60.875	\$16.119	\$14.136	\$1.157	\$1.179

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 (more commonly known as Air Force One). FY09 modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	_6638	Airborne Information Managem		27.0	59.8	15.0	13.0				114.8
	99999S	SERVICE BULLETINS	1.0	1.2	0.8	1.0	1.0	1.0	1.0		7.9
	99999X	LOW COST MODIFICATIONS	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>			1.0	28.2	60.9	16.1	14.1	1.2	1.2	0.0	127.0
<b>TOTAL FOR WEAPON SYSTEM C-25</b>			1.0	28.2	60.9	16.1	14.1	1.2	1.2	0.0	127.0

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

02/28/2008  
FY 2009 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 provide 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	15.000	1	13.000
KITS NONRECUR					[0]	27.000						
EQUIPMENT												
EQUIP NONREC							[2]	59.800				
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-10			1						[1]			
FY-11											[1]	
TOTAL INSTALL									1		1	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						27.000		59.800	1	15.000	1	13.000
INSTALLATION QTY									1		1	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	28.000
KITS NONRECUR								27.000
EQUIPMENT								
EQUIP NONREC							[2]	59.800
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
INSTALLATION OF HARDWARE								
FY-10			1	KITS				[1]
FY-11			1	KITS				[1]
TOTAL INSTALL								2
TOTAL COST (BP-1100)								2
(Totals may not add due to rounding)								114.800
INSTALLATION QTY								2

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<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)			10/09		10/11	01/12

**Installation Schedule**

Quarter	<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
Input																												
Output																												

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
OGC												
SVC BULLETINS		0.859		0.965		1.223		0.825		1.023		1.026
TOTAL COST (BP-1100)		0.859		0.965		1.223		0.825		1.023		1.026
(Totals may not add due to rounding)		0.859		0.965		1.223		0.825		1.023		1.026

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
OGC								
SVC BULLETINS		0.999		0.996				7.916
TOTAL COST (BP-1100)		<hr/>		<hr/>				<hr/>
(Totals may not add due to rounding)		0.999		0.996				7.916

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>	<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

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the two VC-25 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
AIRCRAFT		3.386		0.058		0.001		0.250		0.096		0.110
TOTAL COST (BP-1100)		3.386		0.058		0.001		0.250		0.096		0.110
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
AIRCRAFT		0.158		0.183				4.242
TOTAL COST (BP-1100)		0.158		0.183				4.242
(Totals may not add due to rounding)		0.158		0.183				4.242

Method of Implementation: CLS

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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-40			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$90.698	\$0.208	\$9.901	\$11.410	\$12.211	\$20.750	\$0.242

The 2007 funding total includes \$90.5M in GWOT supplemental funding.

The FY2008 funding totals do not include \$39M GWOT requirements still pending Congressional consideration.

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 FY09 will improve communications as well as flight safety, reliability, and maintainability. The primary modification for FY09 is the COMM MOD. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	0707	COMM MOD			9.7	11.2	12.0	20.5			53.4
	99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.8
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.7
<b>TOTAL FOR CLASS P</b>			0.2	0.2	9.9	11.4	12.2	20.8	0.2	0.0	57.0
	Z88888	REPROGRAMMINGS	90.5	0.0							
<b>TOTAL FOR CLASS</b>			90.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM C-40</b>			90.7	0.2	9.9	11.4	12.2	20.8	0.2	0.0	57.0

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

02/28/2008  
FY 2009 PB  
Modification Title and No: COMM MOD MN-0707

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-40                      Class P

Models of Aircraft Affected: C-40

Center: ASC - Wright Patterson AFB, OH

PE 0401845F

Team

**Description/Justification**

This effort includes the procurement of the Standard Communications Package (SCP), integration of the SCP on the aircraft, and removal of existing communications equipment.

Baseline SLC3S-A capabilities include secure and non-secure voice, data, and video connectivity into Defense Information System Network/Global Information Grid, Defense Switched Network, Defense Red Switch Network, Voice Over Secure Internet Protocol Networks, National Security Council's Crisis Management System, and commercial networks up to the Top Secret/Sensitive Compartmentalized Information security classification level. These capabilities are used daily by the Senior Leaders to carry out their duties and responsibilities in support of the Global War on Terrorism (GWOT). National Senior Leaders require 100% secure voice and data capability from general planning and strategy discussions to directing command decisions. This modification will provide power upgrade modifications and the necessary equipment to enable secure voice/data connectivity for our national leadership.

This is NOT a New Start--funded with FY08 GWOT funds.

Aircraft Breakdown: Active 4, Reserve , ANG , Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	5.700	1	5.700
KITS NONRECUR							9.698					
EQUIPMENT										3.500		3.500
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.900		0.500
SIM/TRAINER												
SUPPORT-EQUIP										1.099		2.293
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							9.698		1	11.199	1	11.993

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	2	11.800					4	23.200
KITS NONRECUR								9.698
EQUIPMENT		7.000						14.000
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.500						1.900
SIM/TRAINER								
SUPPORT-EQUIP		1.214						4.606
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	2	20.514					4	53.404

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-40 Class P

Models of Aircraft Affected: C-40B/C

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

**Description/Justification**

The C-40 is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.053		0.094		0.108		0.103		0.111		0.118
TOTAL COST (BP-1100)		0.053		0.094		0.108		0.103		0.111		0.118
(Totals may not add due to rounding)		0.053		0.094		0.108		0.103		0.111		0.118

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.126		0.132				0.845
TOTAL COST (BP-1100)		0.126		0.132				0.845
(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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-40 Class P

Models of Aircraft Affected: C-40B/C

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

**Description/Justification**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the ten C-40 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		2.001		0.104		0.100		0.100		0.100		0.100
TOTAL COST (BP-1100)		2.001		0.104		0.100		0.100		0.100		0.100
(Totals may not add due to rounding)		2.001		0.104		0.100		0.100		0.100		0.100

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.110		0.110				2.725
TOTAL COST (BP-1100)		0.110		0.110				2.725
(Totals may not add due to rounding)								

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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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2007	2008	2009	2010	2011	2012	2013	
<b>COST (In Mil)</b>	\$448.144	\$212.639	\$422.814	\$492.774	\$471.656	\$412.730	\$429.204	

The 2007 funding total includes \$252.663M in GWOT supplemental funding.

The FY2008 funding totals do not include \$86.340M GWOT requirements still pending Congressional consideration.

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 FY09 is for Avionics upgrades and Systems/Structure (Phase II Modernization). The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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-S	99999A	LOW COST SAFETY MODIFI	0.0	0.2	0.8	1.9	1.9	0.0	0.0		4.8
<b>TOTAL FOR CLASS P-S</b>			0.0	0.2	0.8	1.9	1.9	0.0	0.0	0.0	4.8
P	11130	PODDED RECONNAISSANC	2.3	0.5	0.0	0.0	0.0	0.0	0.0		6.7
	17605B	AUTOPILOT/GCAS	0.6	0.7							249.5
	18600B	ELECTRICAL SYSTEM UPG	0.2								97.0
	8220	ALR-69 (RWR)	11.2	30.2	23.7	39.0	31.5	9.3	9.5		204.5
	8455	INSTALLATION OF AN/APN-	9.5	3.8	0.6	0.7					86.9
	8515	Electronic Propeller Controll Sy	1.1								1.1
	8517	C-130 AVIONICS MODERNIZ		28.7	149.1	296.3	247.8	277.5	315.1	2,668.2	3,982.7
	8526	ENHANCED TCAS (TCAS II)	6.0	10.2							201.5
	8561	SYNCHROPHASER WIRE (C	0.5								22.8
	8577	ALE-47 CHAFF AND FLARE	0.5	1.0							41.1
	8578	C-130 SYSTEMS/STRUCTUR	104.1	66.7	127.6	123.6	132.0	71.8	73.2	208.5	993.8
	8591	ALR-69 UPGRADE	6.3	10.3	10.5	1.7					28.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 1	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$448.144	\$212.639	\$422.814	\$492.774	\$471.656	\$412.730	\$429.204

The 2007 funding total includes \$252.663M in GWOT supplemental funding.

The FY2008 funding totals do not include \$86.340M GWOT requirements still pending Congressional consideration.

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 FY09 is for Avionics upgrades and Systems/Structure (Phase II Modernization). The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	8629	LARGE AIRCRAFT INFRARE	235.5	43.4	59.5	2.4	1.0	1.1	1.1		486.2
	8651	AAR-47 SENSOR UPGRADE	1.5								32.0
	8678	HC-130 SIMULATOR		6.2	0.2						35.6
	8731	IR Strobe	1.0								1.0
	9122	APN-241 RADAR - AFSOC	0.6								14.9
	9126	AC-130 LINK 16 GUNSHIP	19.3	2.7	0.6						33.4
	9130	AERIAL SPRAY SYSTEM	0.5								2.5
	9131	ASAR FOR 109th AW	1.0								3.9
	9134	NOISE CANCELLATION SYS	1.3	1.5							3.9
	9135	AC-130 OUTER WING REPL				0.8	2.2	2.2	1.2	3.7	10.1
	9136	AIRBORNE RECONN SYSTE			43.7	19.9	46.7	46.7	24.8		181.7
	92292	C-130 WINDSCREEN	2.0								2.0
	92299	AFSOC SIMULATOR UPGRA	1.2		0.6						6.0
	99999M	MISC SIMULATOR UPDATE	0.0	0.0	0.0	1.9	1.9	0.0	0.0		3.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 2	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$448.144	\$212.639	\$422.814	\$492.774	\$471.656	\$412.730	\$429.204

The 2007 funding total includes \$252.663M in GWOT supplemental funding.

The FY2008 funding totals do not include \$86.340M GWOT requirements still pending Congressional consideration.

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 FY09 is for Avionics upgrades and Systems/Structure (Phase II Modernization). The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	99999S	SERVICE BULLETINS	0.0	0.0	0.0	0.0	0.7	0.0	0.0		1.1
	99999X	LOW COST MODIFICATIONS	1.7	1.6	1.9	1.9	1.9	0.0	0.0		18.1
	SCOUT	ANG SENIOR SCOUT	40.3	4.8	3.9	4.0	4.1	4.2	4.2		116.0
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			448.1	212.5	422.0	492.2	469.8	412.7	429.2	2880.3	6868.5
<b>TOTAL FOR WEAPON SYSTEM C-130</b>			448.1	212.7	422.8	494.1	471.7	412.7	429.2	2880.3	6873.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 3	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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: C-130H2

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, 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), laser illuminator, via Remotely Operated Video Enhanced Receiver (ROVER) over, VHF, UHF, and SATCOM communications. SCATHE VIEW is employed in low to medium threat environments in support of troops in contact providing 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 undergoing major upgrades. The SCATHE VIEW-capable fleet of 8 aircraft is being modified to receive new sensors and communications equipment. 7 (5 operational, 2 spares) Wescam MX-15 sensors with EO/IR FMV, FLIR and LRF have been procured, and 5 total SCATHE VIEW operator pallets have been upgraded to a common, compatible configuration. Other upgrades include the integration of the 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.

In addition to the funding indicated in this Program Element, the National Guard Bureau provided \$18M in FY06 National Guard and Reserve Equipment Air National Guard (NGREA) funds to reconstitute and upgrade communications after Katrina relief operations. There was also a \$2.5M Congressional add in FY07 which is being used for communication upgrades. The upgrades began in FY05 and will be completed in FY08. The FY07 funding identified in this program element is for a secure triple modem assembly (STMA) procurement and installation. The STMA modification is currently funded for 5 of the 8 SCATHE VIEW capable aircraft.

Aircraft Breakdown: Active 0, Reserve 0, ANG 5, Total 5

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			5	0.486	0		0.000		0.000			0.000
KITS NONRECUR												
EQUIPMENT				1.800								
EQUIP NONREC												
CHANGE ORDERS		3.925				0.511						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
Withhold Adjustments												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-07                    5 KITS					[5]							
TOTAL INSTALL					5							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.925	5	2.286		0.511						
INSTALLATION QTY					5							

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		0.000		0.000			5	0.486
KITS NONRECUR								
EQUIPMENT								1.800
EQUIP NONREC								
CHANGE ORDERS								4.436
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
Withhold Adjustments								
INSTALLATION OF HARDWARE								
FY-07	5 KITS						[5]	
TOTAL INSTALL							5	
TOTAL COST (BP-1100)							5	6.722
(Totals may not add due to rounding)								
INSTALLATION QTY							5	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**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														3	2	
Output														3	2	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: AUTOPILOT/GCAS MN-17605B

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: ALL C-130

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

This modification is a three part program. Part one- replaces the obsolete E-4 Autopilot system with the AYW-1 Autopilot and installs the Ground Collision Avoidance System (GCAS) on selected C-130 aircraft. Part two- replaces the obsolete E-4 Autopilot system with a dual AYW-1 Autopilot system and GCAS on MC-130H, AC-130U, and 3 C-130H(2) aircraft. Part three-replaces the obsolete Ground Proximity Warning System with the GCAS on selected C-130H and LC-130H aircraft. 631 kits bought but only 610 will be installed due to: retirement of 13 C-130E, loss of an MC-130P, and decision not to modify 7 EC-130E aircraft to HC-130P configuration. The extra kits will be used for spares.  
 PMD 2264(8), 7 Jul 99.

(Part One)

	ACC	AMC	AETC	AFRC	ANG	PACAF	USAFE	AFSOC	TOTAL
C-130E	1	40	30	24	57	13	19	4	188
C-130H		29				18			47
AC-130H								8	8
EC-130E	7				2				9
EC-130H	15								15
HC-130N				4					4
HC-130P	11		2	6	3				22
WC-130H				3					3
MC-130E				14					14
MC-130P			4		4			19	27
SUBTOTAL	34	69	36	51	66	31	19	31	337

(Part Two)

	AFSOC	ANG	AETC	TOTAL
AC-130U	13			13
MC-130H	21		3	24
C-130H(2)		3		3
SUBTOTAL	34	3	3	40

(Part Three)

	ANG	AFRC	AMC	TOTAL
C-130H	134	75	14	223
LC-130H	7			7
HC-130N	3			3
SUBTOTAL	144	75	14	233

FY00 kit buys are all autopilot kits (no GCAS) including 20 duals & 55 AFSOC/Spec Mission kits resulting in higher kit unit cost. FY00 was last contract option & required a 2 year install schedule due to # of AFSOC/Spec Mission a/c. Renegotiation would have resulted in even higher kit costs (est 30-50% incr due to contractor shut down and tool-up time).

Aircraft Breakdown: Active 264, Reserve 133, ANG 213, Total 610

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	620	27.406										
KITS NONRECUR	11	8.132										
EQUIPMENT	620	75.361										
EQUIP NONREC	11	37.750										
CHANGE ORDERS												
DATA		11.074										
SIM/TRAINER	16	7.750										
SUPPORT-EQUIP		6.410										
OGC		0.033										
SOFTWARE		7.318										
WARRANTY		2.533										
FLT TEST		0.970										
T.O. Printing		0.309										
TRAINING												
Withhold Adjustments												
OGC		2.012		0.168		0.180						
PMA		8.590										
ICS		0.310		0.447		0.155						
INSTALLATION OF HARDWARE												
FY-92 1 KITS	1	0.001										
FY-94 111 KITS	111	5.041										
FY-96 148 KITS	148	14.163										
FY-97 116 KITS	116	8.813										
FY-98 65 KITS	65	3.661										
FY-99 79 KITS	79	5.397										
FY-00 111 KITS	89	15.109			[1]	0.400						
TOTAL INSTALL	609	52.185			1	0.400						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	631	248.143		0.615		0.735						
INSTALLATION QTY	609				1							

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							620	27.406
KITS NONRECUR							11	8.132
EQUIPMENT							[620]	75.361
EQUIP NONREC							[11]	37.750
CHANGE ORDERS								
DATA								11.074
SIM/TRAINER							[16]	7.750
SUPPORT-EQUIP								6.410
OGC								0.033
SOFTWARE								7.318
WARRANTY								2.533
FLT TEST								0.970
T.O. Printing								0.309
TRAINING								
Withhold Adjustments								
OGC								2.360
PMA								8.590
ICS								0.912
INSTALLATION OF HARDWARE								
FY-92	1	KITS					[1]	0.001
FY-94	111	KITS					[111]	5.041
FY-96	148	KITS					[148]	14.163
FY-97	116	KITS					[116]	8.813
FY-98	65	KITS					[65]	3.661
FY-99	79	KITS					[79]	5.397
FY-00	111	KITS					[90]	15.509
TOTAL INSTALL							610	52.585
TOTAL COST (BP-1100)							631	249.493
(Totals may not add due to rounding)								
INSTALLATION QTY							610	

Method of Implementation: COMBINATION

Initial Lead Time: 24 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>
Contract Date (Month/CY)		06/92		09/94		06/96	03/97	06/98	01/99	12/99
Delivery Date (Month/CY)		06/94		06/95		06/97	03/98	06/99	01/00	12/00

**Installation Schedule**

	<u>FY-91</u>				<u>FY-92</u>				<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input							1										1	8	8	8	7	16	17	16	17	10	10	10	11	18	17	18	17			
Output							1										1	8	8	8	7	16	17	16	17	10	10	10	11	18	17	18	17			
	<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	38	38	34	33	26	26	26	26	18	18	19	19	11	11	11	12	7	6	6	6	2	2	1						2	1						
Output	38	38	34	33	26	26	26	26	18	18	19	19	11	11	11	12	7	6	6	6	2	2	1						2	1						
	<u>FY-07</u>				<u>FY-08</u>																															
Quarter	1	2	3	4	1	2	3	4																												
Input							1																													
Output								1																												

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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 avionic systems are dependent on solid-state circuits and computer support which makes them more susceptible to disruptive electrical transients/spikes within the system. The C-130 will continue to be a viable part of the airlift forces into the next century and will need 'clean' electrical power for new avionics systems to operate properly and reliably. PMD 2264(2). AFSOC: 4E's ACC: 1E, 4ECE's, 15 ECH's, 11 HP's AETC: 3E's, 2 HP's AFRC: 24E's, 55H's, 4HN's, 6HP's, 3WH's AMC: 33E's, 29H's ANG: 42E's, 104H's, 3HN's, 3HP's, 7LH's PACAF: 13 E's, 18H's USAFE: 4E's. Total buy was 437; revised installation total is 387 based HQ AMC decision to not modify C-130E aircraft scheduled retirement. Additional kits were put into the supply system for spares. 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-07		FY-08		FY-09		FY-10		FY-11	
	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		3.460										
SIM/TRAINER												
SUPPORT-EQUIP		0.079										
FLIGHT TEST		0.110										
REFURB												
WARRANTY												
OGC		3.098		0.170								
DEPOT		0.897										
OTHER		0.209										
PMA		4.690										
Withhold Adjustments												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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	2.738										
TOTAL INSTALL	387	14.627										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	437	96.791		0.170								
INSTALLATION QTY	387											

(Continued)

	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>
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								3.460
SIM/TRAINER								
SUPPORT-EQUIP								0.079
FLIGHT TEST								0.110
REFURB								
WARRANTY								
OGC								3.268
DEPOT								0.897
OTHER								0.209
PMA								4.690
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	96.961
(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	1	2	3	4
Input																																				
Output																					1	1							1	1	9	9	9	9	9	
																					1	1							1	1	9	9	9	9	9	
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	20	20	20	20	20	20	21	21	28								25	26	15	15	14	14	8	8	8	8							6	6	6	7
Output	20	20	20	20	20	20	21	21	28								25	26	15	15	14	14	8	8	8	8							6	6	6	7

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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**

Aircrews flying missions in support of Operation Joint Forge in the Bosnia AOR were subjected to an increasing level of electronic threats. A more accurate recognition system is needed to counter these threats. This modification installs Radar Warning Receiver, RWR, on 366 C-130 aircraft that will provide airborne improved warning of radar directed AAA, Air-Interceptors, and Surface-to-Air threats. 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 48, Reserve 100, ANG 75, Total 223

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	4.497	5	1.540	27	8.100	20	6.000	42	12.600	28	8.400
KITS NONRECUR	2	4.091			1	2.532	1	1.725				
EQUIPMENT	83	16.202	[5]	4.959	[27]	14.481	[20]	9.604	[42]	19.636	[28]	13.132
EQUIP NONREC	2	0.640		0.500	[1]	0.688	[1]	0.396				0.190
CHANGE ORDERS		2.935		0.300						0.516		0.494
DATA		1.903		0.788		1.329		0.090		0.643		0.486
SIM/TRAINER	2	2.784	[1]	0.300	[2]	0.622	[1]	0.227	[2]	0.629	[1]	0.575
SUPPORT-EQUIP		8.237		0.400		1.010		0.645		1.051		0.979
OGC		1.552		0.564		0.684		0.600		0.628		0.600
FLT TEST		0.005										
T.O. Printing		0.011										
SPARES				1.838								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-94	39	KITS 3.944										
FY-95	27	KITS 1.428										
FY-96	16	KITS 1.529										
FY-98	1	KITS 0.065										
FY-99	3	KITS 0.148										
FY-00	1	KITS 0.044										
FY-07	5	KITS			[5]	0.781						
FY-08	28	KITS					[28]	4.424				
FY-09	21	KITS							[21]	3.318		
FY-10	42	KITS									[42]	6.636
FY-11	28	KITS										
FY-12	5	KITS										
FY-13	7	KITS										
TOTAL INSTALL	87	7.158			5	0.781	28	4.424	21	3.318	42	6.636
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	87	50.015	5	11.189	28	30.227	21	23.711	42	39.021	28	31.492
INSTALLATION QTY	87				5		28		21		42	

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	5	1.500	7	2.660			219	45.297
KITS NONRECUR							4	8.348
EQUIPMENT	[5]	2.385	[7]	3.339			[217]	83.738
EQUIP NONREC							[4]	2.414
CHANGE ORDERS		-0.084		-0.086				4.075
DATA								5.239
SIM/TRAINER	[1]	0.344	[1]	0.509			[11]	5.990
SUPPORT-EQUIP		0.800		0.500				13.622
OGC		0.600		0.704				5.932
FLT TEST								0.005
T.O. Printing								0.011
SPARES								1.838
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			5 KITS				[5]	0.781
FY-08			28 KITS				[28]	4.424
FY-09			21 KITS				[21]	3.318
FY-10			42 KITS				[42]	6.636
FY-11			28 KITS				[28]	3.792
FY-12			5 KITS	[5]	0.790		[5]	0.790
FY-13			7 KITS	[7]	1.106		[7]	1.106
TOTAL INSTALL								
	28	3.792	12	1.896			223	28.005
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	5	9.337	7	9.522			223	204.514
INSTALLATION QTY	28		12				223	

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																																				
Output																																				
	<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												
Input	7	7	7	7	5	5	5	6	10	10	11	11	7	7	7	7	3	3	3	3	3	3	3	3												
Output	7	7	7	7	5	5	5	6	10	10	11	11	7	7	7	7	3	3	3	3	3	3	3	3												

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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, this mod installs the APN-241 and removes the ARD-17 aerial tracker system, the APX-65 interrogator system, the Cook radome and replaces the Fulton radomes with the normal C-130 radomes. Program cancelled for HC-130s by AFSOC after only three (3) aircraft. This accounts for disconnects between the aircraft breakouts and the installs. These additional Group B radars were then transferred to spares. Method of implementation is a 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) Mitchell Field - 7
- C-130H(2) Pittsburgh - 4
- C--130H(2) Pittsburgh - 4
- C-130H(2) Savannah - 8

Aircraft Breakdown: Active 15, Reserve 15, ANG 57, Total 87

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	4.536	9	0.846	4	0.560						
KITS NONRECUR	7	1.675										
EQUIPMENT	70	36.971	[9]	5.986	[4]	2.180						
EQUIP NONREC	7	6.138										
CHANGE ORDERS												
DATA		1.672		0.152		0.054						
SIM/TRAINER												
SUPPORT-EQUIP		11.528		1.284								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
SPARES												
OGC		0.971		0.449		0.600		0.634		0.700		
PMA		1.888										
T.O. Printing		0.062		0.095								
ICS		2.741										
BTR												
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	2	0.494	[8]								
FY-05	10 KITS		0.333	[10]								
FY-06	9 KITS		0.600			[9]						
FY-07	9 KITS			0.686			[9]					
FY-08	4 KITS					0.380			[4]			
TOTAL INSTALL		47	3.962	18	0.686	9	0.380	9		4		
TOTAL COST (BP-1100)		77	72.304	9	9.498	4	3.774		0.634		0.700	
(Totals may not add due to rounding)												
INSTALLATION QTY		47		18		9		9		4		

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							83	5.942
KITS NONRECUR							7	1.675
EQUIPMENT							[83]	45.137
EQUIP NONREC							[7]	6.138
CHANGE ORDERS								
DATA								1.878
SIM/TRAINER								
SUPPORT-EQUIP								12.812
SPARES								
OGC								3.354
PMA								1.888
T.O. Printing								0.157
ICS								2.741
BTR								
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
FY-08	4 KITS						[4]	0.380
TOTAL INSTALL							87	5.028
TOTAL COST (BP-1100)							90	86.910
(Totals may not add due to rounding)								
INSTALLATION QTY							87	

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	1	2	3	4	1	2	3	4	1	2	3	4
Input					1	2	1						1								3	3	3	2					1	1	1		2	3	4	
Output					1	2	1										1	1			3	3	3	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	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	1	1	1	1	1	1	1	1	1	1	1	1
Output	1				4	4	3	4	3	3	3	2	4	6	4	4	4	2	2	2	3	2	2	2	3	1	1	1	1	1	1	1	1	1	1	1

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Electronic Propeller Control System (EPCS) MN-8515

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 0401115F

Team MOBIL

**Description/Justification**

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				1.100								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				1.100								
(Totals may not add due to rounding)				1.100								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								1.100
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								1.100
(Totals may not add due to rounding)								1.100

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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: C-130H

Center: ASC - Wright Patterson AFB, OH

PE 0401115F

Team MOBIL

**Description/Justification**

This avionics modification is needed to support the intratheater airlift mission executed by the Air Force Mobility Command (AMC), Air Force Reserve Command (AFRC), and the Air National Guard (ANG). Per the 4 Jun 07 USD (AT&L) recertified baseline, the C-130 AMP fleet now consists of 222 (H2, H2.5, H3) aircraft. This fleet delivers air logistical support for all theater forces including those engaged in combat operations.

AMP's new architecture takes advantage of emerging technologies in Communication, Navigation, and Surveillance (CNS) to improve Air Traffic Management (ATM). With its embedded Navigation/Safety and CNS/ATM capabilities, a C-130 AMP-equipped aircraft will be able to safely and effectively operate worldwide and for the foreseeable future. In addition to meeting CNS/ATM requirements, AMP will also lower the cost of ownership and increase survivability of the Mobility Air Forces (MAF) C-130 combat delivery fleet, while complying with Air Force Navigation and Safety Master Plan, Required Navigation Performance (RNP) requirements, and other applicable ATM needs.

This improved capability will be achieved through a comprehensive avionics and cockpit modernization specifically designed to replace aging, unreliable equipment and add combat capability enhancements. AMP will also meet AF Night Vision Imaging System (NVIS) requirements, improve the C-130's precision approach and landing capabilities, provide improved precision airdrop capabilities, and integrate real time information in the cockpit. Resolution of future Diminishing Manufacturing Source requirements, a block upgrade program, and a source familiarization phase to enhance full rate production competition will be addressed during AMP's Production phase. This upgrade also requires major modifications to the C-130 Aircrew and Maintenance Training Systems and courseware. Replacement and/or upgrade of equipment will lower the overall cost of ownership of the fleet by reducing the cockpit crew manning; increasing reliability, maintainability, and sustainability and reducing the number of different cockpit configurations.

The C-130 AMP Low Rate Initial Production (LRIP) and installation contract will be awarded in Jul 08. Funding, as identified in the projected financial plan, will be realigned in the FY10 POM to support the C-130 AMP approved production strategy.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41115F.

Aircraft Breakdown: Active 14, Reserve 73, ANG 132, Total 219

**Development Status**

The Engineering and Manufacturing Development contract was awarded to The Boeing Company on 30 Jul 01. An Integrated Baseline Review (IBR) was conducted in late Jan 02. From FY02-05, the combination of funding and requirements instability and increases in prime contractor development costs pushed AMP into reportable cost and schedule breaches. With the completion of an Air Force Service Cost Position in Oct 06, a major cost deviation was confirmed. In Dec 06, a Program Deviation Report (PDR) was issued and in Feb 07 a critical Nunn-McCurdy breach was formalized.

In Jun 07 and following a five month program review, USD (AT&L) recertified AMP to Congress, albeit for a reduced number of aircraft (222). This certified fleet consists of the majority of AF Combat Delivery fleets operated by AMC, ANG and AFRC. De-scoped aircraft include a fleet of 166 special mission and C-130H1 Combat Delivery aircraft. Disposition of this 166 aircraft fleet will be addressed as part of a separate acquisition strategy.

C-130 AMP is currently undergoing developmental activities. The first aircraft, a C-130 H2, began ground tests in FY06 and first flight occurred in Sep 2006. In Mar 07, a second aircraft (C-130 H2.5) joined the test fleet after its successful modification. The third model, a C-130 H3, was inducted for Trial Installation in Nov 07. Per the latest integrated program schedule, all aircraft flight test DT&E requirements will be complete in the Jun/Jul 09 timeframe-and in support of a planned Jan 11 Initial Operational Test and Evaluation (IOT&E) phase.

To date, AMP has completed Critical Design Reviews (CDR) for majority of the hardware and software requirements. At present, Boeing is focused on completing the final software spiral builds and the engineering data for the C-130 H3-targeted for completion NLT May 2008.

**Development Status**

Aircrew Training System modifications were placed on contract in Jul 06 and Preliminary Design Review for the Weapon System Trainer was completed in Jul 07. The C-130 AMP Low Rate Initial Production (LRIP) and installation contract will be awarded in Jul 08.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)	2	758.730		182.355	[1]	246.443		172.560		129.164		47.540	
PROCUREMENT (3010)													
INSTALL KITS					2	1.936	8	7.961	8	8.182	8	8.438	
KITS NONRECUR EQUIPMENT					[2]	11.177	[8]	37.660	[8]	38.463	[8]	39.269	
EQUIP NONREC						1.572		15.232		12.411		12.416	
CHANGE ORDERS						0.333		1.327		1.587		1.913	
DATA					[0]	0.500	[1]	3.000	[2]	8.200	[3]	12.500	
SIM/TRAINER						2.100		4.914		1.632		0.076	
SUPPORT-EQUIP						3.220		35.614		43.923		32.241	
OGC						2.684		10.685		12.781		15.405	
PROGRAM MNGMT						4.070		7.899		11.238		8.456	
CONTRACTOR SUPPORT						0.000		5.000		11.000		18.000	
DEPOT						0.000		3.000		4.200		4.100	
TRAINING						1.060		7.637		15.406		13.710	
PMA						0.000		0.000		84.580		51.661	
REALIGN													
INSTALLATION OF HARDWARE													
FY-08		2 KITS				0.000	[2]	9.148					
FY-09		8 KITS							[8]	42.724			
FY-10		8 KITS									[8]	29.612	
FY-11		8 KITS											
FY-12		15 KITS											
FY-13		28 KITS											
FY-14		37 KITS											
FY-15		38 KITS											
FY-16		39 KITS											
FY-17		36 KITS											
TOTAL INSTALL								2	9.148	8	42.724	8	29.612
TOTAL COST (BP-1100)								2	28.652	8	149.077	8	247.797
(Totals may not add due to rounding)													
INSTALLATION QTY								2		8		8	

(Continued)

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.876		9.904			[3]	1559.572
PROCUREMENT (3010)								
INSTALL KITS	15	16.391	28	31.430	150	180.354	219	254.692
KITS NONRECUR EQUIPMENT	[15]	74.069	[28]	139.449	[150]	784.471	[219]	1124.558
EQUIP NONREC CHANGE ORDERS		11.006		11.116		21.369		85.122
DATA		3.039		5.280		34.593		48.072
SIM/TRAINER	[4]	11.400	[3]	28.400	[5]	49.300	[18]	113.300
SUPPORT-EQUIP		0.000		0.000		0.000		8.722
OGC		36.840		55.098		354.829		561.765
PROGRAM MNGMT		24.473		42.517		278.543		387.088
CONTRACTOR SUPPORT		10.480		18.191		110.020		170.354
DEPOT		10.000		5.000		0.000		49.000
TRAINING		4.200		1.700		1.500		18.700
PMA		13.339		21.290		140.764		213.206
REALIGN		33.137		-111.462		0.000		57.916
INSTALLATION OF HARDWARE								
FY-08		2 KITS					[2]	9.148
FY-09		8 KITS					[8]	42.724
FY-10		8 KITS					[8]	29.612
FY-11		8 KITS					[8]	29.115
FY-12	[8]	29.115					[8]	29.115
FY-13		15 KITS	[15]	67.139			[15]	67.139
FY-14		28 KITS			[28]	128.507	[28]	128.507
FY-14		37 KITS			[37]	168.993	[37]	168.993
FY-15		38 KITS			[38]	135.461	[38]	135.461
FY-16		39 KITS			[39]	141.591	[39]	141.591
FY-17		36 KITS			[36]	137.888	[36]	137.888
TOTAL INSTALL	8	29.115	15	67.139	178	712.440	219	890.178
TOTAL COST (BP-1100)	15	277.489	28	315.148	150	2668.183	219	3982.673
(Totals may not add due to rounding)								
INSTALLATION QTY	8		15		178		219	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 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)											07/08	03/09	03/10	03/11	03/12
Delivery Date (Month/CY)											09/09	05/10	05/11	05/12	05/13
	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>										
Contract Date (Month/CY)	03/13	03/14	03/15	03/16	03/17										
Delivery Date (Month/CY)	05/14	05/15	05/16	05/17	05/18										

**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																																
	<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>			
Quarter	1	2	3	4	1	2	3	4	1	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-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>				<u>FY-18</u>				<u>FY-19</u>				<u>FY-20</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	7	7	7	7	9	9	9	10	9	9	10	10	10	10	10	10	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Output	2	3	4	4	4	4	7	7	7	7	9	9	9	10	9	9	10	10	9	10	10	10	9	9	9	9	9	9	9	9	9	9

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	394	23.256	20	1.100								
KITS NONRECUR	16	16.221										
EQUIPMENT	394	81.006	[20]	3.000								
EQUIP NONREC	16	4.210										
CHANGE ORDERS		4.393				10.240						
DATA		4.445		0.300								
SIM/TRAINER	6	3.575										
SUPPORT-EQUIP	48	0.998										
FLIGHT TEST		1.367		0.050								
OGC		6.477		0.450								
ICS												
RETROFIT		8.025										
WARRANTY												
Withhold Adjustments		4.179										

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-98	70	KITS 4.484										
FY-99	49	KITS 2.900										
FY-00	32	KITS 1.950										
FY-01	36	KITS 0.819										
FY-02	26	KITS 1.423										
FY-03	59	KITS 3.540										
FY-04	67	KITS 6.087										
FY-05	15	KITS 1.228										
FY-06	56	KITS 4.643										
FY-07	20	KITS	[20]	1.100								
TOTAL INSTALL	410	27.074	20	1.100								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	410	185.226	20	6.000		10.240						
INSTALLATION QTY	410		20									

(Continued)

	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>
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								14.633
DATA								4.745
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	201.466
(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	1	2	3	4
Input									1	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	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																								

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	606	6.267										
KITS NONRECUR EQUIPMENT	1	0.401										
EQUIP NONREC												
CHANGE ORDERS		0.673		0.040								
DATA		0.935										
SIM/TRAINER												
SUPPORT-EQUIP		2.109										
FLIGHT TEST												
OGC		1.390		0.250								
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-00	1											
FY-01	311	7.569										
FY-02	295	2.901	[35]	0.249								
TOTAL INSTALL	525	10.470	35	0.249								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	607	22.245		0.539								
INSTALLATION QTY	525		35									

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							606	6.267
KITS NONRECUR							1	0.401
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.713
DATA								0.935
SIM/TRAINER								
SUPPORT-EQUIP								2.109
FLIGHT TEST								
OGC								1.640
Withhold Adjustments								
INSTALLATION OF HARDWARE								
FY-00	1	KITS					[1]	
FY-01	311	KITS					[311]	7.569
FY-02	295	KITS					[248]	3.150
TOTAL INSTALL							560	10.719
TOTAL COST (BP-1100)							607	22.784
(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

	<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			
Input										15	14	14	14	39	39	38	39	25	26	26	26	38	39	38	39	14	14	14	14			
Output										15	14	14	14	39	39	38	39	25	26	26	26	38	39	38	39	14	14	14	14			
Quarter	1	2	3	4	1	2	3	4																								
Input	9	9	9	8																												
Output	14	9	9	9	8																											

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 qty's 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-07		FY-08		FY-09		FY-10		FY-11	
	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		9.017										
DATA		4.950										
SIM/TRAINER	5	5.007										
SUPPORT-EQUIP		0.058										
FLIGHT TEST		0.534										
OGC		1.017		0.450		1.000						
SOFTWARE		1.186										
INSTALLATION OF HARDWARE												
FY-01	1	0.091										
FY-02	16	0.837										
FY-03	28	0.941										
FY-04	79	2.300										
TOTAL INSTALL	124	4.169										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	124	39.688		0.450		1.000						
INSTALLATION QTY	124											

**(Continued)**

	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>
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								9.017
DATA								4.950
SIM/TRAINER							[5]	5.007
SUPPORT-EQUIP								0.058
FLIGHT TEST								0.534
OGC								2.467
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
TOTAL COST (BP-1100)								41.138
(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

02/28/2008  
FY 2009 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's service life expires between 2005-2020. Kit costs vary by MDS as reflected in the kit cost FY05-FY17. Installations are done at Warner Robins Air Logistics Center (ALC) except the EC-130Hs which are done at L3Com's facility.

Aircraft Breakdown: Active 121, Reserve 1, ANG 20, Total 142

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	42.508	28	96.343	14	52.062	22	86.909	13	52.748	15	60.808
KITS NONRECUR	5	39.569	1	3.800							2	16.277
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.610		0.400		2.857		1.019		1.460		0.729
OGC				1.000		1.077		1.150		1.153		5.246
OTHER										15.000		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05												
FY-06												
FY-07												
FY-08												
FY-09												
FY-10												
FY-11												
FY-12												
FY-13												
FY-14												
FY-15												
FY-16												
TOTAL INSTALL	1	2.550	1	2.600	5	10.730	16	38.540	22	53.201	21	48.932
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	15	86.237	29	104.143	14	66.726	22	127.618	13	123.562	17	131.992
INSTALLATION QTY	1		1		5		16		22		21	

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	4	16.886	7	30.141	21	93.912	134	532.317
KITS NONRECUR							8	59.646
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		0.636		0.417		1.423		10.551
OGC		2.322		2.793		7.350		22.091
OTHER								15.000
INSTALLATION OF HARDWARE								
FY-05			9	KITS			[9]	20.697
FY-06			6	KITS			[6]	14.452
FY-07			29	KITS			[29]	70.072
FY-08			14	KITS			[14]	32.691
FY-09		36.365	22	KITS			[22]	55.006
FY-10	[14]	15.586	13	KITS	[7]	18.602	[13]	34.188
FY-11			17	KITS	[8]	21.261	[9]	24.034
FY-12			4	KITS			[4]	11.324
FY-13			7	KITS			[7]	19.819
FY-14			8	KITS			[8]	23.105
FY-15			7	KITS			[7]	12.500
FY-16			6	KITS			[6]	15.000
TOTAL INSTALL	20	51.951	15	39.863	41	105.782	142	354.149
TOTAL COST (BP-1100)	4	71.795	7	73.214	21	208.467	142	993.754
(Totals may not add due to rounding)								
INSTALLATION QTY	20		15		41		142	

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

**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				1				2	1	1	1	4	4	4	4	5	5	6	6	6	5	5	6	5				
Output									1				1				2	1	1	1	4	4	4	4	4	5	5	6	6	6	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>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	5	5	5	5	3	4	4	4	3	2	2	2	3	3	2	3	2	2	2	2	2	2	2	2	1	2	2	1	1	2	1	1				
Output	6	5	5	5	5	5	3	4	4	4	4	3	2	2	2	3	2	3	2	2	2	2	2	2	2	2	2	2	1	2	2	2				

02/28/2008  
 FY 2009 PB  
 Modification Title and No: ALR-69 UPGRADE MN-8591

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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 20, Reserve 0, 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.270	8	2.160	9	2.540				
KITS NONRECUR			1	3.220	1	1.653						
EQUIPMENT			[1]	0.953	[8]	4.152	[9]	4.133				
EQUIP NONREC			[1]	0.953	[1]	0.519						
CHANGE ORDERS												
DATA						0.579		0.329				
SIM/TRAINER					[1]	0.230						
SUPPORT-EQUIP						0.150		0.050				
OGC						0.380		0.473				
SPARES				0.919		0.485		1.612				
INSTALLATION OF HARDWARE												
FY-07			2	KITS			[2]	0.157				
FY-08			9	KITS			[9]	1.238				
FY-09			9	KITS					[9]	1.651		
TOTAL INSTALL							11	1.395	9	1.651		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	6.315	9	10.308	9	10.532		1.651		
INSTALLATION QTY							11		9			

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							18	4.970
KITS NONRECUR							2	4.873
EQUIPMENT							[18]	9.238
EQUIP NONREC							[2]	1.472
CHANGE ORDERS								
DATA								0.908
SIM/TRAINER							[1]	0.230
SUPPORT-EQUIP								0.200
OGC								0.853
SPARES								3.016
INSTALLATION OF HARDWARE								
FY-07	2	KITS					[2]	0.157
FY-08	9	KITS					[9]	1.238
FY-09	9	KITS					[9]	1.651
TOTAL INSTALL							20	3.046
TOTAL COST (BP-1100)							20	28.806
(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-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)	11/05	11/06	11/07	11/08	11/09
Delivery Date (Month/CY)	10/06	10/07	10/08	10/09	10/10

**Installation Schedule**

Quarter	<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
Input																				
Output																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) MN-8629

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: C/HC-130H

Center: WRALC Robins AFB GA

PE 0401134F Team MOBIL

**Description/Justification**

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides a significantly improved defense capability for the C-130 to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) missile threats. This system is fully automatic following power-up.

The system consists of Group A aircraft kits and Group B equipment; 2 transmitter assemblies, 5 sensors, 1 processor, and 1 central interface unit and associated logistics support.

One hundred fifty three (153) of the C-130 Aircraft fleet (Active Air Force, Guard and Reserve) are funded and will be Modified with LAIRCM in the FYDP.

With the exception of the Guardian Laser Transmitter Assembly (GLTA) and NexGen MWS, the LAIRCM system transitioned from Interim Contractor Support (ICS) to Operation and Maintenance (O&M) funded contractor repair thru Warner-Robins Air Logistics Center (WR-ALC) repair in FY 07.

AFRC funding is as follows: FY 08 (\$17.5) FY 09 (\$55.114) FY 10 (\$1.055) FY 11 (\$1.048) FY 12 (\$1.068) FY 13 (\$1.090)

\$26.1M in FY 08 includes funding for seven AC-130s.

Note 1: "Change Orders" 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 critically, expected replacement cost, and identification of alternates for items having high DMS risks.

Note 2: \$25M of the FY 05 funding and \$220.03M of the FY 07 funding came from GWOT supplementals.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41134F.

Aircraft Breakdown: Active 44, Reserve 85, ANG 24, Total 153

**Development Status**

Development on the C-130 started in FY 02.

PE 41134F is a PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)	1	10.121		5.523		0.400	[1]	6.000	[1]	6.000	[1]	
PROCUREMENT (3010)												
INSTALL KITS	52	23.562	70	21.097	15	4.245	16	4.813				
KITS NONRECUR		2.836										
EQUIPMENT	30	58.959	[58]	151.434	[11]	24.995	[8]	25.874				
EQUIP NONREC												
CHANGE ORDERS		3.007		10.000				0.954		0.246		0.500
DATA												
SIM/TRAINER												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
SUPPORT-EQUIP		0.462		2.570		0.327		0.466				
CONTRACTOR SUPPORT		0.841		0.500		1.203				0.042		
SPARES		28.765		21.112		7.139		11.206				
ENG SUPPORT		11.027		0.375				2.869				
ICS		2.054										
TRAINING		0.212		0.007		0.045		0.008				
OGC		1.236		1.188		0.619		4.178		1.445		0.548
DEPOT STAND-UP		0.527		3.972		0.052		3.690				
INSTALLATION OF HARDWARE												
FY-03	2	2.032										
FY-04	11	3.234										
FY-05	29	3.010	[4]									
FY-06	10	0.376	[9]	2.809								
FY-07	70		[17]	20.449	[6]		[22]		[25]			
FY-08	15				[15]	4.796						
FY-09	16						[14]	5.449	[2]	0.695		
TOTAL INSTALL	39	8.652	30	23.258	21	4.796	36	5.449	27	0.695		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	52	142.140	70	235.513	15	43.421	16	59.507		2.428		1.048
INSTALLATION QTY	39		30		21		36		27			

(Continued)

	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>
RDT&E (3600)							[4]	28.044
PROCUREMENT (3010)								
INSTALL KITS							153	53.717
KITS NONRECUR								2.836
EQUIPMENT							[107]	261.262
EQUIP NONREC								
CHANGE ORDERS		0.500		0.500				15.707
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								3.825
CONTRACTOR SUPPORT								2.586
SPARES								68.222
ENG SUPPORT								14.271
ICS								2.054
TRAINING								0.272
OGC		0.568		0.590				10.372
DEPOT STAND-UP								8.241
INSTALLATION OF HARDWARE								
FY-03	2 KITS						[2]	2.032
FY-04	11 KITS						[11]	3.234
FY-05	29 KITS						[29]	3.010
FY-06	10 KITS						[10]	3.185
FY-07	70 KITS						[70]	20.449
FY-08	15 KITS						[15]	4.796
FY-09	16 KITS						[16]	6.144
TOTAL INSTALL							153	42.850
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.068		1.090			153	486.215
INSTALLATION QTY							153	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

**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>								
Quarter	1	2	3	4	1	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	4	2	2	1	2	3	7	6	8	8	8	7	7	6	6	4	5
Output									2				5	2	3		1	2	5	4	6	8	7	7	7	7	6	6	5	
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																		
Input	9	9	9	9	8	7	7	5																						
Output	7	9	9	9	9	8	7	7	5																					

02/28/2008  
 FY 2009 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. Implementeattion 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	250	17.583										
EQUIP NONREC												
CHANGE ORDERS		10.331		1.500								
DATA		1.226										
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
OGC		1.404										
PMA												
Withhold Adjustments												
TOTAL COST (BP-1100)	250	30.544		1.500								
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							250	17.583
EQUIP NONREC								
CHANGE ORDERS								11.831
DATA								1.226
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								
OGC								1.404
PMA								
Withhold Adjustments								
TOTAL COST (BP-1100)							250	32.044
(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	

02/28/2008  
 FY 2009 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), instructor upgrades (from 0 to 100 percent) and nearly doubles overall student output. Eliminates current unsuitable simulator workarounds that utilize non-HC-130 trainers.

This simulator provides a training solution which allows approximately 3,000 hours of training to be accomplished at 1/10 the cost of in-aircraft training. This simulator provides trained HC-130 aircrews, capable of supporting AF's worldwide Combat Search and Rescue requirements.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

NA

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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			[1]	6.234						
SUPPORT-EQUIP												
OGC		0.740						0.208				
REPROGRAM		0.050										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		29.132				6.234		0.208				

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[2]	34.576
SUPPORT-EQUIP								
OGC								0.948
REPROGRAM								0.050
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								35.574

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: IR Strobe MN-8731

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: AFK000

Center:

PE 0401115F

Team MOBIL

**Description/Justification**

In response to MAJCOM-declared Urgent Operational Need (UON) (S), selected C-130 airplanes will be fitted with Infrared (IR) Anti Collision Lights on the upper fuselage. The IR Anti Collision Light will make aircraft more readily visible to crewmembers in other aircraft when crewmembers wear Night Vision Goggles (NVGs) that detect and amplify IR lighting, thereby increasing safety and precluding potential mid-air collisions with other airplanes in an air-traffic dense environment under Night Vision Imaging Systems (NVIS) Operatios.

Aircraft Breakdown: Active 104, Reserve 79, ANG 148, Total 331

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			331	0.485								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						0.124						
DATA						0.124						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.237						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			331	0.970								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							331	0.485
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.124
DATA								0.124
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.237
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							331	0.970

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 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.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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		1.707		0.400								
SIM/TRAINER	3	1.200										
SUPPORT-EQUIP												
ICS		0.075		0.100								
OGC		0.330		0.100								
SPARES	6	3.160										
FLT TEST		0.175										
*** See Remarks ***												
INSTALLATION OF HARDWARE												
FY-04	4 KITS	0.685			[2]		[2]					
FY-05	2 KITS						[2]					
FY-06	2 KITS						[2]					
TOTAL INSTALL		0.685			2		6					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	8	14.349		0.600								
INSTALLATION QTY					2		6					

(Continued)

	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>
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								2.107
SIM/TRAINER							[3]	1.200
SUPPORT-EQUIP								
ICS								0.175
OGC								0.430
SPARES							[6]	3.160
FLT TEST								0.175
*** See Remarks ***								
INSTALLATION OF HARDWARE								
FY-04 4 KITS							[4]	0.685
FY-05 2 KITS							[2]	
FY-06 2 KITS							[2]	
TOTAL INSTALL							8	0.685
TOTAL COST (BP-1100)							8	14.949
(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																					1											
Output																									1	1						

02/28/2008  
 FY 2009 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**

Procures, integrates and installs 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 was reduced by \$13.3M for higher AF priorities; funding has been partially restored and will be fully restored in FY09 to support installation schedule. Obligations for FY06-08 based on current released funding. Quantities increased from 21 to 25 due to 4 additional AC-130U aircraft contracted in 2003 that were 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	1.524	21	0.525								
KITS NONRECUR		6.878		5.498		0.278						
EQUIPMENT		1.573		6.020								
EQUIP NONREC		0.152										
CHANGE ORDERS				0.806								
DATA						1.163						
SIM/TRAINER			[2]	3.200								
SUPPORT-EQUIP		0.228										
TEST		0.391		1.010		0.175		0.200				
PROGRAM MNGMT		0.037		2.280		1.066		0.400				
INSTALLATION OF HARDWARE												
FY-06			4 KITS			[4]						
FY-07			21 KITS					[16]		[5]		
TOTAL INSTALL						4		16		5		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	4	10.783	21	19.339		2.682		0.600				
INSTALLATION QTY						4		16		5		

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							25	2.049
KITS NONRECUR								12.654
EQUIPMENT								7.593
EQUIP NONREC								0.152
CHANGE ORDERS								0.806
DATA								1.163
SIM/TRAINER							[2]	3.200
SUPPORT-EQUIP								0.228
TEST								1.776
PROGRAM MNGMT								3.783
INSTALLATION OF HARDWARE								
FY-06		4 KITS						[4]
FY-07		21 KITS						[21]
TOTAL INSTALL								25
TOTAL COST (BP-1100)								25
(Totals may not add due to rounding)								33.404
INSTALLATION QTY								25

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 22 Months

Follow-On Lead Time: 20 Months

Milestones

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

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													1	3	2	6	5	3	3	2				
Output													1	3	2	6	5	3	3	2				

02/28/2008  
 FY 2009 PB  
 Modification Title and No: AERIAL SPRAY SYSTEM MN-9130

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Models of Aircraft Affected: C-130H

Center: WR-ALC

PE 0401115F

Team MOBIL

**Description/Justification**

Modification of AFRC Youngstown ARB C-130H aircraft with upgraded Aerial Spray systems

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

**Development Status**

AFRC effort supported through WR-ALC

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5	0.025										
KITS NONRECUR	1	0.959										
EQUIPMENT	5	0.210										
EQUIP NONREC	1	0.045										
CHANGE ORDERS				0.306								
DATA		0.200										
SIM/TRAINER												
SUPPORT-EQUIP		0.300										
OGC		0.157		0.164								
SPARES		0.084		0.030								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	6	1.980		0.500								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[5]	0.025
KITS NONRECUR							[1]	0.959
EQUIPMENT							5	0.210
EQUIP NONREC							1	0.045
CHANGE ORDERS								0.306
DATA								0.200
SIM/TRAINER								
SUPPORT-EQUIP								0.300
OGC								0.321
SPARES								0.114
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							6	2.480

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

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

02/28/2008  
 FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		2.952		0.995								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		2.952		0.995								
(Totals may not add due to rounding)		2.952		0.995								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								3.947
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								3.947
(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)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: NOISE CANCELLATION SYSTEM MN-9134

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**

Provides an improved noise cancellation system for C-130 Aircraft. (Congressional Add)

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

**Development Status**

This is an ANG COTS procurement.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[5]	0.450	[8]	0.720						
KITS NONRECUR EQUIPMENT	1	0.760	5	0.375	8	0.600						
EQUIP NONREC CHANGE ORDERS	1	0.075										
DATA				0.170								
SIM/TRAINER SUPPORT-EQUIP												
OGC		0.240		0.250		0.090						
INSTALLATION OF HARDWARE												
FY-06 1 KITS		0.010	[1]									
FY-07 5 KITS				0.050	[5]							
FY-08 8 KITS					[2]	0.080	[6]					
TOTAL INSTALL		0.010	1	0.050	7	0.080	6					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	1.085	5	1.295	8	1.490						
INSTALLATION QTY			1		7		6					

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[13]	1.170
KITS NONRECUR							[1]	0.760
EQUIPMENT							13	0.975
EQUIP NONREC							1	0.075
CHANGE ORDERS								
DATA								0.170
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.580
INSTALLATION OF HARDWARE								
FY-06           1 KITS							[1]	0.010
FY-07           5 KITS							[5]	0.050
FY-08           8 KITS							[8]	0.080
TOTAL INSTALL								
							14	0.140
TOTAL COST (BP-1100)							14	3.870
(Totals may not add due to rounding)								
INSTALLATION QTY							14	

Method of Implementation: CONTRACT FIELD TEAM

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>
Contract Date (Month/CY)	09/07	09/07	09/07	09/08
Delivery Date (Month/CY)	03/08	03/08	12/08	

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: AIRBORNE RECONN SYSTEMS MN-9136

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Models of Aircraft Affected: C-130/MQ-9 for test bed; remainder  
TBD

Center: ASC - Wright Patterson AFB, OH

PE 0305206F Team

**Description/Justification**

In response to urgent operational needs the Wide Area Airborne Surveillance (WAAS) program will equip combatant commanders with sensor capabilities that can be flown on manned and unmanned aircraft (e.g. MQ-9 Reaper) as development allows. Modification funds will build approximately ten sensor suites plus complete integration and installation on initial surrogate manned (e.g. C-130) and unmanned (e.g. MQ-9) test beds, as well as that in the final aircraft system architecture. The WAAS capability will be used to monitor broad areas and known hot spots enabling forensics analysis to help locate IED and insurgent activities. Near real time data capability will allow situational awareness tip offs to ground forces.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 35206F.

Aircraft Breakdown: Active 11, Reserve , ANG , Total 11

**Development Status**

Sensor suite and associated architecture are under development; potential manned/unmanned aircraft alternatives are operational.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								34.000		46.000		32.000
PROCUREMENT (3010)												
INSTALL KITS							[3]	33.657	[0]	0.000	[3]	16.675
KITS NONRECUR												
EQUIPMENT							1	10.000	2	19.903	3	30.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
*** See Remarks ***												
INSTALLATION OF HARDWARE												
FY-09							[1]					
FY-10									[2]			
FY-11											[3]	
FY-12												
FY-13												
TOTAL INSTALL							1		2		3	
TOTAL COST (BP-1100)							1	43.657	2	19.903	3	46.675
(Totals may not add due to rounding)												
INSTALLATION QTY							1		2		3	

**(Continued)**

	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>
RDT&E (3600)		20.000		12.000				144.000
PROCUREMENT (3010)								
INSTALL KITS	[3]	16.680	[2]	4.794			[11]	71.806
KITS NONRECUR								
EQUIPMENT	3	30.000	2	20.000			11	109.903
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
*** See Remarks ***								
INSTALLATION OF HARDWARE								
FY-09								[1]
FY-10								[2]
FY-11								[3]
FY-12	[3]							[3]
FY-13			[2]					[2]
TOTAL INSTALL	3		2					11
TOTAL COST (BP-1100)	3	46.680	2	24.794			11	181.709
(Totals may not add due to rounding)								
INSTALLATION QTY	3		2					11

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

**Milestones**

	<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)				06/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)				06/10	10/10	10/11	10/12	10/13

**Installation Schedule**

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

02/28/2008  
 FY 2009 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 35, ANG , Total 35

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			35	1.225								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.080								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.101								
SPARES			[4]	0.140								
INSTALLATION OF HARDWARE												
FY-07		35 KITS		0.410	[30]		[5]					
TOTAL INSTALL				0.410	30		5					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			35	1.956								
INSTALLATION QTY					30		5					

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							35	1.225
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.080
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.101
SPARES							[4]	0.140
INSTALLATION OF HARDWARE								
FY-07            35 KITS							[35]	0.410
TOTAL INSTALL							35	0.410
TOTAL COST (BP-1100)							35	1.956
(Totals may not add due to rounding)								
INSTALLATION QTY							35	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input									10	10	10	5				
Output									10	10	10	5				

02/28/2008  
 FY 2009 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/recapitilation of MC-130P and MC-130H simulators including: updating control loading, replacing host computer, interface computer and input-ouput medium, replacing the and updating instructor operator stations, and updating 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		4.138	[0]	1.184			[0]	0.630				
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		4.138		1.184				0.630				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								5.952
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								5.952
(Totals may not add due to rounding)								
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	03/09	03/10
Delivery Date (Month/CY)	03/07	03/08	03/09	03/10	

**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				
Input																																
Output																																

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A

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**

Low cost safety mods improve safety, reliability and maintainability. They also enhance mission performance and generally reduce logistics costs as they meet emerging requirements for the C/AC/EC/HC/LC/MC-130 fleets.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.003		0.000		0.162		0.809		1.900		1.900
TOTAL COST (BP-1100)		0.003				0.162		0.809		1.900		1.900
(Totals may not add due to rounding)		0.003				0.162		0.809		1.900		1.900

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.001		0.001				4.776
TOTAL COST (BP-1100)		0.001		0.001				4.776
(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)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: MISC SIMULATOR UPDATES MN-99999M

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**

Misc low cost mods under \$900K. Includes Solid State Syncrophaser, Dual ADI Power Source, Interphone Improvements, Ramp Mounting Hold, E-SKE Recv lighting and communication/interphone panel.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11		
	<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						0.001		0.001		1.900		1.900	
FLT LINE LOADER				0.000									
TOTAL COST (BP-1100)							0.001		0.001		1.900		1.900
(Totals may not add due to rounding)													

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		0.001		0.001				3.804
FLT LINE LOADER								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.001		0.001				3.804

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

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**

Misc low cost mods for Service Bulletins.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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				0.000		0.001		0.001		0.027		0.670
MN 8191		0.415										
TOTAL COST (BP-1100)		0.415				0.001		0.001		0.027		0.670
(Totals may not add due to rounding)		0.415				0.001		0.001		0.027		0.670

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.001		0.001				0.701
MN 8191								0.415
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.001		0.001				1.116

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

02/28/2008  
 FY 2009 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**

Low cost mods improve safety, reliability and maintainability. They also enhance mission performance and generally reduce logistics costs as they meet emerging requirements for the C/AC/EC/HC/LC/MC-130 fleets.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		5.708	1.719		1.647		1.900		1.900			1.900
PLS		1.487										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		9.038	1.719		1.647		1.900		1.900			1.900

(Continued)

	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>
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		0.001		0.001				14.776
PLS								1.487
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.001		0.001				18.106

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

02/28/2008  
FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	16.720										
KITS NONRECUR EQUIPMENT		1.000										
EQUIP NONREC		8.050										
CHANGE ORDERS		6.019		36.068		4.828		3.929		4.027		4.080
DATA SIM/TRAINER												
SUPPORT-EQUIP CONGRESSIONAL		18.700		4.200								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		50.489		40.268		4.828		3.929		4.027		4.080
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[2]	16.720
KITS NONRECUR								1.000
EQUIPMENT								
EQUIP NONREC								8.050
CHANGE ORDERS		4.160		4.243				67.354
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CONGRESSIONAL								22.900
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		4.160		4.243				116.024
(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**

	<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
Quarter	1	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																								

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130J			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$15.141	\$61.838	\$59.350	\$113.163	\$115.787	\$129.331	\$105.743

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 primary modification budgeted in FY09 is for systems structural mods. The specific modifications budgeted and programmed are below.

Funding document is unexecuteable. AF request \$25M be appropriated in P-1 line 7 of C-130J Aircraft Procurement for proper execution. (2612 -- Avioncs Systems & Structural Mod)

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_1411	Sensor Cant		1.7	2.5	0.6					4.8
	_1701	C-130J BLOCK 6.0 UPGRAD	14.1	3.9	0.3						18.4
	_2529	Pure Airblast Fuel Nozzle		20.0	0.0						20.0
	_2612	Avionics System and Structural		28.0	46.5	13.6					88.2
	_5222	BLOCK 8.0						75.5		101.0	176.5
	_5296	Wind Gust Brake		6.2	8.0	8.7	1.5				24.5
	_5448	Formation Positioning System				19.5	12.8	33.6	12.4	0.8	79.2
	_6298	C-130J BLOCK 7.0 UPGRAD				29.4	56.6	49.6	7.0		142.5
	8629	LARGE AIRCRAFT INFRARE				37.9	42.9	44.1	8.8		133.7
	99999X	LOW COST MODIFICATIONS	1.0	2.0	2.0	2.0	2.0	2.0	2.0	10.0	23.8
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			15.1	61.8	59.4	111.8	115.8	129.3	105.7	111.8	711.6
<b>TOTAL FOR WEAPON SYSTEM C-130J</b>			15.1	61.8	59.4	111.8	115.8	129.3	105.7	111.8	711.6

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

02/28/2008  
FY 2009 PB  
Modification Title and No: Sensor Cant MN-\_1411

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 45, Reserve 18, ANG 23, Total 86

**Development Status**

Development of Sensor Cant modification to begin 1Q FY08, with installations scheduled for FY09 and FY10

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)					[1]	4.000						
PROCUREMENT (3010)												
INSTALL KITS					60	1.481	26	0.642				
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                      26 KITS									[26]	0.630		
TOTAL INSTALL							60	1.481	26	0.630		
TOTAL COST (BP-1100)					60	1.681	26	2.523		0.630		
(Totals may not add due to rounding)												
INSTALLATION QTY							60		26			

**(Continued)**

	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>
RDT&E (3600)							[1]	4.000
PROCUREMENT (3010)								
INSTALL KITS							86	2.123
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           26 KITS							[26]	0.630
TOTAL INSTALL							86	2.111
TOTAL COST (BP-1100)							86	4.834
(Totals may not add due to rounding)								
INSTALLATION QTY							86	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 Months

**Milestones**

	<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-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
Input													15	15	15	15	15	15	11	0
Output													15	15	15	15	15	15	11	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: C-130J BLOCK 6.0 UPGRADES MN-\_1701

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 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 21, Reserve 18, ANG 31, Total 70

**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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		30.731	[4]	17.987								
PROCUREMENT (3010)												
INSTALL KITS			47	4.700	23	2.300						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES						1.000						
DMS (Diminished Manufacturing Sources)												
ATD INTEGRATION				9.410								
INSTALLATION OF HARDWARE												
FY-07			47 KITS		[47]	0.637						
FY-08			23 KITS				[23]	0.312				
TOTAL INSTALL					47	0.637	23	0.312				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			47	14.110	23	3.937		0.312				
INSTALLATION QTY					47		23					

**(Continued)**

	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>
RDT&E (3600)							[4]	48.718
PROCUREMENT (3010)							70	7.000
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								1.000
DMS (Diminished Manufacturing Sources)								
ATD INTEGRATION								9.410
INSTALLATION OF HARDWARE								
FY-07	47	KITS					[47]	0.637
FY-08	23	KITS					[23]	0.312
TOTAL INSTALL							70	0.949
TOTAL COST (BP-1100)							70	18.359
(Totals may not add due to rounding)								
INSTALLATION QTY							70	

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	1	2	3	4	1	2	3	4
Input																																
Output																																



(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							47	18.477
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	19.977

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

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

02/28/2008  
 FY 2009 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: AFE000

Center: ASC - Wright Patterson AFB, OH

PE 0401132F

Team MOBIL

**Description/Justification**

Funds the procurement and installation of Air Mobility Command's Requirements and Planning Council's approved initiatives.

FY09 Funding includes \$25M currently programmed in this P-1 Line that is unexecutable. Air Force requests \$25M be appropriated in P-1 line 7 of C-130J for proper execution.

Aircraft Breakdown: Active 38, Reserve 18, ANG 31, Total 87

**Development Status**

Incorporates previously developed equipment not associated with the international block upgrade program. Project includes a crashworthy loadmaster seat and the improvement of the loadmaster's ability to detect surface-to-air fire behind the aircraft.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					52	24.203	35	16.291				
KITS NONRECUR						3.840						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ATD INTEGRATION								0.000		5.650		
SPARES								0.000		4.067		
ABIDES Alignment								25.000				
INSTALLATION OF HARDWARE												
FY-08			52	KITS				[52]	5.200			
FY-09			35	KITS						[35]	3.900	
TOTAL INSTALL								52	5.200	35	3.900	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					52	28.043	35	46.491			13.617	
INSTALLATION QTY								52		35		

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							87	40.494
KITS NONRECUR								3.840
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
ATD INTEGRATION								5.650
SPARES								4.067
ABIDES Alignment								25.000
INSTALLATION OF HARDWARE								
FY-08	52	KITS					[52]	5.200
FY-09	35	KITS					[35]	3.900
TOTAL INSTALL							87	9.100
TOTAL COST (BP-1100)							87	88.151
(Totals may not add due to rounding)								
INSTALLATION QTY							87	

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

Installation Schedule

Quarter	<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
Input													13	13	13	13	10	9	8	8
Output													13	13	13	13	10	9	8	8

02/28/2008  
 FY 2009 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-07		FY-08		FY-09		FY-10		FY-11		
	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]	0.400				
FY-09										[36]	1.500		
FY-10												[37]	
TOTAL INSTALL								9	0.400	36	1.500	37	1.520
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)						9	6.200	36	8.024	37	8.710		1.520
INSTALLATION QTY								9		36		37	

**(Continued)**

	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>
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								
							82	3.420
TOTAL COST (BP-1100)							82	24.454
(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-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-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	
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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the C-130J aircraft and associated training systems.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

NA

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.795		1.031		2.000		2.000		2.000		2.000
CONGRESSIONAL												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.795		1.031		2.000		2.000		2.000		2.000
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	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>
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		10.000		23.826
CONGRESSIONAL								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)		2.000		2.000		10.000		23.826
INSTALLATION QTY								

Method of Implementation: COMBINATION

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

	<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																																

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-135			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$86.194	\$124.911	\$134.188	\$141.814	\$35.158	\$42.918	\$47.045

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-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIFI	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.4
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
P	8653	BLOCK 45			2.1	5.3	15.8	37.2	45.5	195.8	301.8
	8654	ENHANCED MODE S		5.3	5.8	19.9	8.9	4.0			44.0
	9709	GATM PHASE II	70.5	108.2	120.2	116.2	8.8	0.0			928.0
	9738	CONTROL COLUMN ACTUA	11.7	10.7	5.3						45.0
	9815	EMERGENCY VISION ASSU	3.0								6.1
	99999X	LOW COST MODIFICATIONS	1.0	0.6	0.8	0.4	1.6	1.6	1.5		21.5
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			86.2	124.9	134.2	141.8	35.1	42.9	47.0	195.8	1346.4
<b>TOTAL FOR WEAPON SYSTEM C-135</b>			86.2	124.9	134.2	141.8	35.1	42.9	47.0	195.8	1346.8

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

	P-1 SHOPP LIST ITEM NO. 50	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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), Radar Altimeter (RA), Aeromedical Evacuation upgrade (AE), 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.
- NVIS exterior & boom pod lighting replaces existing lights with NVIS compatible lighting to reduce KC-135 visibility to ground threats at low altitudes and permits the use of night vision devices by receiver aircraft.

Aircraft Breakdown: 415 KC-135R/T, 4 Special Purpose - totaling 419 aircraft.  
One Prototype aircraft are funded with 3600 (RDT&E) funds

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41218F.

Aircraft Breakdown: Active 198, Reserve 72, ANG 149, Total 419

**Development Status**

Includes software development, documentation of source data, NRE, engineering efforts, drawings, analysis, prototype for integrating efforts for all components of Block 45 onto the aircraft, and flight testing.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						5.917	[1]	5.973				
PROCUREMENT (3010)												
INSTALL KITS									6	4.029	21	12.267
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA							0.822					
SIM/TRAINER									[2]	0.138	[10]	0.702
SUPPORT-EQUIP							0.116			0.065		0.067
OGC							1.185			0.620		1.099

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-10		6 KITS							[6]	0.470		
FY-11		21 KITS									[21]	1.680
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	21	1.680
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							2.123		6	5.322	21	15.815
INSTALLATION QTY									6		21	

(Continued)

	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>
RDT&E (3600)							[1]	11.890
PROCUREMENT (3010)								
INSTALL KITS	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	[7]	0.502					[19]	1.342
SUPPORT-EQUIP		0.068		0.070				0.386
OGC		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
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	54	4.414	66	5.514	272	23.788	419	35.866
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	54	37.244	66	45.538	272	195.765	419	301.807
INSTALLATION QTY	54		66		272		419	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<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-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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1	1	2	2	5	5	5	6	13	13	14	14	16	16	17	17				
Output																	1	1	2	2	5	5	5	6	13	13	14	14	16	16	17	17				
	<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>																							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	17	17	17	18	18	18	18	18	18	18	18	18	18	19	19	14	14	15	14																	
Output	17	17	17	18	18	18	18	18	18	18	18	18	18	19	19	14	14	15	14																	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: ENHANCED MODE S MN-8654

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**

Enhanced Surveillance (EHS) is an upgrade to currently fielded Elementary Surveillance (ELS) capability and is a EUROCONTROL mandate required by 31 Mar 09. EHS improves air traffic management in congested airspace by sending aircraft parameters (such as heading, airspeed, groundspeed, mach, rate of climb/angle and altitude) to ground tracking stations. EHS is enabled by replacing the existing APX-100 Identification Friend or Foe (IFF) with an APX-119 which includes a Mode 5 card that will make the APX-119 partially Mode 5 ready. Mode 5 capability is achieved under a separate program through the installation of a Mode 5 crypto module and software. Mode 5 is DoD mandated for compliance by FY15.

The modification will be accomplished via field level installation.

Aircraft breakdown: 415 KC-135R/T and 4 Special Purpose aircraft

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41218F.

Aircraft Breakdown: Active 198, Reserve 72, ANG 149, Total 419

**Development Status**

RDT&E limited to integration of APX-119 transponder to the KC-135 platform.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						1.565						
PROCUREMENT (3010)												
INSTALL KITS					67	4.173	73	4.673	279	17.176		
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA						0.196				0.000		
SIM/TRAINER					[1]	0.100	[1]	0.256				
SUPPORT-EQUIP						0.208				1.437		
OGC						0.228		0.400		0.850		8.950
INITIAL SPARES					[7]	0.436	[7]	0.448	[7]	0.431		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08			67									
FY-09			73									
FY-10			279									
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				67	5.341	73	5.777	279	19.894			8.950
INSTALLATION QTY							51		71		228	

**(Continued)**

	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>
RDT&E (3600)								1.565
PROCUREMENT (3010)							419	26.022
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.196
SIM/TRAINER							[2]	0.356
SUPPORT-EQUIP								1.645
OGC		4.019						14.447
INITIAL SPARES							[21]	1.315
INSTALLATION OF HARDWARE								
FY-08		67 KITS						
FY-09		73 KITS						
FY-10		279 KITS						
TOTAL INSTALL								
TOTAL COST (BP-1100)							419	43.981
(Totals may not add due to rounding)		4.019						
INSTALLATION QTY		69					419	

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input													17	17	17	16	19	18	18	18	70	70	70	69				
Output													17	17	17	16	19	18	18	18	70	70	70	69				

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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 (HFDL) 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: 415 KC-135R/T aircraft and 4 special pupose aircraft.

Aircraft Breakdown: Active 198, Reserve 72, ANG 149, Total 419

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	204	41.893	50	9.015	62	13.640	60	12.600	43	9.460	0	0.000
KITS NONRECUR		9.080		0.030				8.500		0.000		
EQUIPMENT	204	134.640	[50]	30.287	[62]	44.702	[60]	45.620	[43]	40.850	[0]	0.000
EQUIP NONREC		27.246										
CHANGE ORDERS		54.002		0.000		0.000		0.200		1.200		0.750
DATA		5.941		0.000		0.000		0.000		1.000		2.500
SIM/TRAINER	18	31.052	[0]	0.987					[0]	1.200		
SUPPORT-EQUIP		3.433		0.000		0.000		0.000		0.000		0.000
MILSTRIP		12.064		2.300		1.500		1.500		2.500		1.500
MOD Prep		19.290		1.069	[0]	7.300		8.050		6.650		0.000
WARRANTY		6.297		0.000		0.000		0.000		0.000		0.000
Mode S		5.920		0.000						0.000		0.000
OGC		29.908		3.357		6.968		7.521		18.906		4.000

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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	43	33.550										
FY-05	40	14.131		[9]								
FY-06	42	24.420		[25]		[9]						
FY-07	50			[22]	23.452	[28]						
FY-08	62					[22]	34.100					
FY-09	60						[24]					[15]
FY-10	43						[31]	36.180		[16]		[21]
TOTAL INSTALL										[14]	34.400	
	161	123.421	56	23.452	59	34.100	55	36.180	52	34.400		36
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	204	504.187	50	70.497	62	108.210	60	120.171	43	116.166		8.750
INSTALLATION QTY	161		56		59		55		52			36

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							419	86.608
KITS NONRECUR								17.610
EQUIPMENT							[419]	296.099
EQUIP NONREC								27.246
CHANGE ORDERS								56.152
DATA								9.441
SIM/TRAINER							[18]	33.239
SUPPORT-EQUIP								3.433
MILSTRIP								21.364
MOD Prep								42.359
WARRANTY								6.297
Mode S								5.920
OGC								70.660
INSTALLATION OF HARDWARE								
FY-99	1	KITS					[1]	3.217
FY-00	3	KITS					[3]	4.306
FY-02	50	KITS					[50]	28.924
FY-03	25	KITS					[25]	14.873
FY-04	43	KITS					[43]	33.550
FY-05	40	KITS					[40]	14.131
FY-06	42	KITS					[42]	24.420
FY-07	50	KITS					[50]	23.452
FY-08	62	KITS					[62]	34.100
FY-09	60	KITS					[60]	36.180
FY-10	43	KITS					[43]	34.400
TOTAL INSTALL							419	251.553
TOTAL COST (BP-1100)							419	927.981
(Totals may not add due to rounding)								
INSTALLATION QTY							419	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 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>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)		10/99	12/99	12/01	06/02	03/03	03/04	03/05	03/06	03/07	03/08	03/09	03/10
Delivery Date (Month/CY)		06/01	03/01	03/03	09/03	06/04	06/05	06/06	06/07	06/08	06/09	06/10	06/11

**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	8	13	12	10	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	13	15	14	14	14	14	15	15	15	16	13	13	13	13	13	13	13	13	13	13	13	13	13	10								
Output	13	15	14	14	13	14	15	14	13	14	14	15	14	14	15	13	13	14	15	13	13	13	13	14	15	13	13	4								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: CONTROL COLUMN ACTUATOR BRAKE (CCAB) 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: 415 KC-135R/T and 32 Special Purpose aircraft = 447

**Installations:**

418 installations at (3) contract field team sites. (Meridian, Fairchild, and Rickenbacker.)

(415 R/T + 3 SP = 418)

29 SP (RC (22) /TC (3) /WC (2)/ NC (1)/ TT II (1)) installations at Greenville (Depot) and paid for under a separate Program Element (PE).

This program is funding the purchase of 448 kits (Contract negotiated at 448 kits for 448 aircraft. Since that time, KC-135 aircraft crashed (Manas AB) which dropped requirement to 447 aircraft. Extra kit will be used for spare parts.)

Aircraft Breakdown: Active 226, Reserve 72, ANG 149, Total 447

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	182	7.228	160	4.093	106	2.218						
KITS NONRECUR		2.394										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.047		0.098				0.175				
SIM/TRAINER	19	1.613										
SUPPORT-EQUIP		0.193		0.126		0.126		0.000				
OGC		1.749		3.248		2.730		1.573				
INSTALL	3	4.046	[112]	4.136	[151]	5.617	[151]	3.572	[1]			

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05	62	KITS	3	[59]								
FY-06	120	KITS		[53]		[67]						
FY-07	160	KITS				[84]		[76]				
FY-08	106	KITS						[75]		[31]		
TOTAL INSTALL	3		112		151		151		31			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	182	17.270	160	11.701	106	10.691		5.320				
INSTALLATION QTY	3		112		151		151		1			

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							448	13.539
KITS NONRECUR								2.394
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.320
SIM/TRAINER							[19]	1.613
SUPPORT-EQUIP								0.445
OGC								9.300
INSTALL							[418]	17.371
INSTALLATION OF HARDWARE								
FY-05	62	KITS					[62]	
FY-06	120	KITS					[120]	
FY-07	160	KITS					[160]	
FY-08	106	KITS					[106]	
TOTAL INSTALL							448	
TOTAL COST (BP-1100)							448	44.982
(Totals may not add due to rounding)								
INSTALLATION QTY							418	

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																	3	16	21	36	39	36	36	39	40	36	36	39	40	1		
Output																	3	16	21	36	39	36	36	39	40	36	36	39	40	1		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: EMERGENCY VISION ASSURANCE SYSTEM (EVAS) MN-9815

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135                      Class P

Models of Aircraft Affected: KC-135

Center: OC-ALC

PE 0401218F

Team MOBIL

**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 827 ACSG report was submitted to AMC in Aug 06.

Program funded by Congressional-Adds in FY05, FY06, and FY07.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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												
CONGRESSIONAL		3.092		2.988								
TOTAL COST (BP-1100)		3.092		2.988								
(Totals may not add due to rounding)		3.092		2.988								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CONGRESSIONAL								6.080
TOTAL COST (BP-1100)								6.080
(Totals may not add due to rounding)								6.080

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

02/28/2008  
FY 2009 PB  
Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P-S

Models of Aircraft Affected: C/KC-135

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

PE 0401218F

Team MOBIL

**Description/Justification**

These are low cost (under \$900K each) safety modifications which are necessary for safe system performance.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		0.008										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.256		0.000		0.025		0.025		0.025		0.025
TOTAL COST (BP-1100)		0.264				0.025		0.025		0.025		0.025
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								0.008
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.025		0.025				0.406
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.025		0.025				0.414

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

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**

Low Cost Modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs and to implement fleet upgrades and enhancements to meet emerging requirements for the 447 aircraft and associated training systems. Low Cost 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		13.977		1.008		0.644		0.772		0.407		1.618
TOTAL COST (BP-1100)		13.977		1.008		0.644		0.772		0.407		1.618
(Totals may not add due to rounding)		13.977		1.008		0.644		0.772		0.407		1.618

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.630		1.482				21.538
TOTAL COST (BP-1100)		1.630		1.482				21.538
(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-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)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CCALL			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$70.330	\$44.987	\$24.605	\$19.856	\$54.484	\$26.158	\$30.020

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.

FY09 funding will be utilized to install Baseline 1 configuration.

FY07 funding total includes \$23.7M in GWOT supplemental.

FY08 funding totals do not include \$19M FY08 GWOT requirements still pending Congressional consideration.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	1001	COMPASS CALL	70.3	45.0	24.6	19.9	54.5	26.2	30.0		270.4
<b>TOTAL FOR CLASS P</b>			70.3	45.0	24.6	19.9	54.5	26.2	30.0	0.0	270.4
<b>TOTAL FOR WEAPON SYSTEM CCALL</b>			70.3	45.0	24.6	19.9	54.5	26.2	30.0	0.0	270.4

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

02/28/2008  
FY 2009 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.

This program has associated Research Development Test and Evaluation funding in PE 0207253F.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)				9.586		8.549		4.670		13.242		21.216
PROCUREMENT (3010)												
INSTALL KITS			2	7.184	2	6.919	2	7.021	2	6.544	2	6.557
KITS NONRECUR EQUIPMENT			[2]	62.046	[2]	36.868	[2]	16.384	[2]	12.012	[2]	46.627
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
TOTAL COST (BP-1100)			2	70.330	2	44.987	2	24.605	2	19.856	2	54.484
(Totals may not add due to rounding)												

**(Continued)**

	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>
RDT&E (3600)		19.163		12.540				88.966
PROCUREMENT (3010)								
INSTALL KITS	2	6.558	1	3.382			13	44.165
KITS NONRECUR								
EQUIPMENT	[2]	18.200	[1]	25.938			[13]	218.075
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	2	26.158	1	30.020			13	270.440

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<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	12/06	12/07	12/08	12/09	12/10	12/11	12/12
Delivery Date (Month/CY)	07/06	06/07	06/08	06/09	06/10	06/11	06/12	06/13

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: DARP			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$104.294	\$105.390	\$106.989	\$109.808	\$112.150	\$174.971	\$178.454

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY08/09 is Rivet Joint.

FY07 funding total includes \$15M in GWOT supplemental.

FY08 funding totals do not include \$158.8M FY08 GWOT requirements still pending Congressional consideration.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	_2504	COBRA BALL	3.0	3.5	3.7	4.0	4.1	4.4	4.7		27.5
	4263	RIVET JOINT	95.2	85.9	97.1	99.7	101.9	164.5	167.8		911.5
	4265	COMBAT SENT	6.2	6.1	6.2	6.1	6.2	6.1	6.0		51.6
	Z88888	REPROGRAMMINGS	-0.1	9.9							
<b>TOTAL FOR CLASS P</b>			104.3	105.4	107.0	109.8	112.1	175.0	178.5	0.0	990.7
<b>TOTAL FOR WEAPON SYSTEM DARP</b>			104.3	105.4	107.0	109.8	112.1	175.0	178.5	0.0	990.7

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

02/28/2008  
FY 2009 PB  
Modification Title and No: COBRA BALL MN-\_2504

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 FY09-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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[1]	3.050	[1]	3.532	[1]	3.710	[1]	4.049	[1]	4.101
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				3.050		3.532		3.710		4.049		4.101
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	[1]	4.380	[1]	4.710			[7]	27.532
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		4.380		4.710				27.532
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 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 FY09-FY13 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	99.480		95.176		85.863		97.124		99.689		101.898
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		99.480		95.176		85.863		97.124		99.689		101.898
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		164.519		167.792			[1]	911.541
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		164.519		167.792				911.541
(Totals may not add due to rounding)								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-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

02/28/2008  
FY 2009 PB  
Modification Title and No: COMBAT SENT MN-4265

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 FY09-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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	8.929	[1]	6.210	[1]	6.102	[1]	6.155	[1]	6.070	[1]	6.151
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		8.929		6.210		6.102		6.155		6.070		6.151

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	[1]	6.072	[1]	5.952			[8]	51.641
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		6.072		5.952				51.641

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)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-3			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$66.288	\$53.796	\$86.468	\$84.945	\$180.320	\$148.313	\$188.675

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. FY08 funding totals do not include \$65M FY2008 GWOT requirements still pending Congressional consideration.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	50001P	TSI	2.5	2.9	6.1	6.1	2.8	3.0	3.1		55.2
	50001T	BLOCK 40/45 UPGRADE		2.7	37.9	69.0	159.6	109.7	148.3		527.2
	7225	NEXT GENERATION IDENTI					7.1	24.3	23.6		54.9
	7267	NAVWAR	1.8	4.5	9.9	1.4					17.5
	7268	INTEGRATED DAMA GATM	46.2	24.9	14.2						143.9
	8662	AETC MTD UPGRADES-FIEL	0.5								1.8
	9707	RM&A MODS	15.3	18.8	18.4	8.5	10.9	11.4	13.7		163.0
	Z88888	REPROGRAMMINGS	0.0	0.0							
<b>TOTAL FOR CLASS P</b>			66.3	53.8	86.5	84.9	180.3	148.3	188.7	0.0	963.5
<b>TOTAL FOR WEAPON SYSTEM E-3</b>			66.3	53.8	86.5	84.9	180.3	148.3	188.7	0.0	963.5

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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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: TSI MN-50001P

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.  
This modification has related RDT&E funding in PE 0207417F.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.251		3.059		5.148		5.106		5.337		5.705
PROCUREMENT (3010)												
INSTALL KITS	1	0.159										
KITS NONRECUR	1	2.946										
EQUIPMENT	30	1.741										
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.290										
SIM/TRAINER		2.264		0.245		0.577		3.266		3.276		0.287
SUPPORT-EQUIP		4.147		1.100		1.507		1.415		1.380		1.812
ICS		0.913										
CONTRACTOR SUPPORT		6.085		0.394		0.410		0.426		0.443		0.461
PROGRAM MNGMT		2.093		0.279		0.322		0.441		0.460		0.103
GFP												
OGC		1.270		0.455		0.077		0.523		0.503		0.148
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	30	28.767		2.473		2.893		6.071		6.062		2.811

(Continued)

	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>
RDT&E (3600)		6.861		7.177				45.644
PROCUREMENT (3010)								
INSTALL KITS							[1]	0.159
KITS NONRECUR							[1]	2.946
EQUIPMENT							30	1.741
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.290
SIM/TRAINER		0.299		0.310				10.524
SUPPORT-EQUIP		1.888		2.015				15.264
ICS								0.913
CONTRACTOR SUPPORT		0.480		0.499				9.198
PROGRAM MNGMT		0.136		0.113				3.947
GFP								
OGC		0.183		0.166				3.325
TOTAL COST (BP-1100)							30	55.166
(Totals may not add due to rounding)		2.986		3.103				

Method of Implementation:

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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 (FYDP) includes procurement of 12 and install of 9 of the required 31 systems. The remaining procurement buys of 19 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. This modification has related RDT&E funding in PE 0207417F.

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  
 11/04 - Final Design & Manufacturing Review Completed  
 1/05 - Start of TS-3 modification 2/06 MOD Complete  
 3/06 - I&CO & Initial Airworthiness Flight Test Start  
 3/07 - Mission Flight Test Start  
 2/08 - Final Airworthiness Flight Test Start  
 7/08 - Operational Assessment  
 10/08 - Milestone C

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		684.352		127.796		86.059		57.270		92.019		29.073
PROCUREMENT (3010)												
INSTALL KITS							1	7.292	2	15.677	2	17.411
KITS NONRECUR								8.533		6.077		18.117
EQUIPMENT							[1]	4.290	[2]	9.032	[2]	10.233
EQUIP NONREC								5.213		5.007		5.351
CHANGE ORDERS								2.760		6.827		18.496
DATA								0.477		0.940		0.953
SIM/TRAINER											[1]	42.525
SUPPORT-EQUIP								1.970		2.698		2.736
DMS (Diminished Manufacturing Sources)										3.274		8.272
ICS												0.512
OTHER						2.400		2.352				2.500
GFE								0.239		0.470		0.477

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
PROGRAM MNGMT						0.301		2.756		5.230		5.844
OGC								0.127		0.350		0.428
CONTRACTOR SUPPORT								1.904		2.871		5.739
INSTALLATION OF HARDWARE												
FY-09			1	KITS						[1]	10.497	
FY-10			2	KITS								[2] 19.992
FY-11			2	KITS								
FY-12			4	KITS								
FY-13			3	KITS								
TOTAL INSTALL									1	10.497	2	19.992
TOTAL COST (BP-1100)						2.701	1	37.913	2	68.950	2	159.586
(Totals may not add due to rounding)												
INSTALLATION QTY									1		2	



**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	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				

02/28/2008  
 FY 2009 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) 6140.01A (31 Mar 04) 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. Installation will take less than 25 hours to complete (per aircraft) and therefore can be done on the Flight Line at Tinker AFB.

The funded program (FYDP) includes procurement of 32 kits.

There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is funded with RDT&E funds. This modification has related RDT&E funding in PE 0207417F.

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

**Development Status**

NAVWAR SD&D is currently 88% complete. MS C is planned for Jun 2008.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.156		1.149		0.050						
PROCUREMENT (3010)												
INSTALL KITS					8		24					
KITS NONRECUR												
EQUIPMENT					[8]	0.789	[24]	2.520				
EQUIP NONREC				0.383		1.274		2.967		0.562		
CHANGE ORDERS				0.170		0.786		1.970		0.214		
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING						0.177		0.500				
OGC												
CONTRACTOR SUPPORT				1.027		0.971		1.182		0.525		
ICS												
PROGRAM MNGMT				0.201		0.501		0.716		0.107		
INITIAL SPARES												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08							[8]					
FY-09							[2]		[22]			
TOTAL INSTALL							10		22			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1.781		8	4.498	24	9.855		1.408		
INSTALLATION QTY							10		22			

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								12.355
PROCUREMENT (3010)								
INSTALL KITS							32	
KITS NONRECUR								
EQUIPMENT							[32]	3.309
EQUIP NONREC								5.186
CHANGE ORDERS								3.140
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TRAINING								0.677
OGC								
CONTRACTOR SUPPORT								3.705
ICS								
PROGRAM MNGMT								1.525
INITIAL SPARES								
INSTALLATION OF HARDWARE								
FY-08		8 KITS						[8]
FY-09		24 KITS						[24]
TOTAL INSTALL								32
TOTAL COST (BP-1100)								32
(Totals may not add due to rounding)								17.542
INSTALLATION QTY								32

Method of Implementation: DEPOT/ALC

Initial Lead Time: 11 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)					06/08	05/09
Delivery Date (Month/CY)					05/09	08/09

**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>				<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																					4	6	6	6	4	6	6	6

02/28/2008  
 FY 2009 PB  
 Modification Title and No: INTEGRATED DAMA GATM MN-7268

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**

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. 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.  
 Approved funding will procure the required 32 production kits, and installation has been accelerated into the 3Q FY09 beginning with P-15.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		55.656										
PROCUREMENT (3010)												
INSTALL KITS	18	4.199	14	3.139								
KITS NONRECUR		3.604		1.753		1.972		1.635				
EQUIPMENT	18	12.895	[14]	9.416								
EQUIP NONREC												
CHANGE ORDERS						1.943		1.430				
DATA												
SIM/TRAINER	3	3.625										
SUPPORT-EQUIP		1.845										
PROGRAM MNGMT		8.031		5.212		2.773		1.035				
CONTRACTOR SUPPORT		3.392		2.138		2.280		2.132				
GFE		4.221		4.306								
ICS		0.885		0.216		1.316		1.531				

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
OGC		3.310		1.251		2.248		3.981				
INSTALLATION OF HARDWARE												
FY-04	3	4.316										
FY-05	6	8.230										
FY-06	9		[8]	12.076	[1]							
FY-07	14		[0]	6.709	[11]	12.362	[3]	2.500				
TOTAL INSTALL	9	12.546	8	18.785	12	12.362	3	2.500				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	18	58.553	14	46.216		24.894		14.244				
INSTALLATION QTY	9		8		12		3					

(Continued)

	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>
RDT&E (3600)								55.656
PROCUREMENT (3010)								
INSTALL KITS							32	7.338
KITS NONRECUR								8.964
EQUIPMENT							[32]	22.311
EQUIP NONREC								
CHANGE ORDERS								3.373
DATA								
SIM/TRAINER							[3]	3.625
SUPPORT-EQUIP								1.845
PROGRAM MNGMT								17.051
CONTRACTOR SUPPORT								9.942
GFE								8.527
ICS								3.948
OGC								10.790
INSTALLATION OF HARDWARE								
FY-04	3	KITS					[3]	4.316
FY-05	6	KITS					[6]	8.230
FY-06	9	KITS					[9]	12.076
FY-07	14	KITS					[14]	21.571
TOTAL INSTALL							32	46.193
TOTAL COST (BP-1100)							32	143.907
(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	1	2	3	4
Input																																				
Output																					1	0	2	2	4	0	2	3	3	3	4	3	2	4	3	2
																					1	0	0	2	2	2	2	2	2	3	3	3	4	3	2	
Quarter	1	2	3	4																																
Input	1	2																																		
Output	2	1	2																																	

02/28/2008  
 FY 2009 PB

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-3 Class P

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

Models of Aircraft Affected: E-3

Center: ESC - Hanscom AFB, MA

PE 0809731F

Team AIR

**Description/Justification**

This modification will upgrade the E-3 maintenance training sets to comply with the current and planned configuration of the E-3B/C fleet. The upgrades are part of a Sustaining Engineering Requirements Plan.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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)	1	1.325	[2]	0.516								
(Totals may not add due to rounding)		1.325		0.516								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[3]	1.841
TOTAL COST (BP-1100)								1.841
(Totals may not add due to rounding)								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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.

FY2008 funding totals to not include \$25M FY2008 GWOT requirements still pending Congressional consideration.  
This modification has related RDT&E funding in PE 0207417F.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						4.424		4.293		7.642		9.603
PROCUREMENT (3010)												
INSTALL KITS	347	3.756	[154]	0.863	[38]	10.814	[20]	9.252	[11]	3.901	[5]	2.015
KITS NONRECUR		0.233		0.036								
EQUIPMENT	347	31.889	154	5.099	38	0.069	20	1.817	11		5	1.716
EQUIP NONREC		6.001		0.498		1.095		0.159				
CHANGE ORDERS						0.793		1.193		0.552		0.733
DATA		0.063		0.130		0.230		0.065		0.006		0.247
SIM/TRAINER	7	0.106					[2]	0.140	[4]	0.172	[1]	1.945
SUPPORT-EQUIP		9.882		3.117		0.300						0.615
OGC												
CONTRACTOR SUPPORT		1.245		0.892		0.778		0.809		0.842		0.875
PROGRAM MNGMT		7.983		1.725		2.095		1.337		0.646		0.397
DMS (Diminished Manufacturing Sources)		4.498		1.700		1.700		1.700		1.700		1.700

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-04	174	KITS	22	0.410	[10]	0.261	[6]	0.169	[2]		[2]	
FY-05	102	KITS			[9]	0.980						
FY-06	71	KITS					[13]	0.318				
FY-07	154	KITS							[8]	1.259		
FY-08	38	KITS					[5]	0.450	[20]	0.654	[13]	0.421
FY-09	20	KITS									[14]	0.286
FY-10	11	KITS										[6]
FY-11	5	KITS										[3]
FY-12	7	KITS										
FY-13	10	KITS										
TOTAL INSTALL	22	0.410	19	1.241	24	0.936	30	1.913	29	0.708	9	0.620
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	347	66.065	154	15.302	38	18.810	20	18.385	11	8.525	5	10.863
INSTALLATION QTY	22		19		24		30		29		9	

(Continued)

	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>	
RDT&E (3600)		11.210		13.247				50.419	
PROCUREMENT (3010)									
INSTALL KITS	[7]	3.398	[10]	3.550			[592]	37.549	
KITS NONRECUR								0.270	
EQUIPMENT	7	1.754	10	4.482			592	46.826	
EQUIP NONREC								7.752	
CHANGE ORDERS		0.759		0.921				4.951	
DATA		0.063		0.448				1.251	
SIM/TRAINER	[1]	1.004	[1]	0.697			[16]	4.064	
SUPPORT-EQUIP		0.605		0.184				14.703	
OGC									
CONTRACTOR SUPPORT		0.910		0.947				7.298	
PROGRAM MNGMT		0.516		0.502				15.201	
DMS (Diminished Manufacturing Sources)		1.700		1.700				16.398	
INSTALLATION OF HARDWARE									
FY-04			174 KITS				[42]	0.840	
FY-05			102 KITS				[9]	0.980	
FY-06			71 KITS				[13]	0.318	
FY-07			154 KITS				[8]	1.259	
FY-08			38 KITS				[38]	1.525	
FY-09			20 KITS				[20]	0.899	
FY-10			11 KITS	[6]	0.641	[2]	0.223	[11]	0.871
FY-11			5 KITS	[3]	0.008			[3]	0.008
FY-12			7 KITS			[5]	0.013	[5]	0.013
FY-13			10 KITS						
TOTAL INSTALL									
		9	0.649	7	0.236			149	6.713
TOTAL COST (BP-1100)									
(Totals may not add due to rounding)		7	11.358	10	13.667			592	162.975
INSTALLATION QTY		9		7				149	

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	1	2	3	4	1	2	3	4	1	2	3	4
Input									3				12	7			9	9	1		10	5	6	3	8	2	6	14	2	6	16	5				
Output									3				12	7			9	9	1		10	5	6	3	8	2	6	14	2	6	16	5				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																								
Input	6	3			6	3			5	2																										
Output	6	3			6	3			5	2																										

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$5.618	\$19.610	\$28.098	\$15.903	\$17.139	\$19.764	\$22.201

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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	3410	NPES (NC2AIS) E-4B	0.6	0.6	0.6	0.7	0.7	0.7	0.7		10.9
	4383A	Message Processing System (		3.9	4.8	0.3					9.0
	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
	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-Li						1.8	4.6		6.4
	4401	Presidential National Voice Co						0.7	1.3		2.0
	4402	Crypto Update			2.0						2.0
	9709D	E-4B COMMUNICATION NAV					3.5	8.0	5.0		16.5
	99999S	SERVICE BULLETINS	3.0	8.9	3.1	5.9	7.7	6.2	8.8		90.7

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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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$5.618	\$19.610	\$28.098	\$15.903	\$17.139	\$19.764	\$22.201

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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	99999X	LOW COST MODIFICATIONS	1.9	2.0	2.0	2.0	2.0	2.0	1.8		31.1
	Z88888	REPROGRAMMINGS	0.1	0.0							
<b>TOTAL FOR CLASS P</b>			5.6	19.6	28.1	15.9	17.1	19.8	22.2	0.0	199.0
<b>TOTAL FOR WEAPON SYSTEM E-4</b>			5.6	19.6	28.1	15.9	17.1	19.8	22.2	0.0	199.0

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. 2	
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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: NPES (NC2AIS) E-4B MN-3410

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 0101316F

Team INFO

**Description/Justification**

The Nuclear Planning and Execution System (NPES) technical refresh project updates the NPES commercial off the shelf (COTS) components and software on the E-4B aircraft. This investment is required both to keep the NPES equipment on the E-4B NAOC interoperable with the NPES equipment at other sites and to keep it logistically supportable. This modification upgrades NPES hardware and software components used by the NAOC on the E-4B.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	7	1.424	1	0.346	1	0.378	1	0.389	1	0.399	1	0.406
KITS NONRECUR												
EQUIPMENT	6	4.540										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-00	1											
FY-01	1											
FY-02	1											
FY-03	1											
FY-04	1											
FY-05	1											
FY-06	1	0.344										
FY-07	1		[1]	0.240								
FY-08	1				[1]	0.253						
FY-09	1						[1]	0.250				
FY-10	1								[1]	0.265		
FY-11	1										[1]	0.267
FY-12	1											
FY-13	1											
TOTAL INSTALL	7	0.344	1	0.240	1	0.253	1	0.250	1	0.265	1	0.267
TOTAL COST (BP-1100)	7	6.308	1	0.586	1	0.631	1	0.639	1	0.664	1	0.673
(Totals may not add due to rounding)												
INSTALLATION QTY	7		1		1		1		1		1	

(Continued)

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	1	0.414	1	0.422			14	4.178
KITS NONRECUR								
EQUIPMENT							[6]	4.540
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00			1 KITS				[1]	
FY-01			1 KITS				[1]	
FY-02			1 KITS				[1]	
FY-03			1 KITS				[1]	
FY-04			1 KITS				[1]	
FY-05			1 KITS				[1]	
FY-06			1 KITS				[1]	0.344
FY-07			1 KITS				[1]	0.240
FY-08			1 KITS				[1]	0.253
FY-09			1 KITS				[1]	0.250
FY-10			1 KITS				[1]	0.265
FY-11			1 KITS				[1]	0.267
FY-12			1 KITS				[1]	0.272
FY-13			1 KITS				[1]	0.278
TOTAL INSTALL								
			[1]	0.272			[1]	0.278
			[1]	0.278			[1]	0.278
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	1	0.686	1	0.700			14	10.887
INSTALLATION QTY	1		1				14	

Method of Implementation: DEPOT FIELD TEAM

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)															

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Message Processing System (MPS) MN-4383A

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 32015F

Team

**Description/Justification**

The Message Processing System (MPS) upgrade program will replace the outdated embedded cryptography and add sufficient bandwidth to interface with the E-4B network infrastructure. This upgrade enables the NAOC team to manage internal message traffic as well as to send and receive Emergency Action Messages (EAMs) while meeting the National Security Agency (NSA) mandate to replace MPS cryptology. This modification replaces the embedded cryptology with a software based cryptographic subsystem.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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-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>
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: COMBINATION

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

Milestones

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

Installation Schedule

Quarter	<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
Input													1	1						1
Output													1	1						1

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 - Tinker AFB Okla City, OK

PE 0302015F

Team INFO

**Description/Justification**

The C3 UHF Digitization upgrade will replace the analog Ultra High Frequency (UHF) link with a digital link to provide Internet Protocol (IP) based connectivity to unclassified and SECRET Internet as well as provide video teleconference (VTC) and Voice Over Internet Protocol (VOIP) capabilities. This modification is required for digital operation over the Northstar Ground Entry Point Network, which provides more flexibility and utility than the current UHF/Frequency Division Modulation (UHF/FDM) system. This modification will replace existing analog modems, routers, and High Assurance IP Encryptor (HAIPE) devices with digital modems, routers, and HAIPE devices. This modification has related RDT&E funding in PE 0302015F.

Aircraft Breakdown: Active 2, Reserve , ANG , Total 2

**Development Status**

RDT&E begins in FY08 and includes prototype kit and install.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						3.109		4.069				
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]	1.251				
FY-10									[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-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>
RDT&E (3600)								7.178
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: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

	<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-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
Input																				
Output																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 - Tinker AFB Okla City, OK

PE 0302015F

Team INFO

**Description/Justification**

The KG-3X Modernization project replaces End Cryptographic Units (ECUs) in order for the E-4B to remain interoperable with the Minimum Essential Emergency Communication Network (MEECN). The current ECUs used to encrypt transmissions over the E 4B's Survivable Low Frequency Communications System (SLFCS) are incompatible with modernized Communications Security (COMSEC) Key Management infrastructure and lack programmability and flexibility. This modification will install modernized KG-33s (purchased through the KG-3X program, PE0303140F) and KGV-61A cryptographic devices.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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					[2]	0.059		0.040				
FY-09            1 KITS							[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-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>
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: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 3 Months

**Milestones**

	<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-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
Input									1	1					1	
Output									1	1					1	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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**

This project will replace the current Secure Telephone Units III (STU III) on board the E-4B with a more reliable secure voice system. The National Security Agency (NSA) has set a sunset date for the STU IIIIR driving the need for a secure voice system that is certified for aircraft use. This modification will integrate a secure voice system that is certified for aircraft use into the E-4B. This modification has related RDT&E funding in PE 0302015F.

Aircraft Breakdown: Active 2, Reserve , ANG , Total 2

**Development Status**

RDT&E begins in FY08 and includes prototype kit and install.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						16.297						
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-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>
RDT&E (3600)								16.297
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	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Milestones

	<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-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
Input															1	1
Output															1	1

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Enhanced Mode S MN-4394

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 of Friend or Foe (IFF) transponder with Enhanced Surveillance capability. The European Organization for the Safety of Air Navigation (EUROCONTROL) has mandated that Enhanced Mode S is required by March 2009 for aircraft that fly in controlled European airspace. The E-4B is required to fly unrestricted over Europe to meet mission requirements. Funds will be used to purchase and install new APX-119 transponders or similar devices to gain the Enhanced Surveillance capability.

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

**Development Status**

None.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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						1.820						
EQUIPMENT												
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)					2	2.625	1	0.375		0.295		
(Totals may not add due to rounding)												
INSTALLATION QTY					1		1		1			

	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>
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: DEPOT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input									1				1				1			
Output									1				1				1			

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Crypto Update MN-4402

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 will replace various cryptographic boxes onboard the E-4B required for secure communications. This project is required because the current cryptographic boxes will be decertified by the NSA. This modification will replace The KYV-5, KY-58, KY-100, and other cryptologic boxes with suitable alternatives.

This is a New Start Program.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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-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>
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: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<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-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
Input														1	2	
Output														1	2	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: SERVICE BULLETINS MN-99999S

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**

Funds are required to complete Service Bulletins in order to maintain compliance with FAA standards and certification. Service Bulletins affect the safety, product improvements, maintenance, and reliability for the aircraft, engines, and associated mission equipment. The funding profile is driven by Service Bulletin due date and aircraft availability.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		47.114		2.971		8.893		3.092		5.913		7.676
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		47.114		2.971		8.893		3.092		5.913		7.676
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		6.181		8.821				90.661
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		6.181		8.821				90.661
(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-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**

		<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>			
Quarter	1	2	3	4	1	2	3	4	1	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-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																																	
Output																																	
		<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																																	
		<u>FY-13</u>																															
Quarter	1	2	3	4																													
Input																																	
Output																																	

02/28/2008  
 FY 2009 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 - Tinker AFB Okla City, OK

PE 0302015F

Team INFO

**Description/Justification**

These Low Cost Modifications and studies are necessary for reliability, maintainability, and/or improved system performance.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.184										
AIRCRAFT		17.187		1.938		1.994		1.999		1.999		1.998
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		17.371		1.938		1.994		1.999		1.999		1.998
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.184
AIRCRAFT		1.999		1.800				30.914
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		1.999		1.800				31.098
(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-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)															

**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																																
Quarter	1	2	3	4	1	2	3	4	1	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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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-8C			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$100.520	\$79.150	\$30.657	\$229.287	\$210.219	\$140.729	\$30.540

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.

FY2008 funding totals do not include \$66.3M FY2008 GWOT requirements still pending Congressional consideration.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	38199	JSTARS Re-engining	64.9	37.0	12.8	211.6	194.2	129.0	17.9		667.5
	38200	RELIABILITY, MAINTAINABIL	3.1	3.7	4.7	5.8	5.9	6.9	5.3		93.6
	38203	KILL CHAIN ENHANCEMENT	30.4	16.2	10.7	11.9	2.1	2.1	3.6		117.1
	38205	JTRS INTEGRATION					8.0	2.8	3.8		14.5
	38208	Enhanced Land Maritime Mode	2.1	22.2	2.5						26.8
	Z88888	REPROGRAMMINGS	0.0	-0.0							
<b>TOTAL FOR CLASS P</b>			100.5	79.2	30.7	229.3	210.2	140.7	30.5	0.0	919.5
<b>TOTAL FOR WEAPON SYSTEM E-8C</b>			100.5	79.2	30.7	229.3	210.2	140.7	30.5	0.0	919.5

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

02/28/2008  
FY 2009 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. Total funding will support the modernization program.

The development contract was awarded in Feb 07, with procurement contract award projected Jun 08. Production period of performance will extend through FY15 with the final installations and the upgrade of the second weapons system trainer.

This modification has related RDT&E funding in PE 0207581F.

Aircraft Breakdown: Active , Reserve 0, ANG 11, Total 11

**Development Status**

The development contract will include the Non Recurring Engineering (NRE) phase associated with the integration of a commercial propulsion pod system on Joint STARS. This will include all associated drawings, tech manuals, flight test, and trainer modifications to field a fully operational and supportable propulsion pod system upgrade. NRE is projected to be completed in the 3rd quarter FY09.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)		12.500		36.254	0	1.970		14.438		0.500		0.500
PROCUREMENT (3010)												
INSTALL KITS			1	4.000	1	4.672	1	4.945	3	15.186	3	15.360
KITS NONRECUR									[1]	4.635		11.822
EQUIPMENT			[2]	60.918	[1]	31.130	[0]	0.277	[3]	155.181	[3]	130.205
EQUIP NONREC												
CHANGE ORDERS												1.135
DATA												
SIM/TRAINER												
SUPPORT-EQUIP										2.503		3.539
OTHER								6.351		26.592		24.482
PMA						1.236		1.190		1.215		1.240

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-07			1									
FY-08			1									
FY-09			1									
FY-10			3						[3]	6.300		
FY-11			3								[3]	6.422
FY-12			2									
FY-13			0									
TOTAL INSTALL									3	6.300	3	6.422
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	64.918	1	37.038	1	12.763	3	211.612	3	194.205
INSTALLATION QTY									3		3	

(Continued)

	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>
RDT&E (3600)		0.500						66.662
PROCUREMENT (3010)								
INSTALL KITS	2	10.860					11	55.023
KITS NONRECUR		9.647		4.920			[1]	31.024
EQUIPMENT	[2]	91.800					[11]	469.511
EQUIP NONREC								
CHANGE ORDERS								1.135
DATA								
SIM/TRAINER			[1]	3.831			[1]	3.831
SUPPORT-EQUIP		3.610		2.104				11.756
OTHER		5.218		1.309				63.952
PMA		1.265		1.290				7.436
INSTALLATION OF HARDWARE								
FY-07			1	KITS				
FY-08			1	KITS				
FY-09			1	KITS				
FY-10			3	KITS			[3]	6.300
FY-11			3	KITS			[3]	6.422
FY-12	[3]	6.600					[3]	6.600
FY-13			[2]	4.460			[2]	4.460
TOTAL INSTALL	3	6.600	2	4.460			11	23.782
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	2	129.000		17.914			11	667.450
INSTALLATION QTY	3		2				11	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 28 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)			10/07	01/08	01/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)			02/10	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					
Input																																	
Output																																	
Quarter	1	2	3	4																													
Input		1	1																														
Output		1	1																														

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP												
AIRCRAFT		58.040		2.963		3.540		4.479		4.563		4.648
PMA		0.223		0.142		0.169		0.214		1.218		1.298
INSTALLATION OF HARDWARE	<hr/>											
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		58.263		3.105		3.709		4.693		5.781		5.946
INSTALLATION QTY												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		4.751		4.857				87.841
PMA		2.104		0.404				5.772
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		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	11/07
Delivery Date (Month/CY)	09/02	09/03	09/04	09/05	09/06	09/07	

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: KILL CHAIN ENHANCEMENT MODIFICATIONS MN-38203

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**

FY08 GWOT is pending and includes a request for \$25.0M APAF for Beyond Line of Sight (BLOS) secure communications, and a request for \$41.3M APAF for Vanishing Vendors (Prime Mission Equipment DMS).

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 but are not limited to, Interim Capability for Airborne Networking (ICAN) Beyond line of Sight (BLOS), Joint Surface Warfare (JSuW) Joint Capability Technology Demonstration (JCTD), weapons guidance, and Diminishing Manufacturing Sources (DMS). 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).

There is a chance that other than 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.

This modification has related RDT&E funding in PE 0207581F.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		56.747		15.881		3.744		3.010		2.871		3.158
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT		2.926		2.196		0.100		0.100		0.100		0.100
INTEGRATION		37.235		28.189		16.134		10.558		11.794		2.000
INSTALLATION OF HARDWARE	<hr/>											
TOTAL INSTALL												
TOTAL COST (BP-1100)	<hr/>											
(Totals may not add due to rounding)		40.161		30.385		16.234		10.658		11.894		2.100
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)		5.022		6.340				96.773
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
PROGRAM MNGMT		0.100		0.200				5.822
INTEGRATION		2.000		3.406				111.316
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.100		3.606				117.138
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**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Enhanced Land Maritime Mode (ELMM) 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 ELMM 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.

ELMM will employ advanced radar modes to increase Joint STARS location and tracking capability for Long Term Track Maintenance (LTTM) in maritime and terrestrial environments, suitable for providing an engagement capability for maritime interdiction operations.

ELMM represents the first spiral of Joint Maritime Interdiction capability that allows a Joint STARS aircraft to enable precision weapons against maritime targets.

Proposed implementation will retrofit 17 operational Joint STARS aircraft and 2 trainers (maintainer/crew) and one test aircraft (funded with RDT&E).

This modification has related RDT&E funding in PE 0207581F.

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

**Development Status**

AMSTE pre-contract planning began Dec 05; development started in Dec 06. Initial retrofit in FY08.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)				26.847		4.943		4.000				
PROCUREMENT (3010)												
INSTALL KITS					8	12.552						
KITS NONRECUR				0.987		0.896						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.443		0.340						
DATA				0.016		0.500		0.372				
SIM/TRAINER					[1]	1.101						
SUPPORT-EQUIP				0.031		0.034						
INSTALLATION OF H						4.541						
PMA				0.038		0.291		0.140				
TRAINING						0.072		0.095				
OTHER				0.597		1.842		1.936				

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-08                    8 KITS					[8]							
TOTAL INSTALL					8							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				2.112	8	22.169		2.543				
INSTALLATION QTY					8							

(Continued)

	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>
RDT&E (3600)								35.790
PROCUREMENT (3010)								
INSTALL KITS							8	12.552
KITS NONRECUR								1.883
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.783
DATA								0.888
SIM/TRAINER							[1]	1.101
SUPPORT-EQUIP								0.065
INSTALLATION OF H								4.541
PMA								0.469
TRAINING								0.167
OTHER								4.375
INSTALLATION OF HARDWARE								
FY-08			8 KITS				[8]	
TOTAL INSTALL							8	
TOTAL COST (BP-1100)							8	26.824
(Totals may not add due to rounding)								
INSTALLATION QTY							8	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

	<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
Input												8
Output												8

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: H-1			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$40.258	\$21.962	\$13.200	\$18.610	\$2.527	\$2.557	\$2.586

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 FY09 will enhance operational capability while improving flight safety, reliability, and maintainability. The primary modification for FY09 is the Huey II Modernization. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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-S	8846	UH-1N TAIL BOOM REPLAC	4.6	4.0	3.7	0.8	0.3				14.4
<b>TOTAL FOR CLASS P-S</b>			4.6	4.0	3.7	0.8	0.3	0.0	0.0	0.0	14.4
P	_1135	UH-1N SIMULATOR UPGRA		8.1	0.7						8.9
	_2802	HUEY II MODERNIZATION	35.9	7.7	7.9	17.1	1.0	1.0	1.0		105.8
	8839	NIGHT VISION INSTRUMEN	2.8								3.9
	99999X	LOW COST MODIFICATIONS	0.7	0.1	0.9	0.7	1.2	1.6	1.6		10.2
	Z88888	REPROGRAMMINGS	-3.9	2.1							
<b>TOTAL FOR CLASS P</b>			35.6	17.9	9.5	17.8	2.2	2.6	2.6	0.0	128.7
<b>TOTAL FOR WEAPON SYSTEM H-1</b>			40.2	21.9	13.2	18.6	2.5	2.6	2.6	0.0	143.1

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

02/28/2008  
FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					1	7.041						
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.385						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.707		0.396				
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	8.133		0.724				
INSTALLATION QTY										1		

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							1	7.041
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.385
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.103
INSTALLATION OF HARDWARE								
FY-08	1	KITS					[1]	0.328
TOTAL INSTALL							1	0.328
TOTAL COST (BP-1100)							1	8.857
(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-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-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
Input															1	
Output																1

02/28/2008  
 FY 2009 PB  
 Modification Title and No: HUEY II MODERNIZATION MN-\_2802

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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 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, train on a new airframe to better meet internal Army requirements, and no longer have the resources to train USAF pilots. Due to currently mandated specialized undergraduate helicopter pilot training requirements, the USAF took possession of 40 former Army UH-1H aircraft (24 operational and 16 for parts).

The modifications are conducted at a contractor facility and installed real-time. 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 results in a cost effective specialized undergraduate helicopter pilot training solution that will ensure the reliability and supportability of the aircraft through 2025.

FY 2005-FY2007 funds modified a total of 16 UH-1H airframes to the Huey II TH-1H 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	10	32.929	6	29.276	2	7.297	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										0.224		0.900
OGC		0.868		0.100		0.100		0.105		0.100		0.100

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05		1										
FY-06		9										
FY-07			[6]									
FY-08					[2]							
FY-09							[2]					
FY-10									[4]			
TOTAL INSTALL	10		6		2		2		4			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	10	34.183	6	35.935	2	7.672	2	7.887	4	17.101		1.000
INSTALLATION QTY	10		6		2		2		4			





(Continued)

	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>
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	15	
Output						17			15	15	15	

02/28/2008  
 FY 2009 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 0101235F

Team SPACE

**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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.280	26	4.540	26	3.817	7	2.831	1	0.757		
KITS NONRECUR	1	0.714										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.087								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.228		0.887		0.010		0.297
FLT TEST												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	0.994	26	4.627	26	4.045	7	3.718	1	0.767		0.297

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							61	12.225
KITS NONRECUR							1	0.714
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.087
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								1.422
FLT TEST								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)							62	14.448

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

02/28/2008  
 FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		3.386		0.728		0.051		0.871		0.742		1.230
TOTAL COST (BP-1100)		3.386		0.728		0.051		0.871		0.742		1.230
(Totals may not add due to rounding)		3.386		0.728		0.051		0.871		0.742		1.230

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.558		1.589				10.155
TOTAL COST (BP-1100)		1.558		1.589				10.155
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<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)															
	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>												
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HH-60			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$16.671	\$117.764	\$17.250	\$7.528	\$4.948	\$4.785	\$4.880

The FY2008 funding totals do not include \$6.9M GWOT requirements still pending Congressional consideration.

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 FY09 is for the service life extension program. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	_1072	Dual Engine Contingency Pow	2.4		0.2						10.8
	8254	ALTITUDE HOLD AND HOVE			0.2	2.2	1.0				12.6
	8496	KIRTLAND SIM UPGRADES	3.2	19.6	0.5						37.3
	8560	SERVICE LIFE EXTENSION	0.9	1.4	15.7	4.3	2.9	3.3			32.9
	8844	Multi-function Color Display			0.2						0.2
	99999S	SERVICE BULLETINS			0.0	0.1	1.0	1.5	4.9		7.4
	99999X	LOW COST MODIFICATIONS	0.0		0.0	1.0	0.0	0.0			1.9
	ARR	701C ENGINE AND GEARBO	1.8		0.2						71.1
	T8415	UPGRADE COMMUNICATIO	5.7		0.2						160.9
	Z88888	REPROGRAMMINGS	2.7	96.8							
<b>TOTAL FOR CLASS P</b>			16.7	117.8	17.3	7.5	4.9	4.8	4.9	0.0	335.1
<b>TOTAL FOR WEAPON SYSTEM HH-60</b>			16.7	117.8	17.3	7.5	4.9	4.8	4.9	0.0	335.1

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

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02/28/2008  
 FY 2009 PB  
 Modification Title and No: Dual Enginer Contingency Power MN-\_1072

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

The Dual Engine Contingency Power modification allows the use of maximum engine power during emergency/power constrained situations including high altitude, high temperature, and high gross weight conditions. This modification will also upgrade the two existing HH-60G simulators.

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

No RDT&E Required

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	88	1.430	12	0.260								
KITS NONRECUR	1	1.330										
EQUIPMENT	89	3.300										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.500										
SIM/TRAINER	2											
SUPPORT-EQUIP		0.250										
FLT TEST		0.500										
OGC		0.280		0.160				0.200				
INSTALLATION OF HARDWARE												
FY-05	27	KITS	27	0.610								
FY-06	62	KITS			[62]	1.444						
FY-07	12	KITS			[12]	0.500						
TOTAL INSTALL	27	0.610	74	1.944								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	89	8.200	12	2.364				0.200				
INSTALLATION QTY	27		74									

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							100	1.690
KITS NONRECUR							1	1.330
EQUIPMENT							[89]	3.300
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.500
SIM/TRAINER							[2]	
SUPPORT-EQUIP								0.250
FLT TEST								0.500
OGC								0.640
INSTALLATION OF HARDWARE								
FY-05	27	KITS					[27]	0.610
FY-06	62	KITS					[62]	1.444
FY-07	12	KITS					[12]	0.500
TOTAL INSTALL							101	2.554
TOTAL COST (BP-1100)							101	10.764
(Totals may not add due to rounding)								
INSTALLATION QTY							101	

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	17	20	19	18			
Output									1	0	6	7	6	7	17	20	19	9	9	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: ALTITUDE HOLD AND HOVER SYSTEM (AHHS) MN-8254

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60                      Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

FY06 funding was received in 4Q FY06 as part of the Global War on Terrorism (GWOT) supplemental funding line. This supplemental appropriation provided for the procurement and installation of 100 Improved Altitude Hold and Hover Stabilization Systems (I-AHHS). I-AHHS will replace the existing AHHS system which provided a barometric and radar altitude hold capability and long-term stabilization of a hovering helicopter relative to the earth's surface. AHHS decreased pilot workload and increased safety during over water and reduced visibility operations. I-AHHS will provide increased capability over the current system as well as provide a digital capability for hands off approach and landing in low visibility and dustout conditions. Install time requirements and current GWOT taskings make installing I-AHHS in the HH-60 fleet by FY08 unfeasible. FY09 funding was added to fund installations which will continue through FY11.

Aircraft Breakdown: Active 67, Reserve 15, ANG 18, Total 100

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		1.300					[7]	0.208	[72]	2.200	[21]	1.000
TOTAL INSTALL		1.300					7	0.208	72	2.200	21	1.000
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	100	9.200						0.208		2.200		1.000
INSTALLATION QTY							7		72		21	

(Continued)

	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>
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]	4.708
TOTAL INSTALL							100	4.708
TOTAL COST (BP-1100)							100	12.608
(Totals may not add due to rounding)								
INSTALLATION QTY							100	

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>
Contract Date (Month/CY)				01/08
Delivery Date (Month/CY)				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								0																				
Output																	2	2	2	1	18	18	18	18	7	7	7	7

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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 Southwest Asia 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	2	13.960	[1]	3.233	[1]	19.565	[1]	0.530				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		13.960		3.233		19.565		0.530				
(Totals may not add due to rounding)												

(Continued)

	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>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER							[5]	37.288	
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								37.288
(Totals may not add due to rounding)								37.288	

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	01/09	
Delivery Date (Month/CY)	10/07	07/07	04/08	04/09	04/10	

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE LIFE EXTENSION PROGRAM MN-8560

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

In FY05 the Service Life Extension Program (SLEP) was restructured to a Structural Integrity Program (SIP). This was accomplished to reduce maintenance cost growth rates and improve aircraft availability until HH-60G retirement begins in conjunction with procurement of the Combat Search and Rescue Replacement Vehicle (CSAR-X). Current in-service estimates indicate the HH-60G structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. The USAF requirement is for 39 HH-60Gs to undergo SIP modification due to increased utilization rates in support of GWOT taskings in addition to potential delays of CSAR-X fielding and HH-60G retirement.

The USAF SIP will modify three major structural areas of the HH-60G airframe: cabin/transition area, tail cone section, and tail rotor pylon section.

Aircraft Breakdown: Active 26, Reserve 0, ANG 0, Total 26

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	11	0.500	2	0.312			4	14.215	4	2.380	4	0.702
KITS NONRECUR	1	3.121										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.080										
DATA		0.200		0.625								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.229										
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1											
FY-04 9 KITS	9	0.239										
FY-05 2 KITS					[2]	1.420						
FY-07 2 KITS							[2]	1.477				
FY-09 4 KITS									[4]	1.920		
FY-10 4 KITS											[4]	2.195
FY-11 4 KITS												
TOTAL INSTALL	10	0.239			2	1.420	2	1.477	4	1.920	4	2.195
TOTAL COST (BP-1100)	12	4.369	2	0.937		1.420	4	15.692	4	4.300	4	2.897
(Totals may not add due to rounding)												
INSTALLATION QTY	10				2		2		4		4	

**(Continued)**

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							25	18.109
KITS NONRECUR							1	3.121
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.080
DATA								0.825
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.229
INSTALLATION OF HARDWARE								
FY-01	1						[1]	
FY-04	9						[9]	0.239
FY-05	2						[2]	1.420
FY-07	2						[2]	1.477
FY-09	4						[4]	1.920
FY-10	4						[4]	2.195
FY-11	4						[4]	3.323
TOTAL INSTALL	4	3.323					26	10.574
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		3.323					26	32.938
INSTALLATION QTY	4						26	

Method of Implementation: DEPOT/ALC

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)		12/00				12/04		12/06
Delivery Date (Month/CY)		12/01				12/05		12/07

**Installation Schedule**

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<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																								
Output								1																								
Input																																
Output																																

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: Multi-function Color Display MN-8844

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

Multi-Function Color Display (MFCD) will add processing capability and an improved display medium to all 101 HH-60G helicopters. MFCD with additional data processing power will enable pilots to cleanly display and manipulate current data streams using a single color display screen for each pilot and an additional color display to replace the current weather radar display. This MFCD will allow HH60G aircrew to display current forward looking infrared (FLIR) picture and aircraft flight instrument data along with an integrated moving map display, eliminating the need for a separate pen tablet computer to display aircraft position. The future value of the MFCD lies in its ability to harness the capability of additional aircraft modifications including, but not limited to, Situational Awareness Data Link (SADL), LARS V12, the Intelligence Broadcast Receiver and the Global Personnel Recovery System (GPRS).

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

Contract negotiations regarding integration efforts are in currently in progress.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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								0.200				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								0.200				

**(Continued)**

	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>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS								0.200	
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								0.200
(Totals may not add due to rounding)								0.200	

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: SERVICE BULLETINS MN-99999S

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

PE 0702207F

Team LOG

**Description/Justification**

These are low cost modifications necessary to improve safety, reliability, maintainability, and mission performance and to reduce logistics costs.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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							0.010		0.058			1.021
TOTAL COST (BP-1100)							0.010		0.058			1.021
(Totals may not add due to rounding)							0.010		0.058			1.021

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.456		4.880				7.425
TOTAL COST (BP-1100)		1.456		4.880				7.425
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

These funds will be utilized for low cost modifications required when HH-60G deficiencies are identified. Low cost modifications encompass efforts necessary to improve reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for HH-60G aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		0.535										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.330		0.010			0.010		0.970			0.031
DEPOT PROCESS												
TOTAL COST (BP-1100)		0.865		0.010			0.010		0.970			0.031
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								0.535
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.006						1.357
DEPOT PROCESS								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.006						1.892

Method of Implementation:

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-93</u>	<u>FY-94</u>
Contract Date (Month/CY)		12/94
Delivery Date (Month/CY)		09/95

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: 701C ENGINE AND GEARBOX UPGRADE MN-ARR

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

This program modifies 34 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. The 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. The funding profile allows concurrent installation at multiple locations in minimum time with minimal impact to aircraft availability. This modification increases the power available by 20% which provides 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 HH-60Gs which were received from Sikorsky Aircraft Corporation with 701C engines and durability gearboxes. The lead time for procurement of the rotor brake 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	32	21.467	2	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										
EJECTION SYSTEM	56	34.588										
OGC		1.326		0.125			0.200					

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-98	6	0.706										
FY-99	7	1.120										
FY-05	13	4.078	[3]	0.725								
FY-06	6		[6]	0.367								
FY-07	2					[2]						
TOTAL INSTALL	23	5.904	9	1.092	2							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	32	69.068	2	1.807			0.200					
INSTALLATION QTY	23		9		2							

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							34	21.967
KITS NONRECUR								0.745
EQUIPMENT							[13]	4.870
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.190
SIM/TRAINER								
SUPPORT-EQUIP								0.068
EJECTION SYSTEM							[56]	34.588
OGC								1.651
INSTALLATION OF HARDWARE								
FY-98	6	KITS					[6]	0.706
FY-99	7	KITS					[7]	1.120
FY-05	13	KITS					[13]	4.803
FY-06	6	KITS					[6]	0.367
FY-07	2	KITS					[2]	
TOTAL INSTALL							34	6.996
TOTAL COST (BP-1100)							34	71.075
(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														6	2	2	2	1																	
Output														6	0	2	2	2	1																
Quarter	1	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>																					
Input		2	3	2	3	3	3	3	3	3	2	1	1	1																					
Output		2	3	2	3	3	3	3	2	1	1	1																							

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: UPGRADE COMMUNICATIONS AND NAVIGATION/INTEGRATED E MN-T8415

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60                      Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

This modification upgrades the HH-60Gs communication, navigation, and integrated electronic warfare systems through a four phase sequential approach (also known as the Block 152 upgrade). This modification corrects human factors, safety, and mission equipment deficiencies dating back to Operation DESERT STORM and significantly increases survivability.

Block 152-Phase A added the AN/ARC-210 SATCOM radio to provide over-the-horizon communications. This modification began in FY00 and was completed in FY05 modifying 105 HH-60s. Prerequisite: HH60G Self Protection System modification (Mod# 6590).

Block 152-Phase B added HAVE CSAR for over-the-horizon near-real-time threat/survivor awareness. This modification began in FY01 and was completed in FY05 modifying 104 HH-60Gs. Prerequisite: i486 Control Display Unit (CDU) upgrade (Mod# 8494).

Block 152-Phase C added the External Gun Mount and Ammunition Handling System (GM/AHS) modification. This modification allows for use of either 7.62mm and/or .50 caliber weapons systems. The .50 caliber weapon doubles the weapons engagement zone of the HH-60G. Additionally, this modification increased the useful cabin space of the HH-60G by placing the ammunition storage containers on the outside of the aircraft. This modification began in FY02 and was completed in FY07 modifying 101 HH-60Gs.

Block 152-Phase D upgrades the existing Radar Warning Receiver (RWR) system with the AN/APR-39B(V)2 radar signal detecting set integrated with the AN/ALE-47 countermeasures dispensing system. This phase also provides corrections to internal and external lighting that interferes with missions which require use of Night Vision Imaging Systems (NVIS). Installations of the RWR and NVIS upgrades on all 101 HH-60Gs will be completed in FY08. As of Q1FY08 the HUD portion of this modification had not begun and the requirement was under review by Air Combat Command. If a future HUD modification is required supporting new start documentation will be completed.

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.

Five trial and 415 production installs for a total of 398 installs for 104 aircraft. Eight AFRC HH-60G aircraft were realigned in FY03/04 to Active Duty.

Aircraft Breakdown: Active 71, Reserve 15, ANG 18, Total 104

**Development Status**

Non-recurring engineering (NRE) for Block A completed by 4Q FY00. NRE for Block B began in FY00, completed FY01. NRE for Block C began in FY02, completed FY03.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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	3.320				1.530						
DATA		1.845				1.080						

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
SIM/TRAINER	6	5.952	[1]	0.140								
SUPPORT-EQUIP		3.899		0.318								
ICS												
OGC		6.353		0.200			0.200					
FLIGHT TEST		4.663		0.400								
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		371	6.182	27	2.000							
TOTAL COST (BP-1100)		398	155.075		5.668			0.200				
(Totals may not add due to rounding)												
INSTALLATION QTY		371		27								

(Continued)

	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>
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								6.753
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	160.943
(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
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**

	<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																		12	11	10	10	10	12	23	23	23	22	24	24	24	24	24				
Output																		12	11	10	10	10	10	12	23	23	23	22	24	24	24	24				
Quarter	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																							

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HAEUAV			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$7.507	\$25.756	\$103.939	\$109.850	\$127.453	\$109.553	\$57.047

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-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	470001	GH Aircraft Mods	2.9	24.3	102.1	107.5	126.6	68.9	15.0		447.3
	470003	GH Ground Station Mods	4.6	0.0	1.8	2.4	0.8	40.6	42.1		92.3
<b>TOTAL FOR CLASS P</b>			7.5	24.3	103.9	109.8	127.5	109.6	57.0	0.0	539.6
	470004	Support Equipment Mods		1.5							1.5
	Z88888	REPROGRAMMINGS	0.0								
<b>TOTAL FOR CLASS</b>			0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
<b>TOTAL FOR WEAPON SYSTEM HAEUAV</b>			7.5	25.8	103.9	109.8	127.5	109.6	57.0	0.0	541.1

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

02/28/2008  
FY 2009 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 compliments space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

This funding is procuring the highly capable Global Hawk System, which is comprised of aircraft, payloads, ground segment, and support segment. The aircraft is an autonomous, high altitude, long endurance, unmanned aircraft systems (UAS). The RQ-4A is an imagery-intelligence (IMINT) UAS designed to employ 2000 pounds of payload. The RQ-4A has one configuration known as the Block 10. The Block 10 employs an IMINT system comprised of a synthetic aperture radar (SAR) sensor and an electro-optical (EO) / infrared (IR) sensor. These three sensors are called the integrated sensor suite (ISS). The RQ-4B UAS is designed to employ 3000 pounds of payload and enable multi-intelligence (multi-INT) collecting. The RQ-4B has three configurations: Block 20, Block 30, and Block 40. The Block 20 will employ upgraded SAR and EO/IR sensors known as the enhanced ISS (EISS) in an IMINT only configuration. The Block 30 will employ the same EISS sensors as the Block 20 and will also integrate a wide spectrum signals intelligence (SIGINT) sensor called the Advanced Signals Intelligence Program (ASIP) sensor used simultaneously to create a multi-INT platform. The Block 40 will integrate the multi-platform radar technology insertion program (MP-RTIP) radar sensor, and currently plans to only carry the MP-RTIP sensor. The user will ultimately determine the optimal mix of quantities and payloads for each aircraft configuration based on operational requirements. The ground station (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 to enable operation of the Global Hawk System.

The Global Hawk program went through a Title 10, Section 2433 review in 2006, due to a unit cost breach (informally known as Nunn-McCurdy breach). The Department certified the program to Congress on June 5th, 2006. As a result of the review, the Department directed a program restructure to slow development, cap the low rate initial production (LRIP) at 5 per year, and reduce risk. LRIP will remain at 5 per year until successful completion of the initial operational test and evaluation (IOT&E).

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, ground station and support 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. Due to procurement of previously kitted aircraft (i.e., Block 30I), A/B kit quantities do not match installation quantities.

Details:

FY07 - Total BP11 = \$2.906M

- o Aircraft Mods = \$2.906M: purchase and install 5 Secure Voice Radios in FY07.

FY08 - Total BP11 = \$24.256M

- o Aircraft Mods = \$24.256M: purchase long-lead equipment for 3 SIGINT sensors and 1 RTIP in FY09.

FY09 - Total BP11 = \$102.120M

**Description/Justification Continued**

o Aircraft Mods = \$102.120M: 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)), and RTIP (1 - E)].

FY10 - Total BP11 = \$107.493M

o Aircraft Mods = \$107.493M: purchases long-lead items for 3 more SIGINT sensors to be procured in FY11 and low cost modifications.

This program has associated Research Development Test and Evaluation funding in PE 0304260F, PE 0207423F and PE 0207450F.

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-07		FY-08		FY-09		FY-10		FY-11	
	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	25	0.887	12	0.406
KITS NONRECUR												
EQUIPMENT			[5]	0.249	[0]	24.256	[4]	102.120	[28]	105.106	[15]	118.559
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000
MISC			[0]	0.000	[0]	0.000	[0]	0.000	[0]	1.500	[0]	1.500
INSTALLATION OF HARDWARE												
FY-07			0	KITS								
FY-10									[0]	0.000		
FY-11											[40]	6.161
FY-12												
FY-13												
TOTAL INSTALL			5	2.657							40	6.161
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				2.906		24.256		102.120	25	107.493	12	126.626
INSTALLATION QTY			5								40	

**(Continued)**

	FY-12		FY-13		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	13	0.247	8	0.089			58	1.629
KITS NONRECUR								
EQUIPMENT	[28]	53.755	[17]	7.559			[97]	411.604
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP	[0]	0.000	[0]	0.000				
MISC	[0]	1.500	[0]	1.500				6.000
INSTALLATION OF HARDWARE								
FY-07 0 KITS							[5]	2.657
FY-10 25 KITS								
FY-11 12 KITS							[40]	6.161
FY-12 13 KITS	[30]	13.444					[30]	13.444
FY-13 8 KITS			[20]	5.845			[20]	5.845
TOTAL INSTALL	30	13.444	20	5.845			95	28.107
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	13	68.946	8	14.993			58	447.340
INSTALLATION QTY	30		20				95	

Method of Implementation: COMBINATION

Initial Lead Time: 30 Months

Follow-On Lead Time: 11 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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>			
	1	2	3	4	1	2	3	4	1	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																								
Output								5																								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 compliments space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

This funding is procuring the highly capable Global Hawk System, which is comprised of aircraft, payloads, ground segment, and support segment. The aircraft is an autonomous, high altitude, long endurance, unmanned aircraft systems (UAS). The RQ-4A is an imagery-intelligence (IMINT) UAS designed to employ 2000 pounds of payload. The RQ-4A has one configuration known as the Block 10. The Block 10 employs an IMINT system comprised of a synthetic aperture radar (SAR) sensor and an electro-optical (EO) / infrared (IR) sensor. These three sensors are called the integrated sensor suite (ISS). The RQ-4B UAS is designed to employ 3000 pounds of payload and enable multi-intelligence (multi-INT) collecting. The RQ-4B has three configurations: Block 20, Block 30, and Block 40. The Block 20 will employ upgraded SAR and EO/IR sensors known as the enhanced ISS (EISS) in an IMINT only configuration. The Block 30 will employ the same EISS sensors as the Block 20 and will also integrate a wide spectrum signals intelligence (SIGINT) sensor called the Advanced Signals Intelligence Program (ASIP) sensor used simultaneously to create a multi-INT platform. The Block 40 will integrate the multi-platform radar technology insertion program (MP-RTIP) radar sensor, and currently plans to only carry the MP-RTIP sensor. The user will ultimately determine the optimal mix of quantities and payloads for each aircraft configuration based on operational requirements. The ground station (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 to enable operation of the Global Hawk System.

The Global Hawk program went through a Title 10, Section 2433 review in 2006, due to a unit cost breach (informally known as Nunn-McCurdy breach). The Department certified the program to Congress on June 5th, 2006. As a result of the review, the Department directed a program restructure to slow development, cap the low rate initial production (LRIP) at 5 per year, and reduce risk. LRIP will remain at 5 per year until successful completion of the initial operational test and evaluation (IOT&E).

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, ground station and support 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 = \$4.601M

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o Ground Station Mods = \$4.601M: purchases equipment and install kits for Ground Station Enhancements [i.e. Ground Segment Retrofits (2 - Installs), etc.]. Installs occur in FY2009/2010.

FY08 - Total BP11 = \$0M

-----  
o Ground Station Mods = \$0M: No GS Mods in FY08

FY09 - Total BP11 = \$1.819M

-----  
o Ground Station Mods = \$1.819M: funds installation of equipment purchased in FY07.

FY10 - Total BP11 = \$2.357M

**Description/Justification Continued**

o Ground Station Mods = \$2.357M: funds installation of equipment purchased in FY07 and low cost mods.

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-07		FY-08		FY-09		FY-10		FY-11	
	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	1	0.822	1	0.839	4	0.067
KITS NONRECUR												
EQUIPMENT			[2]	4.601	[0]	0.000	[0]	0.000	[0]	0.000	[4]	0.260
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.000
MISC			[0]	0.000	[0]	0.000	[0]	0.000	[0]	0.500	[0]	0.500
INSTALLATION OF HARDWARE												
FY-07		0 KITS					[1]	0.997	[1]	1.018		
FY-09		1 KITS					[0]	0.000				
FY-10		1 KITS										
FY-11		4 KITS										
FY-12		12 KITS										
FY-13		10 KITS										
TOTAL INSTALL							1	0.997	1	1.018		
TOTAL COST (BP-1100)				4.601			1	1.819	1	2.357	4	0.827
(Totals may not add due to rounding)												
INSTALLATION QTY							1		1			

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	12	3.988	10	4.103			28	9.819
KITS NONRECUR								
EQUIPMENT	[12]	26.125	[10]	27.007			[28]	57.993
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP	[0]	0.000	[0]	0.000				
MISC	[0]	0.500	[0]	0.500				2.000
INSTALLATION OF HARDWARE								
FY-07           0 KITS							[2]	2.015
FY-09           1 KITS								
FY-10           1 KITS								
FY-11           4 KITS								
FY-12          12 KITS	[12]	9.994					[12]	9.994
FY-13          10 KITS			[12]	10.444			[12]	10.444
TOTAL INSTALL	12	9.994	12	10.444			26	22.453
TOTAL COST (BP-1100)	12	40.607	10	42.054			28	92.265
(Totals may not add due to rounding)								
INSTALLATION QTY	12		12				26	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 25 Months

Follow-On Lead Time: 5 Months

**Milestones**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Support Equipment Mods MN-470004

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HAEUAV Class

Models of Aircraft Affected: Center: PE Team

**Description/Justification**

The Global Hawk System provides high altitude, deep look, long endurance intelligence, surveillance, and reconnaissance (ISR) capability that compliments space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

This funding is procuring the highly capable Global Hawk System, which is comprised of aircraft, payloads, ground segment, and support segment. The aircraft is an autonomous, high altitude, long endurance, unmanned aircraft systems (UAS). The RQ-4A is an imagery-intelligence (IMINT) UAS designed to employ 2000 pounds of payload. The RQ-4A has one configuration known as the Block 10. The Block 10 employs an IMINT system comprised of a synthetic aperture radar (SAR) sensor and an electro-optical (EO) / infrared (IR) sensor. These three sensors are called the integrated sensor suite (ISS). The RQ-4B UAS is designed to employ 3000 pounds of payload and enable multi-intelligence (multi-INT) collecting. The RQ-4B has three configurations: Block 20, Block 30, and Block 40. The Block 20 will employ upgraded SAR and EO/IR sensors known as the enhanced ISS (EISS) in an IMINT only configuration. The Block 30 will employ the same EISS sensors as the Block 20 and will also integrate a wide spectrum signals intelligence (SIGINT) sensor called the Advanced Signals Intelligence Program (ASIP) sensor used simultaneously to create a multi-INT platform. The Block 40 will integrate the multi-platform radar technology insertion program (MP-RTIP) radar sensor, and currently plans to only carry the MP-RTIP sensor. The user will ultimately determine the optimal mix of quantities and payloads for each aircraft configuration based on operational requirements. The ground station (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 to enable operation of the Global Hawk System.

The Global Hawk program went through a Title 10, Section 2433 review in 2006, due to a unit cost breach (informally known as Nunn-McCurdy breach). The Department certified the program to Congress on June 5th, 2006. As a result of the review, the Department directed a program restructure to slow development, cap the low rate initial production (LRIP) at 5 per year, and reduce risk. LRIP will remain at 5 per year until successful completion of the initial operational test and evaluation (IOT&E).

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, ground station and support retrofits to incorporate new capabilities or meet mandated equipment standards.

Details:

FY08 - Total BP11 = \$1.5M

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o Support Mods = \$1.5M: purchases special test equipment for communications suite supportability.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIPMENT												
EQUIP NONREC					1	1.500						
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					1	1.500						
(Totals may not add due to rounding)					1	1.500						

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC							1	1.500
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							1	1.500
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$108.460	\$94.752	\$151.932	\$335.805	\$701.906	\$782.914	\$676.970

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 FY09 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY09, is Joint Tactical Radio System and Roll-On Beyond Line of Sight. Other modifications budgeted and programmed are listed shown below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	_9783	Link-16 Support and Sustainm	0.7	0.0	0.0	35.7	88.3	92.3	64.4		287.3
	1000	COMBAT AIR FORCES RES	1.0	4.9	0.6						6.5
	4501	EHF SATCOM	6.0			105.6	318.9	432.1	373.4	1,092.4	2,328.4
	8668	Advanced Targeting Pod Modifi	0.8	0.9	60.8	0.8	59.0	41.9	15.3		188.4
	8669	Full Combat Mission Training	10.6	58.2							68.7
	8728	DEPOT MAINTENANCE (NO	0.3								1.2
	8730	ROLL-ON BEYOND LINE-OF-	2.0	12.4	12.6	26.3	26.6	27.1	27.7		135.8
	9860	JOINT TACTICAL RADIO SY	0.0	21.1	66.9	157.8	198.4	189.3	196.0		832.4
	99999A	LOW COST SAFETY MODIFI	0.0	0.0	0.0						0.0
	99999J	MISCELLANEOUS LOW COS	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
	CMWS	COMMON MISSILE WARNIN	0.2								0.8
	E900	E-9A TELEMETRY SYSTEM	0.1								10.6
	E901	Sea Surveillance Radar Upgra		4.2	0.2	5.5					9.9
	MFOQA	Military Flight Operations Qualit		7.5	10.7	4.0					22.2
	STNGR7	F-16 STING R7 POD UPGRA	7.3								41.4

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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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$108.460	\$94.752	\$151.932	\$335.805	\$701.906	\$782.914	\$676.970

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 FY09 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY09, is Joint Tactical Radio System and Roll-On Beyond Line of Sight. Other modifications budgeted and programmed are listed shown below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>
	T8137	UHF SATCOM UPGRADE	3.7								217.4
	Z88888	REPROGRAMMINGS	75.5	-14.5							
<b>TOTAL FOR CLASS P</b>			108.5	94.8	151.9	335.8	691.4	782.9	677.0	1092.4	4155.5
	99999F	LOW COST MODIFICATIONS	0.0	0.0	0.0	0.0	0.0				0.0
	EWPod	Multi-Platform Electronic Equip					10.5				10.5
<b>TOTAL FOR CLASS</b>			0.0	0.0	0.0	0.0	10.5	0.0	0.0	0.0	10.5
<b>TOTAL FOR WEAPON SYSTEM OTHER</b>			108.5	94.8	151.9	335.8	701.9	782.9	677.0	1092.4	4166.0

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

02/28/2008  
 FY 2009 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 (TDLs) 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), Variable Message Format (VMF), Integrated Broadcast Service (IBS), Intra-Flight Data Link (IFDL), Multifunction Advanced Data Link (MADL), Tactical Targeting Network Technology (TTNT), Flexible Access Secure Transfer (FAST), Advanced Tactical Data Link (ATDL), and Radar Common Data Link (R-CDL).

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) (FY10-13) will deliver a set of advanced gateway capabilities to increase voice and data communications connectivity and information interoperability across many users and platforms in the tactical edge (including homeland defense). OG will bring these users & platforms into the net-centric Global Information Grid (GIG) via a secure, high-capacity network of collaborating OG nodes. OG will be fielded in two increments. Increment 1 will provide initial OG capabilities to meet warfighters' demands based on Battlefield Airborne Communications Node (BACN) airborne gateway and Rapid Attack Information Dissemination Execution Relay (RAIDER) ground modular gateway technology demonstration and risk reduction efforts completed to date. Increment 2 will develop, test, and integrate the OG Core. This is the common OG software which will be used in combination with various communications terminals and other systems to produce individual OG nodes, whose configurations and capabilities are tailorable to meet different platform Size, Weight, and Power (SWAP) and mission requirements. Funding in FY10 and later procures OG Increment 1 payload production & platform integration, along with Increment 1 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.

OG Increment 1 development, which integrates primarily COTS and GOTS communication and information hardware and software into an airborne payload, is ongoing within the OG program.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		76.098		53.890		146.394		137.214		94.750		103.821
PROCUREMENT (3010)												
INSTALL KITS	45	3.611										
KITS NONRECUR												
EQUIPMENT	19	2.227										

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER					0.000		0.008		35.674		88.253	
INSTALLATION OF HARDWARE												
FY-05           13 KITS			[13]									
FY-06           6 KITS			[6]	0.735								
TOTAL INSTALL			19	0.735								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	19	5.838		0.735			0.008		35.674		88.253	
INSTALLATION QTY			19									

**(Continued)**

	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>
RDT&E (3600)		112.057		127.952				852.176
PROCUREMENT (3010)								
INSTALL KITS							[45]	3.611
KITS NONRECUR								
EQUIPMENT							19	2.227
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OTHER		92.337		64.443				280.715
INSTALLATION OF HARDWARE								
FY-05           13 KITS							[13]	
FY-06           6 KITS							[6]	0.735
TOTAL INSTALL							19	0.735
TOTAL COST (BP-1100)		92.337		64.443			19	287.288
(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														13	3	3
Output														13	3	3



(Continued)

	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>
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-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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: EHF SATCOM MN-4501

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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 program has associated Research Development Test and Evaluation funding in PE 33601F.

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) 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 626, Reserve 0, ANG 0, Total 626

**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 FY10, with production commencing in FY13. 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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		575.674		248.519		365.185		315.953		318.733		224.344
PROCUREMENT (3010)												
INSTALL KITS										0.608		0.930
KITS NONRECUR												
EQUIPMENT									10	77.016	30	296.435
EQUIP NONREC				2.204						12.785		13.273
CHANGE ORDERS										2.591		4.563
DATA										2.117		3.742
SIM/TRAINER												
SUPPORT-EQUIP										0.391		

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
SPARES										7.563		
OGC				3.813						2.563		
TOTAL COST (BP-1100)									10	105.634	30	318.943
(Totals may not add due to rounding)				6.017								



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: Advanced Targeting Pod Modifications MN-8668

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER                      Class P

Models of Aircraft Affected: F-16, F-15E, A-10, B-52, B-1

Center: ASC - Wright Patterson AFB, OH

PE 0207249F              Team POWER

**Description/Justification**

Technological advances and new Combat Air Forces requirements drive Advanced Targeting Pods (ATP) product improvements. Target pod improvements or upgrades are typically accomplished as retrofits to pods. The video/image downlink modification provides real-time data transfer connectivity with Battlefield ground forces that allow for improved combat effectiveness resulting in quicker kills with reduced collateral damage and fratricide. This modification funding supports the video/image data link capability and common adapter retrofit kits. Low Altitude Infrared Targeting and Navigation (LITENING) Advanced Technology (AT) and Sniper Extended Range (XR) are currently in use by the active duty, Air National Guard and Air Force Reserve Command.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

None; No RDT&E required.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				0.000		0.000		0.000		0.000		0.000
KITS NONRECUR												
EQUIPMENT	27	8.814	[6]	0.822	[6]	0.861		60.806		0.768		59.050
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		8.814		0.822		0.861		60.806		0.768		59.050
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		41.947		15.342			[39]	188.410
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		41.947		15.342				188.410
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: COMBINATION

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>
Contract Date (Month/CY)	03/05	03/05	03/06	
Delivery Date (Month/CY)	03/06	12/05	12/06	

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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.

FY 07 funding supports the modification 5 A-10 Trainers to the full-up A-10C configuration and the acquisition of 2 A-10C Full Mission Trainers (FMT). \$1.0M of these BP 11 funds was converted to BP 16 to fund associated Initial Spares. FY 08 funding supports modification of 5 A-10 Trainers, 4 F-22 Trainers (DMO retrofit Mission Training Cneter at Langley), 3 B-1Trainers (Visual/RADAR Mod), 3 B-2 Trainers (Visual) and 3 B-52 Trainers (Defensive Systems Rehost).

There is no FY09 Funding.

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-07		FY-08		FY-09		FY-10		FY-11	
	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]	10.559	[18]	58.185						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				10.559		58.185						
(Totals may not add due to rounding)												
INSTALLATION QTY												

	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>
RDT&E (3600)								31.182
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[25]	68.744
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								68.744
(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-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**

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 PB  
 Modification Title and No: DEPOT MAINTENANCE (NON-IF) MN-8728

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center: WR-ALC Warner Robins AFB Warner Robins, GA

PE 0702207F

Team LOG

**Description/Justification**

Failures of centrifugal switches, fuel control drive shafts, plenum gaskets, and starter clutches have accounted for 13, 807 manhours of unscheduled maintenance in one year. Mod to ground power cart engine will improve mean time between failure rate by 73%, increase service life, and reduce maintenance and life cycle costs.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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)		0.982		0.267								
(Totals may not add due to rounding)		0.982		0.267								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.249
TOTAL COST (BP-1100)								1.249
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

02/28/2008  
 FY 2009 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 intelligence receive. Production includes, but is not limited to, the following aircraft: C-17, KC-135, C-130, KC-10, C-5 and other Air Mobility, Refueling, and SOF aircraft. AMC projected MAF-DLI lead platforms are C-17 and KC-135 therefore reducing Active Aircraft to 605 from 1148.

Aircraft Breakdown: Active 254, Reserve 92, ANG 259, Total 605

**Development Status**

ROBE Development: Development of the ROBE Spiral 2 capability started 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. Development is complete.

MAF DLI development will start in FY08 with risk reduction activities and a development contract award in 2nd Quarter FY09 for the integration of near NDI components into a Data Link processor capability. This will be followed in FY10-11 with aircraft integration and production in FY12 and beyond on multiple MAF platforms including but not limited to the C-17, KC-135, C-130, KC-10, and C-5.

FY08-11 Procurement 3010 funds are early to need. Working to realign FY08 APAF to FY09 and recolor to RDT&E. Working to recolor FY09 APAF to RDT&E. FY10+ requirements are being addressed in FY10 POM.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				6.785								
PROCUREMENT (3010)												
INSTALL KITS				2.000		12.394		12.612		26.284		26.616
KITS NONRECUR												
EQUIPMENT	20	1.077										
EQUIP NONREC												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.077		2.000		12.394		12.612		26.284		26.616

(Continued)

	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>
RDT&E (3600)								6.785
PROCUREMENT (3010)								
INSTALL KITS	34	27.138	53	27.679	518		605	134.723
KITS NONRECUR								
EQUIPMENT							[20]	1.077
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	34	27.138	53	27.679	518		605	135.800

Method of Implementation:

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>	<u>FY-16</u>	<u>FY-17</u>	<u>FY-18</u>
Contract Date (Month/CY)									06/12	06/13	06/14	06/15	06/16	06/17	06/18
Delivery Date (Month/CY)									06/13	06/14	06/15	06/16	06/17	06/18	06/19

02/28/2008  
 FY 2009 PB  
 Modification Title and No: JOINT TACTICAL RADIO SYSTEM MN-9860

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

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 2796, Reserve 0, ANG 0, Total 2796

**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-07		FY-08		FY-09		FY-10		FY-11	
	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		54.699
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	190	2.915	0	0.000	104	21.144	75	66.863	125	157.790	511	198.407
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-06	190	KITS	190	[0]								
FY-08	104	KITS			[104]							
FY-09	75	KITS					[75]					
FY-10	125	KITS							[125]			
FY-11	511	KITS									[511]	
FY-12	832	KITS										
FY-13	959	KITS										
TOTAL INSTALL	190				104		75		125		511	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	190	2.915			104	21.144	75	66.863	125	157.790	511	198.407
INSTALLATION QTY			190		104		75		125		511	

**(Continued)**

	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>
RDT&E (3600)		55.757		56.890				302.127
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	832	189.287	959	196.010			2796	832.416
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06			190 KITS					[190]
FY-08			104 KITS					[104]
FY-09			75 KITS					[75]
FY-10			125 KITS					[125]
FY-11			511 KITS					[511]
FY-12			832 KITS					[832]
FY-13			959 KITS					[959]
TOTAL INSTALL	832		959				2,796	
TOTAL COST (BP-1100)	832	189.287	959	196.010			2,796	832.416
(Totals may not add due to rounding)								
INSTALLATION QTY	832		959				2,796	

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										190				104				75				125				511				832			
Output										190				104				75				125				511				832			
Quarter	1	2	3	4																													
Input		959																															
Output		959																															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST SAFETY MODIFICATIONS MN-99999A

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center:

PE

Team

**Description/Justification**

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		0.001		0.001		0.001		0.001				
TOTAL COST (BP-1100)		0.001		0.001		0.001		0.001				
(Totals may not add due to rounding)		0.001		0.001		0.001		0.001				

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								0.004
TOTAL COST (BP-1100)								0.004
(Totals may not add due to rounding)								0.004

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

02/28/2008  
FY 2009 PB

Modification Title and No: LOW COST MODIFICATIONS - TARGETING PODS MN-99999F

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class

Models of Aircraft Affected: F-16, F-15E, A-10, B-52, B-1

Center: ASC - Wright Patterson AFB, OH

PE 0207249F Team POWER

**Description/Justification**

These are low cost (less than \$2M) modifications necessary for reliability, maintainability, and/or improved system performance, or reduced logistics costs.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.001		0.001		0.001		0.001		0.001		0.001
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		0.001		0.001		0.001		0.001		0.001		0.001
(Totals may not add due to rounding)		0.001		0.001		0.001		0.001		0.001		0.001

(Continued)

	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>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA								0.006	
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								0.006
(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)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: MISCELLANEOUS LOW COSTS MODS (OTHER) MN-99999J

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: E-9 Center: PE Team

**Description/Justification**

These are low cost (less than \$2M) modifications necessary for reliability, maintainability, and/or improved system performance, or reduce logistics costs. FY01 and FY02 funding is PE27423F Advanced Comm Sys under Program Combat Developments.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	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		3.354		0.110		0.128		0.130		0.134		0.136
MISC												
TOTAL COST (BP-1100)		3.354		0.110		0.128		0.130		0.134		0.136
(Totals may not add due to rounding)												

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		0.139		0.142				4.273
MISC								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.139		0.142				4.273

Method of Implementation:

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

02/28/2008  
 FY 2009 PB  
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center:

PE

Team

**Description/Justification**

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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												
FY95 A/C (T-3)												
AIRCRAFT		0.001		0.001		0.001		0.001				
B-52 ECM SYSTEM												
8505												
8555												
TOTAL COST (BP-1100)		0.001		0.001		0.001		0.001				
(Totals may not add due to rounding)		0.001		0.001		0.001		0.001				

(Continued)

	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>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
FY95 A/C (T-3)									
AIRCRAFT								0.004	
B-52 ECM SYSTEM									
8505									
8555									
TOTAL COST (BP-1100)	<hr/>								0.004
(Totals may not add due to rounding)									0.004

Method of Implementation: ORG/INTERMEDIATE

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>	<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)															

02/28/2008  
 FY 2009 PB  
 Modification Title and No: COMMON MISSILE WARNING SYSTEM MN-CMWS

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: OTHER Class P

Models of Aircraft Affected: A-10

Center:

PE

Team

**Description/Justification**

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	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												
*** See Remarks ***												
TOTAL COST (BP-1100)		0.506		0.249								
(Totals may not add due to rounding)		0.506		0.249								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
*** See Remarks ***								0.755
TOTAL COST (BP-1100)								0.755
(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)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB  
Modification Title and No: E-9A TELEMETRY SYSTEM UPGRADE MN-E900

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 28015F

Team

**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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	10.234										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	10.486		0.122								

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	10.234
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC								
TOTAL COST (BP-1100)							2	10.608
(Totals may not add due to rounding)								

Method of Implementation: DEPOT

Initial Lead Time: 33 Months

Follow-On Lead Time: 33 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					2	4.223		0.188		5.496		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					2	4.223		0.188		5.496		
(Totals may not add due to rounding)												

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	9.907
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)							2	9.907
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 PB

Modification Title and No: Military Flight Operations Quality Assurance (Service-Wide Support) MN-MFOQA

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Models of Aircraft Affected: T-6, C-17

Center: ASC - Wright Patterson AFB, OH

PE 0901212F

Team

**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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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-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>	
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)	<hr/>								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-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>	<u>FY-20</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)		102.386		0.515								
PROCUREMENT (3010)												
INSTALL KITS	83	4.428	[117]	7.289								
KITS NONRECUR												
EQUIPMENT	200	27.710										
EQUIP NONREC		1.970										
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TEST ASSETS												
SPARES		0.030										
OTHER												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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)	200	34.138		7.289								
INSTALLATION QTY	46		85		69							

**(Continued)**

	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>
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 KITS								[83]
FY-06 117 KITS								[117]
TOTAL INSTALL								200
TOTAL COST (BP-1100)								200
(Totals may not add due to rounding)								41.427
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**

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4																								
Input	21	21	21	22	23	21	21	4																								
Output	21	21	21	30	26	24	21	21																								

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

02/28/2008  
FY 2009 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 program has associated Research Development Test and Evaluation funding in PE 33601F.

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-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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		8.170		2.100								
DATA		6.038										
SIM/TRAINER	36	6.239										
SUPPORT-EQUIP		0.300										
SPARES	48	4.242										
OGC		9.622		1.609								

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97	55	KITS	55	1.540								
FY-98	22	KITS	22	1.392								
FY-00	5	KITS	5	1.643								
FY-01	13	KITS	13	1.662								
FY-02	21	KITS	21	3.210								
FY-03	16	KITS	31	11.512								
FY-04	14	KITS	13	5.057								
FY-05	10	KITS										
TOTAL INSTALL	160	26.016										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	156	213.739		3.709								
INSTALLATION QTY	120		32									

(Continued)

	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>
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	12/02	12/03	12/04
Delivery Date (Month/CY)		09/97	12/97	05/01	07/01	09/01	12/01	12/02	12/03	12/04	12/05

**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													15	15	13	12																				
Output													15	15	13	12																				
	<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								
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								
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								

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: PRDT			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$57.385	\$74.187	\$148.532	\$138.944	\$137.522	\$101.277	\$100.131

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.

FY07 funding total includes \$443.7M in GWOT supplemental.

FY08 funding totals do not include \$161.6M FY08 GWOT requirements still pending Congressional consideration.

CLASS	MOD NR	MODIFICATION TITLE	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	57.4	73.7	148.5	138.9	137.5	101.3	100.1		757.5
	Z88888	REPROGRAMMINGS	0.0	0.5							
<b>TOTAL FOR CLASS P</b>			57.4	74.2	148.5	138.9	137.5	101.3	100.1	0.0	757.5
<b>TOTAL FOR WEAPON SYSTEM PRDT</b>			57.4	74.2	148.5	138.9	137.5	101.3	100.1	0.0	757.5

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

02/28/2008  
FY 2009 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), protected MILSATCOM terminals, 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.

This program has associated Research Development Test and Evaluation funding in PE 0304260F and PE 0205219F.

Aircraft Breakdown: Active 175, Reserve 0, ANG 0, Total 175

**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-07	FY-08	FY-09	FY-10	FY-11
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**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	<u>QTY</u>	<u>COST</u>										
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[5]	1,953	[12]	7,908	[36]	14,447	[30]	12,378	[28]	11,148
KITS NONRECUR EQUIPMENT			5	9,811	12	23,725	36	43,340	30	37,133	28	33,445
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP RETROFIT				45,621		42,049		77,179		78,127		86,911
*** See Remarks ***								13,566		11,306		6,018
INSTALLATION OF HARDWARE												
FY-07 5 KITS			[5]									
FY-08 12 KITS					[12]							
FY-09 36 KITS							[36]					
FY-10 30 KITS									[30]			
FY-11 28 KITS											[28]	
FY-12 28 KITS												
FY-13 36 KITS												
TOTAL INSTALL			5		12		36		30		28	
TOTAL COST (BP-1100) (Totals may not add due to rounding)			5	57,385	12	73,682	36	148,532	30	138,944	28	137,522
INSTALLATION QTY					3		21		36		30	

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	[28]	10.649	[36]	11.534			[175]	70.017
KITS NONRECUR								
EQUIPMENT	28	31.947	36	34.601			175	214.002
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
RETROFIT		54.165		47.978				432.030
*** See Remarks ***		4.516		6.018				41.424
INSTALLATION OF HARDWARE								
FY-07								[5]
FY-08								[12]
FY-09								[36]
FY-10								[30]
FY-11								[28]
FY-12	[28]							[28]
FY-13				[36]				[36]
TOTAL INSTALL	28		36				175	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	28	101.277	36	100.131			175	757.473
INSTALLATION QTY	28		28				175	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 7 Months

Follow-On Lead Time: 6 Months

Milestones

	<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	06/08	03/09	03/10	03/11	03/12	03/13
Delivery Date (Month/CY)		08/08	12/08	09/09	09/10	09/11	09/12	09/13

**Installation Schedule**

	<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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	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	6	4	4	7	7	7	7	15	7	7	7	9	7	7	7	7	7	7	7	7	7	7	7
Output																																				
Quarter	1	2	3	4	1	2	3	4																												
Input	7	7	7	8																																
Output	7	7	7	7	8																															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: MQ-9			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.000	\$20.439	\$24.590	\$30.203	\$31.536	\$31.024	\$31.532

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.

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, Sensor Upgrades and Comm Upgrades.

Retrofit also includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit all aircraft depending on funding profile and asset availability.

FY08 funding totals do not include \$149.1M in FY08 GWOT requirements still pending Congressional consideration.

CLASS	MOD NR	MODIFICATION TITLE	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	COST TO GO	TOTAL PROG
P	8679	PRDTB2 MQ-9		18.5	24.6	30.2	31.5	31.0	31.5		167.4
<b>TOTAL FOR CLASS P</b>			0.0	18.5	24.6	30.2	31.5	31.0	31.5	0.0	167.4
	Z88888	REPROGRAMMINGS	0.0	1.9							
<b>TOTAL FOR CLASS</b>			0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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 February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: MQ-9			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$0.000	\$20.439	\$24.590	\$30.203	\$31.536	\$31.024	\$31.532

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.

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, Sensor Upgrades and Comm Upgrades.

Retrofit also includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit all aircraft depending on funding profile and asset availability.

FY08 funding totals do not include \$149.1M in FY08 GWOT requirements still pending Congressional consideration.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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 MQ-9</b>			0.0	20.4	24.6	30.2	31.5	31.0	31.5	0.0	167.4

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

02/28/2008  
FY 2009 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, Sensor Upgrades and Comm Upgrades.

Note 2: Retrofit also includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit all aircraft depending on funding profile and asset availability.

Note 3: FY07 & prior retrofits of MQ-9 assets captured under the MQ-1 P-3A.

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-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					7	2.201	7	2.249	3	3.935	3	4.018
KITS NONRECUR												

**Projected Financial Plan Continued**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11		
	<u>QTY</u>	<u>COST</u>											
EQUIPMENT													
EQUIP NONREC													
CHANGE ORDERS													
DATA													
SIM/TRAINER													
SUPPORT-EQUIP													
RETROFIT						8.836		14.694		17.087		18.144	
INSTALLATION OF HARDWARE													
FY-08		7 KITS						[7]					
FY-09		7 KITS						[7]					
FY-10		3 KITS							[3]				
FY-11		3 KITS									[3]		
FY-12		2 KITS											
FY-13		2 KITS											
TOTAL INSTALL								14		3		3	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)						7	18.520	7	24.590	3	30.203	3	31.536
INSTALLATION QTY								14		3		3	



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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2008
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CV-22			
	2007	2008	2009	2010	2011	2012	2013
<b>COST (In Mil)</b>	\$1.900	\$16.411	\$22.621	\$22.696	\$6.713	\$9.250	\$8.376

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 FY09 is Block B Upgrades. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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	8791	BLOCK B UPGRADE		14.4	19.0	18.3	3.9	7.3	6.4		72.8
	9400	CV-22 Fuel Jettison Retrofit			1.6	2.4	0.8				4.8
	99999X	LOW COST MODIFICATIONS	2.0	2.0	2.0	2.0	2.0	2.0	2.0		14.3
	Z88888	REPROGRAMMINGS	-0.1	0.0							
<b>TOTAL FOR CLASS P</b>			1.9	16.4	22.6	22.7	6.7	9.3	8.4	0.0	91.9
<b>TOTAL FOR WEAPON SYSTEM CV-22</b>			1.9	16.4	22.6	22.7	6.7	9.3	8.4	0.0	91.9

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

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02/28/2008  
 FY 2009 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 retrofit of fielded CV-22 aircraft to Block B/10 configuration. Block B/10 configuration includes, but is not limited to, efforts that improve operational safety, suitability, and effectiveness such as retractable fuel probe, production anti-icing system, more accessible nacelles, avionics/comm/nav upgrades, and correction of deficiencies identified during operational testing and/or field operations. 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-07		FY-08		FY-09		FY-10		FY-11	
	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					6.560		13.578		2.000			
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	4	2.549			[3]	6.148	[2]	1.817	[3]	5.781	[2]	1.803
SUPPORT-EQUIP		1.000				1.704		0.588		0.045		0.049
INSTALLATION OF HARDWARE												
FY-09 3 KITS									[3]	0.600		
FY-10 2 KITS											[2]	2.062
TOTAL INSTALL									3	0.600	2	2.062
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.549				14.412	3	19.022	2	18.297		3.914
INSTALLATION QTY									3		2	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							5	12.910
KITS NONRECUR								22.138
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[3]	7.213	[3]	6.355			[20]	31.666
SUPPORT-EQUIP		0.038		0.022				3.446
INSTALLATION OF HARDWARE								
FY-09	3	KITS					[3]	0.600
FY-10	2	KITS					[2]	2.062
TOTAL INSTALL							5	2.662
TOTAL COST (BP-1100)							5	72.822
(Totals may not add due to rounding)		7.251		6.377				
INSTALLATION QTY							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	1	1	1	1

02/28/2008  
 FY 2009 PB  
 Modification Title and No: CV-22 Fuel Jettison Retrofit MN-9400

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 41318F

Team

**Description/Justification**

This modification program is an FY09 new start. This modification funds the retrofit of 16 CV-22 aircraft to correct deficiencies in the design of the fuel jettison system. AFSOC operations require fuel jettison capability for mission weight management. The current system configuration jettisons fuel onto the aircraft empennage. Without this modification, enroute fuel jettison (for reasons such as emergency exfil) could compromise CV-22 avionics components, potentially reducing aircraft survivability.

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

**Development Status**

The Fuel Jettison Retrofit modification will begin FY09 and complete FY11.

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							8	1.600	8	1.600		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09		8 KITS							[8]	0.800		
FY-10		8 KITS									[8]	0.800
TOTAL INSTALL									8	0.800	8	0.800
TOTAL COST (BP-1100)							8	1.600	8	2.400		0.800
(Totals may not add due to rounding)												
INSTALLATION QTY									8		8	

**(Continued)**

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							16	3.200
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-09	8 KITS						[8]	0.800
FY-10	8 KITS						[8]	0.800
TOTAL INSTALL							16	1.600
TOTAL COST (BP-1100)							16	4.800
(Totals may not add due to rounding)								
INSTALLATION QTY							16	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input																	3	3	2	2	2	2	2	2				
Output																	3	3	2	2	2	2	2	2				

02/28/2008  
 FY 2009 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 maintain operational safety, suitability, and effectiveness.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-07		FY-08		FY-09		FY-10		FY-11	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<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		0.325		1.999		1.999		1.999		1.999		1.999
TOTAL COST (BP-1100)		0.325		1.999		1.999		1.999		1.999		1.999
(Totals may not add due to rounding)		0.325		1.999		1.999		1.999		1.999		1.999

(Continued)

	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>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.999		1.999				14.318
TOTAL COST (BP-1100)		1.999		1.999				14.318
(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)															