

**UNITED STATES AIR FORCE**  
**Committee Staff Procurement Backup Book**  
**Fiscal Year (FY) 2010 Budget Estimates**



**May 2009**

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

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OPR: SAF/FMB



**UNCLASSIFIED**

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**FY 2010 AMENDED PRESIDENT'S BUDGET**

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**P-1M MODIFICATION REPORT - 10 PB (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
B-2	P-S	8880	ENGINE FAN BLADES S	5.7	5.4									11.1
<b>TOTAL FOR CLASS P-S</b>				5.7	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
	P	_7646	Proximity Sensor Logic U				3.9							3.9
		110024	ALTERNATE HIGH FRE	65.2	9.9	9.0	7.6							91.7
		110030	AFT DECK CRACKS	29.2	4.5									33.6
		110031	TRAINER SYSTEM UPG	21.5	2.6	3.0	10.1							37.3
		110032	LINK 16/CID/IFR	174.5	4.4									178.9
		110033	RADAR SYSTEM MODIF		18.8	316.6	234.5							569.9
		110035	SUPPORTABILITY MOD	19.3	1.6	14.0	7.4							42.2
		110041	B-2 Integrated Display Sy				16.3							16.3
		110042	B-2 Viper Flight Line Prog				1.7							1.7
		99999U	Low Cost Engine Mods	7.9	0.1	0.3	0.4							8.8
		99999X	LOW COST MODIFICATI	13.1	2.1	3.8	2.0							21.0
		T8137	UHF SATCOM UPGRAD	96.1	9.9									106.0
		Z88888	REPROGRAMMINGS		0.0	1.3								1.3
<b>TOTAL FOR CLASS P</b>				426.9	53.9	347.9	284.0	0.0	0.0	0.0	0.0	0.0	0.0	1112.6
<b>TOTAL FOR AIRCRAFT B-2</b>				432.6	59.3	347.9	284.0	0.0	0.0	0.0	0.0	0.0	0.0	1123.7

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

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B-1	P	_3944	ALQ-161A PREPROCES	25.0		5.8								30.8
		4280	FULLY INTEGRATED DA				15.8							15.8
		4284	CITS UPGRADE				6.4							6.4
		4285	Gyro Stabilization System		11.4	18.4	15.3							45.1
		4287	Wheel&Brake Flex-line				0.5							0.5
		4288	Wheel&Brake Fuses				0.3							0.3
		4289	ENGINE FEED-LINE				1.4							1.4
		4291	B-1 TRAINING SUPPOR				0.4							0.4
		6882	Digital Communications	20.6	3.8	2.1								26.4
		7242	AN/ALQ-161A BAND 8 R	16.6	2.8	2.5								21.8
		8411	RADAR IMPROVEMENT				60.6							60.6
		8970	AN/ALQ-161A TAIL WAR	17.2		1.3								18.5
		8971	VERTICAL SITUATION D				6.8							6.8
		8977	Utility Power Distribution	3.5	0.3									3.7
		92294	LAPTOP CONTROLLED	9.4	37.1	2.3								48.8
		92296	External Hard Point Modifi	10.7	8.3	3.5								22.5
		92297	Pylon for External Stores	6.3	7.8									14.1
		99999E	LOW COST MOD ENGIN	1.4		0.0								1.4
		99999X	LOW COST MODIFICATI	2.1		0.0								2.1
		Z88888	REPROGRAMMINGS		0.0	5.5								5.5
<b>TOTAL FOR CLASS P</b>				112.7	71.3	41.4	107.6	0.0	0.0	0.0	0.0	0.0	0.0	332.9
<b>TOTAL FOR AIRCRAFT B-1</b>				112.7	71.3	41.4	107.6	0.0	0.0	0.0	0.0	0.0	0.0	332.9

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05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
B-52	P	3146	Yaw and Pitch Electronic	14.4	4.6									19.0
		3147	Enhanced Data Link (EDL	10.8	2.1									12.8
		3148	MMR-2020 Instrument La	8.6	1.1									9.7
		3310	B-52 CONECT	5.9		2.1	58.9							67.0
		4260	ADVANCED WEAPON IN	43.5	23.7	6.5	18.5							92.2
		4270	ECM IMPROVEMENT	193.2	0.5	0.0								193.7
		99999X	LOW COST MODIFICATI	9.1	1.1	1.8	1.4							13.4
		Z88888	REPROGRAMMINGS		9.6	31.1								40.7
<b>TOTAL FOR CLASS P</b>				285.5	42.6	41.6	78.8	0.0	0.0	0.0	0.0	0.0	0.0	448.5
<b>TOTAL FOR AIRCRAFT B-52</b>				285.5	42.6	41.6	78.8	0.0	0.0	0.0	0.0	0.0	0.0	448.5

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A-10	P	37120	DIGITAL DATA LINK	16.4	22.7	5.8	8.9	0.0	0.0					53.8
		7856	MODE S/5	21.2			7.4	0.0	0.0					28.7
		9601	ONBOARD OXYGEN GE	7.4		1.3								8.7
		9803	A-10 Secure Line of Sight/	74.8	2.0	0.0								76.8
		9804	A-10 Wing Replacement	72.2	68.8	94.5	194.7	0.0	0.0	0.0	0.0			430.2
		9805	PRECISION ENGAGEME	209.4	80.5	49.4	41.4	0.0						380.7
		99999X	LOW COST MODIFICATI	0.3	0.0	0.0	0.0	0.0						0.4
		Z88888	REPROGRAMMINGS		-6.0	-7.3								-13.3
<b>TOTAL FOR CLASS P</b>				401.8	168.0	143.7	252.5	0.0	0.0	0.0	0.0	0.0	0.0	965.9
<b>TOTAL FOR AIRCRAFT A-10</b>				401.8	168.0	143.7	252.5	0.0	0.0	0.0	0.0	0.0	0.0	965.9

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F-15	P	_1200	F-15C Avionics Replacem				16.4							16.4
		_2222	32J Fuel Manifold Clampi	2.2	1.0	0.3								3.4
		1203	C/D Secondary Power Sy				1.3							1.3
		1204	E Secondary Power Syste				1.6							1.6
		1208	F-15C MSOGS			3.3								3.3
		1209	C/D Flight Data Recorder				10.5							10.5
		1210	F-15E Flight Data Record				10.6							10.6
		6157	Antenna Test Station	8.0	5.0	4.5								17.5
		6158	F-15C/D APG-63(V)3 rad	213.9	120.6	34.0	1.7							370.2
		8265	PROGRAMMABLE ARM	10.3	0.1	0.3								10.8
		8353	F-15E -JOINT HELMET-	50.0	7.6									57.6
		8357	ADVANCED DISPLAY C	97.1	6.1	5.5								108.7
		8662	AETC MTD UPGRADES-	1.3			1.0							2.3
		8703	F-15 A/D DIGITAL VIDEO				5.6							5.6
		8705	F-15E DIGITAL VIDEO R	17.0			9.3							26.3
		8742	TEWS INTERMEDIATE S	17.6	2.7		2.5							22.8
		8753	F-15 NVIS	5.4	0.6									6.0
		8754	A-D IFF MODE 5				19.1							19.1
		8755	E IFF MODE 5				10.6							10.6
		8793	F-15E BLOS/SLOS	10.0	39.7	2.4								52.1
		99999E	MISC ENGINE UPDATE	2.2		0.4								2.7
		99999U	LOW COST RETROFIT	1.6	1.9	0.6	1.4							5.5
		99999X	LOW COST MODIFICATI	2.3	1.6	0.7	1.3							5.9

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05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u> Z88888	MODIFICATION <u>TITLE</u> REPROGRAMMINGS	<u>PRIOR</u>	<u>FY-08</u> 0.0	<u>FY-09</u> 1.7	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	COST <u>TO GO</u>	TOTAL <u>PROG</u> 1.7
<b>TOTAL FOR CLASS P</b>				438.9	187.0	53.7	92.9	0.0	0.0	0.0	0.0	0.0	0.0	772.4
<b>TOTAL FOR AIRCRAFT F-15</b>				438.9	187.0	53.7	92.9	0.0	0.0	0.0	0.0	0.0	0.0	772.4

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F-16	P-S	618270	DIGITAL FLIGHT CONTR	0.9	0.5	2.5	1.0							4.9
		F19419	F110-100 HPT C-CLIP B	6.5	0.2									6.7
		F19424	F110 ENGINE SERVICE	141.9	68.0	50.1	30.4							290.5
<b>TOTAL FOR CLASS P-S</b>				149.4	68.7	52.6	31.5	0.0	0.0	0.0	0.0	0.0	0.0	302.1
P		4260	ADVANCED WEAPON IN	50.5	1.1	0.2								51.8
		602043	BLOCK 42 ANG RE-ENG	121.4	24.9									146.4
		602149	MMC UPGRADE	35.4	41.5	3.3	30.0							110.2
		602150	MODULAR MISSION CO	466.6	26.9	24.9	4.7							523.1
		6023	FALCON STAR	215.7	66.8	76.0	44.4							402.9
		602530	BLK 30 LANDING LIGHT	3.8	0.1									3.9
		604050	EMBEDDED GPS/INS (E		9.9	16.9	27.1							53.9
		610250	COLOR DISPLAYS - CCI	253.2	14.4	16.5	3.5							287.6
		610430	Commercial Flight Control			5.1								5.1
		612130	ADVANCED IDENTIFICA	3.5		34.2								37.7
		612150	BLOCK 50 AIR-TO-AIR I	113.5		6.2	9.6							129.3
		612152	MODE S IDENTIFICATIO	8.4	5.5	10.0	11.5							35.3
		618210	SLOS	23.6	77.0	12.6	9.1							122.3
		618220	BLOS		3.3		22.7							26.0
		624050	ADVANCED DATA TRAN			25.3	16.1							41.4
		6300	ON BOARD OXYGEN GE	29.7	5.5		4.9							40.2
		650030	BLOCK 30 HELMET MO		3.5									3.5
		650050	JOINT HELMET MOUNT	249.2	7.4	4.7	0.9							262.2
		661650	LINK 16 - CCIP	163.8	5.2	5.5	1.4							176.0

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		661651	F-16 TACTICAL DATA LI	106.9	2.1									109.0
		8662	AETC MTD UPGRADES-	45.9	16.1	12.2	4.6							78.8
		99999E	MISC ENGINE UPDATE	11.9	1.9	2.0	1.3							17.1
		99999X	LOW COST MODIFICATI	11.7	1.9	2.0	1.3							17.0
		Z88888	REPROGRAMMINGS		0.0	-1.7								-1.7
<b>TOTAL FOR CLASS P</b>				1914.7	314.9	255.9	193.2	0.0	0.0	0.0	0.0	0.0	0.0	2678.7
<b>TOTAL FOR AIRCRAFT F-16</b>				2064.1	383.6	308.5	224.7	0.0	0.0	0.0	0.0	0.0	0.0	2980.8

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F-22	P	F22001	COMMON CONFIGURAT	150.1	137.7	183.4	161.0	0.0	0.0	0.0	0.0	0.0	0.0	632.2
		F22003	INCREMENT 3.1 (Drop 2)		26.2	29.0	84.8	0.0	0.0	0.0	0.0	0.0	0.0	140.0
		F22004	Low Cost Mod Weapon S	7.9	1.9	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	13.7
		F22006	F-22 Reliability and Maint	67.0	75.4	82.2	51.7	0.0	0.0	0.0	0.0	0.0	0.0	276.3
		F22014	F119 Engine Modification	10.5	4.0	8.7	12.3	0.0	0.0	0.0	0.0	0.0	0.0	35.5
		F22020	Warfighter Urgent Requir		4.0	4.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7
		F22022	Structures Retrofit Plan				19.9	0.0	0.0	0.0	0.0	0.0	0.0	19.9
		F22023	EW2K				7.0	0.0						7.0
		F22024	Trainers Common Config			16.1	7.1	0.0						23.2
		Z88888	REPROGRAMMINGS		6.0	0.0								6.0
<b>TOTAL FOR CLASS P</b>				235.5	255.2	326.1	350.7	0.0	0.0	0.0	0.0	0.0	0.0	1167.5
<b>TOTAL FOR AIRCRAFT F-22</b>				235.5	255.2	326.1	350.7	0.0	0.0	0.0	0.0	0.0	0.0	1167.5

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C-5	P	6032	COMPARTMENT FLOOR	6.5	0.4	0.5	0.6							8.0
		6038	AVIONICS MODERNIZA	462.1	84.4	94.9	79.9	0.0						721.4
		6154	C-5 RELIABILITY ENHAN		148.0	280.1	502.3							930.4
		8629	LARGE AIRCRAFT INFR	60.3	18.8	41.6	24.1	0.0						144.7
		8662	AETC MTD UPGRADES-	3.8		1.0								4.8
		8763	MADARS III	8.8	0.0	0.5								9.4
		8869	Defensive System Installa	5.6	11.7									17.3
		8928	C-5A Crown Skins		25.3									25.3
		8942	ELT Beacon Change	5.7	1.3									7.1
		99999X	LOW COST MODIFICATI	4.3	0.1	0.1	0.1							4.6
		Z88888	REPROGRAMMINGS		2.9	0.0								2.9
<b>TOTAL FOR CLASS P</b>				557.2	292.9	418.7	607.0	0.0	0.0	0.0	0.0	0.0	0.0	1875.8
<b>TOTAL FOR AIRCRAFT C-5</b>				557.2	292.9	418.7	607.0	0.0	0.0	0.0	0.0	0.0	0.0	1875.8

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C-5 AP	P	C5 AP	C-5 Advance Procuremen	52.5	53.0	50.8	108.3	0.0						264.6
<b>TOTAL FOR CLASS P</b>				52.5	53.0	50.8	108.3	0.0	0.0	0.0	0.0	0.0	0.0	264.6
<b>TOTAL FOR AIRCRAFT C-5 AP</b>				52.5	53.0	50.8	108.3	0.0	0.0	0.0	0.0	0.0	0.0	264.6

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
C-9	P	99999S	SERVICE BULLETINS			0.0	0.0							0.0
		99999X	LOW COST MODIFICATI			0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR AIRCRAFT C-9</b>				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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C-17	P	_2000	Pylon Stub FFLZ, FF, Tra	15.3		3.4	23.7							42.4
		_2590	ELT Frequency Change				3.2							3.2
		_2703	IFF GATM Enhanced Mod		0.8	4.5								5.3
		_359	C-17 Sim Threat Generat			4.3	3.2							7.6
		_8962	Block 13 to 17 Retrofit		87.4	170.0	228.5							485.9
		0399	AIRLIFT DEFENSIVE SY	9.4	0.1									9.5
		6402	OBIGGS II	35.0	12.0	20.8	26.9							94.7
		6412	EXTENDED RANGE RET		19.4	29.9	50.5							99.8
		8629	LARGE AIRCRAFT INFR	589.1	141.4	94.5	131.7							956.7
		99999X	LOW COST MODIFICATI			2.0	2.0							4.0
		Z88888	REPROGRAMMINGS		0.0	3.0								3.0
<b>TOTAL FOR CLASS P</b>				648.8	261.2	332.4	469.7	0.0	0.0	0.0	0.0	0.0	0.0	1712.1
<b>TOTAL FOR AIRCRAFT C-17</b>				648.8	261.2	332.4	469.7	0.0	0.0	0.0	0.0	0.0	0.0	1712.1

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C-21	P	99999S	SERVICE BULLETINS		0.3	0.5	0.1							1.0
		99999X	LOW COST MODIFICATI		0.6	0.3	0.4							1.3
<b>TOTAL FOR CLASS P</b>					0.0	0.9	0.8	0.6	0.0	0.0	0.0	0.0	0.0	2.3
<b>TOTAL FOR AIRCRAFT C-21</b>					0.0	0.9	0.8	0.6	0.0	0.0	0.0	0.0	0.0	2.3

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C-32	P	0707	COMM MOD		41.2	7.3	8.9							57.5
		99999S	SERVICE BULLETINS		0.0	0.1	0.0							0.1
		99999SG	SERVICE BULLETINS -				0.9							0.9
		99999X	LOW COST MODIFICATI			0.0	0.0							0.0
		99999XG	LOW COST MODS - AN				0.8							0.8
<b>TOTAL FOR CLASS P</b>					0.0	41.3	7.4	10.6	0.0	0.0	0.0	0.0	0.0	59.3
<b>TOTAL FOR AIRCRAFT C-32</b>					0.0	41.3	7.4	10.6	0.0	0.0	0.0	0.0	0.0	59.3

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C-37	P	0707	COMM MOD	52.3	10.1	1.0	3.9							67.3
		99999S	SERVICE BULLETINS		0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0		0.9
		99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0		0.3
<b>TOTAL FOR CLASS P</b>				52.3	10.6	1.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	68.6
<b>TOTAL FOR AIRCRAFT C-37</b>				52.3	10.6	1.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	68.6

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GLID00	P	99999X	LOW COST MODIFICATI	0.6	1.9	0.1	0.1							2.8
<b>TOTAL FOR CLASS P</b>				0.6	1.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.8
		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	-0.0
<b>TOTAL FOR AIRCRAFT GLID00</b>				0.6	1.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.8

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T-6	P	37223	Emergency Locator Trans	0.3	1.2	0.5	0.5							2.4
		37224	Power Control Lever			1.3	0.9							2.2
		37225	OBOGS Low Pressure S			0.8	1.5							2.3
		37226	Landing Gear Door Spring	0.3			0.5							0.9
		37227	IDARS-MFOQA				2.2							2.2
		9847	Avionics Obsolesence	0.3	6.2	1.1	0.8							8.3
		9848	Trim Actuator Redesign	0.6	0.3	0.8	0.2							1.8
		9854	Oil Pressure Annunciation	0.8	0.2	0.0								1.0
		9857	Traffic Advisory System		5.7	11.8	19.2							36.7
		9858	INTER-SEAT SEQUENC	0.4	0.3									0.7
		9871	COCKPIT UPGRADES	5.7	0.9	0.8	1.1							8.6
		9872	Anti-Suffocation Valve (A	2.2	0.2									2.4
		9873	Canopy Fracture Initiation			1.6	2.2							3.9
		9874	T-6 ENGINE MODIFICAT				1.7							1.7
		9875	LANDING GEAR HANDL				0.7							0.7
		9876	AIRFRAME STRUCTURA	2.8	1.9	1.2	0.7							6.6
		99999X	LOW COST MODIFICATI	0.4	0.1	0.7	0.9							2.1
<b>TOTAL FOR CLASS P</b>				13.8	17.0	20.7	33.1	0.0	0.0	0.0	0.0	0.0	0.0	84.5
<b>TOTAL FOR AIRCRAFT T-6</b>				13.8	17.0	20.7	33.1	0.0	0.0	0.0	0.0	0.0	0.0	84.5

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T-1	P	8996	COMBAT SYSTEMS OFF		18.7	10.2	0.0							29.0
		99999X	LOW COST MODIFICATI	0.2	0.0	0.0	0.0							0.3
<b>TOTAL FOR CLASS P</b>				0.2	18.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.3
<b>TOTAL FOR AIRCRAFT T-1</b>				0.2	18.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.3

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T-38	P-S	99999A	LOW COST SAFETY MO	0.1	0.0	0.0	0.0							0.1
<b>TOTAL FOR CLASS P-S</b>				0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
P		37228	T-38 IMPROVED BRAKE			5.3	14.2							19.5
		6029	AVIONICS UPGRADE	509.8	0.8	0.0								510.6
		6034	T-38 PROPULSION MOD	523.7	104.7	25.5	13.8							667.6
		6087	T-38 ESCAPE SYSTEM	84.2	24.4	24.5	16.6							149.7
		6088	Pacer Classic III				30.7							30.7
		99999X	LOW COST MODIFICATI	2.0	0.0	0.0	0.0							2.0
		Z88888	REPROGRAMMINGS		0.0	4.4								4.4
<b>TOTAL FOR CLASS P</b>				1119.7	129.9	59.8	75.3	0.0	0.0	0.0	0.0	0.0	0.0	1384.6
<b>TOTAL FOR AIRCRAFT T-38</b>				1119.8	129.9	59.8	75.3	0.0	0.0	0.0	0.0	0.0	0.0	1384.7

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T-43	P	99999S	SERVICE BULLETINS	2.3	0.0	0.2								2.4
		99999X	LOW COST MODIFICATI	0.9	0.0	0.0								1.0
		Z88888	REPROGRAMMINGS		1.8	2.0								3.8
<b>TOTAL FOR CLASS P</b>				3.2	1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
<b>TOTAL FOR AIRCRAFT T-43</b>				3.2	1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2

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KC-10	P-S	99999A	LOW COST SAFETY MO	0.0	0.0	0.0	0.0							0.0
<b>TOTAL FOR CLASS P-S</b>				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P		7727	Boom Control Unit (BCU)				0.1							0.1
		7729	Vis Display Sys Repl				6.3							6.3
		99999S	SERVICE BULLETINS	46.0	1.9	1.7	3.1							52.6
		99999X	LOW COST MODIFICATI	3.9	0.0	0.2	0.0							4.1
<b>TOTAL FOR CLASS P</b>				49.9	1.9	1.9	9.4	0.0	0.0	0.0	0.0	0.0	0.0	63.1
<b>TOTAL FOR AIRCRAFT KC-10</b>				49.9	1.9	1.9	9.4	0.0	0.0	0.0	0.0	0.0	0.0	63.1

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C-12	P	99999S	SERVICE BULLETINS		0.3	0.4	0.3							1.0
		99999X	LOW COST MODIFICATI		0.1	0.1	0.2							0.4
<b>TOTAL FOR CLASS P</b>					0.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	1.4
<b>TOTAL FOR AIRCRAFT C-12</b>					0.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	1.4

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MC-12W	P	9144	C-12 ISR Modifications		61.6	179.5	63.0							304.1
<b>TOTAL FOR CLASS P</b>				0.0	61.6	179.5	63.0	0.0	0.0	0.0	0.0	0.0	0.0	304.1
<b>TOTAL FOR AIRCRAFT MC-12W</b>				0.0	61.6	179.5	63.0	0.0	0.0	0.0	0.0	0.0	0.0	304.1

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C-20	P	0707	COMM MOD		35.5	1.0	0.2							36.7
		99999S	SERVICE BULLETINS		0.2	0.2	0.1							0.4
		99999X	LOW COST MODIFICATI		0.4	0.3	0.5							1.2
		Z88888	REPROGRAMMINGS		-6.0	0.0								-6.0
<b>TOTAL FOR CLASS P</b>					0.0	30.0	1.5	0.7	0.0	0.0	0.0	0.0	0.0	32.3
<b>TOTAL FOR AIRCRAFT C-20</b>					0.0	30.0	1.5	0.7	0.0	0.0	0.0	0.0	0.0	32.3

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C-25	P	_6638	Airborne Information Man		37.8	59.7	15.0							112.6
		99999S	SERVICE BULLETINS	1.0	1.4	0.7	0.5							3.7
		99999X	LOW COST MODIFICATI	0.0	0.0	0.2	0.1							0.3
<b>TOTAL FOR CLASS P</b>				1.0	39.2	60.7	15.6	0.0	0.0	0.0	0.0	0.0	0.0	116.6
<b>TOTAL FOR AIRCRAFT C-25</b>				1.0	39.2	60.7	15.6	0.0	0.0	0.0	0.0	0.0	0.0	116.6

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C-40	P	0707	COMM MOD		35.9	5.7	8.9							50.6
		99999S	SERVICE BULLETINS		0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0		0.3
		99999X	LOW COST MODIFICATI	1.9	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0		2.2
<b>TOTAL FOR CLASS P</b>				1.9	36.1	5.9	9.2	0.0	0.0	0.0	0.0	0.0	0.0	53.1
<b>TOTAL FOR AIRCRAFT C-40</b>				1.9	36.1	5.9	9.2	0.0	0.0	0.0	0.0	0.0	0.0	53.1

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C-130	P-S	99999A	LOW COST SAFETY MO	0.0	0.1	0.0	1.9							2.0
<b>TOTAL FOR CLASS P-S</b>				0.0	0.1	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.0
	P	11130	PODDED RECONNAISS	6.2	0.5	0.4	0.0							7.1
		17605B	AUTOPILOT/GCAS	248.7	0.5									249.2
		18600B	ELECTRICAL SYSTEM U	97.1	0.7									97.8
		8220	ALR-69 (RWR)	61.2	14.8	23.7								99.7
		8455	INSTALLATION OF AN/A	91.3	17.2	17.6	0.7							126.8
		8517	C-130 AVIONICS MODE		28.1	184.1	209.5						0.0	421.7
		8526	ENHANCED TCAS (TCA	191.2	10.5		0.7							202.4
		8561	SYNCHROPHASER WIR	23.2	0.1									23.3
		8577	ALE-47 CHAFF AND FLA	40.1	1.1									41.2
		8578	C-130 SYSTEMS/STRUC	190.3	182.7	75.7	109.6							558.3
		8591	ALR-69 UPGRADE	6.3	10.3	10.5	1.6							28.7
		8629	LARGE AIRCRAFT INFR	377.6	44.0	62.6	1.0							485.3
		8678	HC-130 SIMULATOR	29.1	6.2	0.2								35.6
		9123	AC-130 KILL CHAIN ARC	6.2	0.5									6.7
		9126	AC-130 LINK 16 GUNSHI	30.1	2.7	0.6								33.4
		9130	AERIAL SPRAY SYSTEM	2.5	0.1									2.6
		9131	ASAR FOR 109th AW	3.9	7.0									10.9
		9134	NOISE CANCELLATION	5.2	1.6	1.6								8.4
		9135	AC-130 OUTER WING R				0.8							0.8
		9136	AIRBORNE RECONN SY			43.5								43.5
		9137	HC-130 8.33 RADIOS				12.7							12.7

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
		9140	C-130 DUAL RAILS		11.3									11.3
		9141	HC/MC-130 CRASHWOR		1.2									1.2
		9142	Tactics/Threat Generation				9.0							9.0
		9143	MC Combined CARA/ET		6.0									6.0
		92292	C-130 WINDSCREEN	2.0	1.4									3.4
		92299	AFSOC SIMULATOR UP	5.3		0.6								6.0
		99999M	MISC SIMULATOR UPD	0.0	0.0	0.0	1.9							1.9
		99999S	SERVICE BULLETINS	0.4	0.0	0.0	0.0							0.4
		99999X	LOW COST MODIFICATI	10.5	1.8	1.9	1.1							15.3
		SCOUT	ANG SENIOR SCOUT	90.8	7.3	11.7	4.0							113.7
<b>TOTAL FOR CLASS P</b>				1519.5	357.5	434.6	352.6	0.0	0.0	0.0	0.0	0.0	0.0	2664.1
<b>TOTAL FOR AIRCRAFT C-130</b>				1519.5	357.6	434.6	354.5	0.0	0.0	0.0	0.0	0.0	0.0	2666.1

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05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
C-130J	P	_1701	C-130J BLOCK 6.0 UPG	14.1	3.9	0.3								18.4
		_2529	Pure Airblast Fuel Nozzle		4.9	0.0								4.9
		_2612	Avionics System and Stru		35.2	23.9	0.2							59.3
		_5296	Wind Gust Brake		6.2	8.0	7.3							21.6
		8629	LARGE AIRCRAFT INFR				5.1							5.1
		99999X	LOW COST MODIFICATI	1.8	2.0	2.0	1.0							6.8
		Z88888	REPROGRAMMINGS		6.0	9.0								15.0
<b>TOTAL FOR CLASS P</b>				15.9	58.3	43.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	131.0
<b>TOTAL FOR AIRCRAFT C-130J</b>				15.9	58.3	43.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	131.0

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
C-135	P-S	99999A	LOW COST SAFETY MO	0.3	0.0	0.0	0.0							0.3
<b>TOTAL FOR CLASS P-S</b>				0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	P	8654	ENHANCED MODE S		6.6	7.9	16.4							30.9
		9709	GATM PHASE II	580.3	108.2	120.2	116.9	0.0	0.0					925.6
		9738	CONTROL COLUMN AC	27.3	9.4	5.3								42.0
		9817	MODE 5				1.5							1.5
		9818	VOR/ILS ANTENNAE				2.0							2.0
		9819	Visual System Dis Repl				11.6							11.6
		99999X	LOW COST MODIFICATI	15.0	0.7	0.4	2.0							18.0
<b>TOTAL FOR CLASS P</b>				622.5	124.9	133.8	150.4	0.0	0.0	0.0	0.0	0.0	0.0	1031.6
<b>TOTAL FOR AIRCRAFT C-135</b>				622.8	124.9	133.8	150.4	0.0	0.0	0.0	0.0	0.0	0.0	1031.9

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CCALL	P	1001	COMPASS CALL		51.0	24.5	29.2							104.7
<b>TOTAL FOR CLASS P</b>				0.0	51.0	24.5	29.2	0.0	0.0	0.0	0.0	0.0	0.0	104.7
<b>TOTAL FOR AIRCRAFT CCALL</b>				0.0	51.0	24.5	29.2	0.0	0.0	0.0	0.0	0.0	0.0	104.7

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DARP	P	_2504	COBRA BALL		19.9	14.5	14.7							49.1
		4263	RIVET JOINT		112.5	82.3	83.4							278.3
		4265	COMBAT SENT		9.8	9.8	9.8							29.5
<b>TOTAL FOR CLASS P</b>					0.0	142.3	106.7	107.9	0.0	0.0	0.0	0.0	0.0	356.8
<b>TOTAL FOR AIRCRAFT DARP</b>					0.0	142.3	106.7	107.9	0.0	0.0	0.0	0.0	0.0	356.8

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E-3	P	50001P	TSI	31.9	2.8	3.3	2.5							40.4
		50001T	BLOCK 40/45 UPGRADE		2.6	56.5	61.5							120.6
		7267	NAVWAR	1.7	7.8	5.5	1.4							16.4
		7268	INTEGRATED DAMA GA	102.3	17.5	6.0	3.5							129.4
		8662	AETC MTD UPGRADES-	0.6			2.5							3.0
		9707	RM&A MODS	84.0	46.2	14.8	7.9							153.0
<b>TOTAL FOR CLASS P</b>				220.5	76.8	86.2	79.3	0.0	0.0	0.0	0.0	0.0	0.0	462.8
<b>TOTAL FOR AIRCRAFT E-3</b>				220.5	76.8	86.2	79.3	0.0	0.0	0.0	0.0	0.0	0.0	462.8

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E-4	P	3410	NPES (NC2AIS) E-4B	6.7	0.7	0.5	0.7							8.5
		4383A	Message Processing Syst		10.0	4.9	0.7							15.6
		4389	C-3 UHF DIGITIZATION			2.4	2.4							4.7
		4390	E-4B KG-3X MODERNIZ		1.4	0.1								1.5
		4393	STU III Replacement			12.7	6.0							18.7
		4394	Enhanced Mode S		2.6	0.4	0.3							3.3
		4397	Configuration Update				2.0							2.0
		4399	MilStar Crypto				3.6							3.6
		4402	Crypto Update			2.0								2.0
		4404	E-4B NAOC Modification				50.1							50.1
		99999S	SERVICE BULLETINS	47.8	4.2	3.1	5.4							60.5
		99999X	LOW COST MODIFICATI	19.4	0.7	2.0	2.0							24.0
		Z88888	REPROGRAMMINGS		0.0	0.1								0.1
<b>TOTAL FOR CLASS P</b>				<b>73.9</b>	<b>19.6</b>	<b>28.0</b>	<b>73.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>194.6</b>
<b>TOTAL FOR AIRCRAFT E-4</b>				<b>73.9</b>	<b>19.6</b>	<b>28.0</b>	<b>73.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>194.6</b>

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E-8C	P	38199	JSTARS Re-engining	96.6	57.8	6.0	204.9							365.2
		38200	RELIABILITY, MAINTAIN	63.4	2.8	3.8	4.7							74.7
		38203	KILL CHAIN ENHANCEM	70.1	20.7	18.3	16.4							125.7
		38206	Communications Navigati	17.4	0.1									17.5
		38208	Enhanced Land Maritime	2.1	12.8	2.4								17.3
<b>TOTAL FOR CLASS P</b>				249.6	94.3	30.6	226.0	0.0	0.0	0.0	0.0	0.0	0.0	600.4
<b>TOTAL FOR AIRCRAFT E-8C</b>				249.6	94.3	30.6	226.0	0.0	0.0	0.0	0.0	0.0	0.0	600.4

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H-1	P-S	8846	UH-1N TAIL BOOM REP	5.6	4.0	2.9	0.8							13.3
<b>TOTAL FOR CLASS P-S</b>				5.6	4.0	2.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	13.3
P		_1135	UH-1N SIMULATOR UPG		9.0	1.2								10.2
		_2802	HUEY II MODERNIZATIO	85.4	8.5	7.9	16.8							118.6
		99999X	LOW COST MODIFICATI	4.1	1.3	1.2	0.7							7.3
<b>TOTAL FOR CLASS P</b>				89.5	18.7	10.3	17.5	0.0	0.0	0.0	0.0	0.0	0.0	136.0
<b>TOTAL FOR AIRCRAFT H-1</b>				95.1	22.7	13.2	18.3	0.0	0.0	0.0	0.0	0.0	0.0	149.3

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HH-60	P	_1072	Dual Enginer Contingency	12.6		0.2								12.8
		8254	ALTITUDE HOLD AND H	13.6	0.7	0.4	2.2							16.9
		8496	KIRTLAND SIM UPGRAD	17.2	19.6	0.5								37.3
		8560	SERVICE LIFE EXTENSI	7.6	7.7	5.9	3.3							24.4
		8563	LIGHTWEIGHT AIRBOR	3.5	15.4	0.9	1.0							20.7
		8835	Improved Ballistic Armor	16.5	0.6									17.0
		8840	Vibration Monitoring Syste		0.0									0.0
		8841	Situation Awareness Data		16.3	2.6	1.8							20.7
		8843	Enhanced Crashworthy C	1.2	5.4									6.6
		8844	Multi-function Color Displa		43.5	4.8	5.0							53.3
		8845	SINGGARS		4.5									4.5
		8847	Mobile Aircrew Retractor		1.4									1.4
		8848	200 Gallon Tanks		9.2									9.2
		99999S	SERVICE BULLETINS		0.0	0.0	0.1							0.1
		99999X	LOW COST MODIFICATI	0.9	0.0	0.5	0.9							2.3
		ARR	701C ENGINE AND GEA	65.9		0.4								66.3
		T8415	UPGRADE COMMUNICA	153.9		1.0								154.9
<b>TOTAL FOR CLASS P</b>				292.9	124.1	17.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0	448.4
<b>TOTAL FOR AIRCRAFT HH-60</b>				292.9	124.1	17.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0	448.4

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HAEUAV	P	470001	GH Aircraft Mods	0.6	24.2	101.8	132.5							259.1
		470003	GH Ground Station Mods	6.9	0.0	1.8	2.4		0.0					11.1
		470004	Support Equipment Mods		1.6									1.6
<b>TOTAL FOR CLASS P</b>				7.5	25.8	103.7	134.9	0.0	0.0	0.0	0.0	0.0	0.0	271.8
<b>TOTAL FOR AIRCRAFT HAEUAV</b>				7.5	25.8	103.7	134.9	0.0	0.0	0.0	0.0	0.0	0.0	271.8

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HC/MC-130 Rec P		99999X	LOW COST MODIFICATI		0.0	0.0	2.0							2.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
<b>TOTAL FOR AIRCRAFT HC/MC-130 Recap</b>				0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

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OTHER	P	_9783	Link-16 Support and Sust	6.6	0.0	0.0								6.6
		1000	COMBAT AIR FORCES	1.0	3.4	0.6								5.0
		4501	EHF SATCOM	4.4			72.8							77.2
		8668	Advanced Targeting Pod	11.7	0.0	1.9	0.9							14.4
		8669	Full Combat Mission Train	10.6	43.2	0.0	0.0							53.8
		8670	MAF Training		0.0	5.4	7.6							13.0
		8730	ROLL-ON BEYOND LINE	3.1	12.4									15.5
		9860	JOINT TACTICAL RADIO	8.4	17.7	61.7	12.8							100.5
		99999J	MISCELLANEOUS LOW		1.3	0.1	0.0							1.4
		E901	Sea Surveillance Radar U		4.9	0.1	5.2							10.1
		MFOQA	Military Flight Operations		6.3	10.7	4.0							21.0
		Z88888	REPROGRAMMINGS		5.5	5.0								10.5
<b>TOTAL FOR CLASS P</b>				45.6	94.8	85.4	103.3	0.0	0.0	0.0	0.0	0.0	0.0	329.1
		2002	ANG RC-26			7.2								7.2
		99999F	LOW COST MODIFICATI	0.0	0.0									0.0
<b>TOTAL FOR CLASS</b>				0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
<b>TOTAL FOR AIRCRAFT OTHER</b>				45.6	94.8	92.6	103.3	0.0	0.0	0.0	0.0	0.0	0.0	336.3

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<u>AIRCRAFT</u>	<u>CLASS</u>	MOD <u>NR</u>	MODIFICATION <u>TITLE</u>	<u>PRIOR</u>	<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>	COST <u>TO GO</u>	TOTAL <u>PROG</u>
PRDT	P	PRDT02	PREDATOR A/B MODIFI		52.4	148.1	123.9							324.4
<b>TOTAL FOR CLASS P</b>				0.0	52.4	148.1	123.9	0.0	0.0	0.0	0.0	0.0	0.0	324.4
<b>TOTAL FOR AIRCRAFT PRDT</b>				0.0	52.4	148.1	123.9	0.0	0.0	0.0	0.0	0.0	0.0	324.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 PB (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
MQ-9	P	8679	PRDTB2 MQ-9		16.9	46.9	48.8							112.7
<b>TOTAL FOR CLASS P</b>				0.0	16.9	46.9	48.8	0.0	0.0	0.0	0.0	0.0	0.0	112.7
		Z88888	REPROGRAMMINGS		0.0	-2.4								-2.4
<b>TOTAL FOR CLASS</b>				0.0	0.0	-2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.4
<b>TOTAL FOR AIRCRAFT MQ-9</b>				0.0	16.9	44.5	48.8	0.0	0.0	0.0	0.0	0.0	0.0	110.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 PB (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
CV-22	P	8791	BLOCK B UPGRADE	2.5	14.4	19.0	20.0							56.0
		9400	CV-22 Fuel Jettison Retro			1.6	2.4							4.0
		99999X	LOW COST MODIFICATI	3.3	2.0	2.0	2.0							9.3
<b>TOTAL FOR CLASS P</b>				5.8	16.4	22.6	24.4	0.0	0.0	0.0	0.0	0.0	0.0	69.2
<b>TOTAL FOR AIRCRAFT CV-22</b>				5.8	16.4	22.6	24.4	0.0	0.0	0.0	0.0	0.0	0.0	69.2

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.



## UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$102.142	\$347.911	\$283.955						

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 FY10 is the Radar System Modification. Specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	8880	ENGINE FAN BLADES SAF	5.4									11.1
<b>TOTAL FOR CLASS P-S</b>			5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
P	_7646	Proximity Sensor Logic Unit P			3.9							3.9
	110024	ALTERNATE HIGH FREQUE	9.9	9.0	7.6							91.7
	110030	AFT DECK CRACKS	4.5									33.6
	110031	TRAINER SYSTEM UPGRA	2.6	3.0	10.1							37.3
	110032	LINK 16/CID/IFR	4.4									178.9
	110033	RADAR SYSTEM MODIFICA	18.8	316.6	234.5							569.9
	110035	SUPPORTABILITY MODS	1.6	14.0	7.4							42.2
	110041	B-2 Integrated Display Syste			16.3							16.3
	110042	B-2 Viper Flight Line Program			1.7							1.7
	99999U	Low Cost Engine Mods	0.1	0.3	0.4							8.8
	99999X	LOW COST MODIFICATION	2.1	3.8	2.0							21.0
	T8137	UHF SATCOM UPGRADE	9.9									106.0
	Z88888	REPROGRAMMINGS	42.8	1.3								

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 26/27	PAGE NO. 1	
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UNCLASSIFIED

<b>BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)</b>								<b>DATE</b> May 2009	
<b>APPROPRIATION/BUDGET ACTIVITY</b> <b>AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications</b>				<b>P-1 ITEM NOMENCLATURE: B-2</b>					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$102.142	\$347.911	\$283.955						

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 FY10 is the Radar System Modification. Specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
			<b>TOTAL FOR CLASS P</b>			96.7	347.9	284.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM B-2</b>			102.1	347.9	284.0	0.0	0.0	0.0	0.0	0.0	0.0	1122.5

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

	P-1 SHOPP LIST ITEM NO. 26/27	PAGE NO. 2	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: Proximity Sensor Logic Unit PROM Replacement MN-\_7646

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. 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. Life of Type (LOT) buys are being implemented when appropriate to address diminishing manufacturing sources and material shortages (DMSMS) for affected components and subassemblies to protect the planned production program by mitigating unplanned part redesign and requalification risks

Procurement is scheduled to begin in FY10.

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

**Development Status**

System Development and Demonstration (SDD) began March 2008 and completes in FY10. The RDT&E program will modify the two Force Development Evaluation (FDE) aircraft. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F, changing to PE 0101127F in FY10. Procurement is scheduled to begin in FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		0.415		0.880		1.692		0.398				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							18	3.814				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC								0.076				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							18	3.890				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										3.385
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									18	3.814
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										0.076
TOTAL COST (BP-1100)									18	3.890
(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-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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**Description/Justification**

This program is essential to Anti-Access and Global Strike missions and supports Aircraft Availability Improvement Program goals. 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 2010. The PDM schedule is dynamic. The installation schedule is linked to the AHFM installation contract, which is based on the current PDM schedule. A change in the schedule places an aircraft already equipped with the AHFM structural modification in PDM prior to program completion, leading to idle workforce charges necessary to maintain workforce for future modifications. These charges are reflected on the "other" line in FY10. Procurement funding ends in FY10; the last B-2 AHFM modification completes 1st Qtr FY12.

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. 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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.982										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	15	26.143	2	2.109	2	2.105	1	1.178				
EQUIP NONREC												
CHANGE ORDERS		5.130										
DATA												
SIM/TRAINER	1	0.342										
SUPPORT-EQUIP		2.205										
MOD OF SPARES		0.326		3.000								
Withhold Adjustments												
OTHER										1.277		
OGC		0.623		0.184					0.146			

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-99	6	14.798										
FY-04	2	4.332										
FY-05	2	4.607										
FY-06	3	6.706										
FY-07	2		[2]	4.575								
FY-08	2				[3]	6.914						
FY-09	2						[2]	5.036				
FY-10	1											
TOTAL INSTALL	13	30.443	2	4.575	3	6.914	2	5.036				
TOTAL COST (BP-1100)	15	65.212	2	9.868	2	9.019	1	7.637				
(Totals may not add due to rounding)												
INSTALLATION QTY	12		3		2		2					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	31.535
EQUIP NONREC										
CHANGE ORDERS										5.130
DATA										
SIM/TRAINER									[1]	0.342
SUPPORT-EQUIP										2.205
MOD OF SPARES										3.326
Withhold Adjustments										
OTHER										1.277
OGC										0.953
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]	6.706
FY-07	2		KITS						[2]	4.575
FY-08	2		KITS						[3]	6.914
FY-09	2		KITS						[2]	5.036
FY-10	1		KITS							
TOTAL INSTALL									20	46.968
TOTAL COST (BP-1100)									20	91.736
(Totals may not add due to rounding)										
INSTALLATION QTY									19	

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	1			1	1		



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: AFT DECK CRACKS MN-110030

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 20 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 decreasing efficacy and substantially increasing the cost of repairs. Cracks will continue to grow and new cracks will initiate unless decks are modified.

The Aft Deck Crack program is a three prong strategy: crack growth mitigation, remanufacture, and the 3rd Generation Aft Deck.

Crack growth mitigation is the 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 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 3rd Generation Aft Deck is the complete long term solution. The effort will redesign and procure new decks for the fleet.

As essential support equipment for the aft decks, SCI Radar will collect zonal Radar Cross Section measurements of B-2 aircraft at Whiteman AFB, Forward Operation Locations, Edwards AFB and Programmed Depot Maintenance (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 the new aft deck kits.

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

Long lead or Advanced Procurement will be requested as appropriate for titanium from U.S. suppliers. This will deliver redesigned aft decks at least one year earlier. Current lead time for Berry Amendment-compliant titanium is 24 months.

IML Kits (252) purchased in FY04 and TESLE kits (24) purchased in FY08 are associated with the crack growth mitigation prong. These kits are installed at WAFB depending on the availability of the aircraft and the severity of the cracks. Most installs occur during routine maintenance activities to avoid additional downtime. 3rd Generation Aft Deck procurement will begin in FY11. Due to the nature of installations, the program is unable to be accurately reflected on the install schedule.

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

**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. Concept Refinement for the redesigned aft decks began in FY06. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F, PE is changing to 0101127F in FY10.

**Projected Financial Plan**

PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12
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**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		29.959		3.533		15.910		18.120				
PROCUREMENT (3010)												
INSTALL KITS	252	17.018	24	4.307								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	7	11.063										
OGC		0.624		0.151								
Withhold Adjustments		0.478										
LONG LEAD ITEMS												
TOOLING												
INSTALLATION OF HARDWARE												
FY-04			252 KITS									
FY-08			24 KITS									
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	252	29.183	24	4.458								
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										67.522
PROCUREMENT (3010)										
INSTALL KITS									276	21.325
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[7]	11.063
OGC										0.775
Withhold Adjustments										0.478
LONG LEAD ITEMS										
TOOLING										
INSTALLATION OF HARDWARE										
FY-04		252 KITS								
FY-08		24 KITS								
TOTAL INSTALL										
TOTAL COST (BP-1100)									276	33.641
(Totals may not add due to rounding)										
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>
Contract Date (Month/CY)			11/03	03/05	02/06		06/09
Delivery Date (Month/CY)			12/03	11/05	10/06		06/10

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: TRAINER SYSTEM UPGRADES MN-110031

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. B-2 Trainers funding includes funds from PE 0809731F in the following years and amounts: FY10 - \$5.894M

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

**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.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240, changing to PE 0101127F in FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.227		0.000		3.152		2.450				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		21.535		2.353		2.726		9.856				
SUPPORT-EQUIP												
OGC				0.239		0.296		0.256				
Withhold Adjustments				0.000								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		21.535		2.592		3.022		10.112				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										10.829
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										36.470
SUPPORT-EQUIP										
OGC										0.791
Withhold Adjustments										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										37.261
(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**

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: LINK 16/CID/IFR MN-110032

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 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 (PE) 0101127F and FY05 - FY08 production funds are in the Tactical Data Networks (TDN) System Program Office (SPO) PE 0207446F.

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

**Development Status**

EMD began in FY00 and will end January 2010. FY00 to FY04 RDT&E funds are in the B-2 PE 0604240F and FY05 to FY07 RDT&E funds are in the Tactical Data Networks (TDN) System Program Office PE 0207446F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		216.649										
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										
DEFICIENCIES				3.698								
OGC		15.509		0.728								
Withhold Adjustments		0.024										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04			9	21.657								
FY-05			10	7.400								
FY-06			1	0.741								
TOTAL INSTALL			20	29.798								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			20	174.498		4.426						
INSTALLATION QTY			20									



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										216.649
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
DEFICIENCIES										3.698
OGC										16.237
Withhold Adjustments										0.024
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	178.924
(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>			
	1	2	3	4	1	2	3	4	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	2	3	3	4																												
Output	1	2	3	3	4			1	1																							

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: RADAR SYSTEM MODIFICATION MN-110033

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

**Description/Justification**

The currently fielded B-2 radar system, including the radar, defensive management system (DMS) and transponder, operates within a portion of the electromagnetic spectrum where the U.S. Government is designated as a secondary user. Secondary user status means that the B-2 radar system cannot interfere with primary users. Interference with primary users by a secondary user invokes statutory penalties. Due to the planned expansion of primary users in the currently fielded radar system frequency band, in the near future the B-2 will no longer be able to operate without high probability of interference with primary users. In order to ensure the continued operation of the B-2 weapon system to meet its Global Strike mission, the B-2 radar system must be modified to allow operation in another portion of the spectrum where the U.S. Government is guaranteed primary user status. The B-2 radar must vacate its current frequency by a classified date. During the System Development and Demonstration (SDD) phase, the design, fabrication and test of new and modified components of the B-2 radar system will be accomplished. In addition, the designated B-2 test vehicle will be modified with the new system, and units will be produced to modify six operational B-2s with developmental unit Radar Modernization Program (RMP) systems. Modification of the training system will be accomplished at the operational base and other locations as required. This effort includes updating the aircrew and maintenance trainers and academics/courseware to reflect the functionality of the radar. The SDD phase will extend into FY10 to accommodate an extensive flight test program needed to fully qualify all radar modes. 13 operational B-2s will be modified with production funding and the SDD units will be retrofitted to production configuration as required. The Production and Deployment phase is divided into Low Rate Initial Production (LRIP) and Full Rate Production (FRP). Life of Type (LOT) buys are being implemented when appropriate to address diminishing manufacturing sources and materiel shortages (DMSMS) for affected components and subassemblies to protect the planned production program by mitigating unplanned part redesign and requalification risks. Long lead items -- Advance Procurement -- will be purchased in FY08 for the FY09 Low Rate Initial Production (LRIP) delivery order and again in FY09 for the FY10 delivery order. Long lead dollars will purchase long lead items to achieve up to five months of fielding acceleration.

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

**Development Status**

Component Advanced Development started in FY03.

System Development and Demonstration began in Aug 2004.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F. In FY10, PE 0604240F transitions to PE 0101127F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		706.974		112.738		83.352		50.383				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					6	258.953	7	209.653				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES						0.950		16.420				
OGC				1.680		6.983		7.200				
Life of Type				17.137								
LONG LEAD ITEMS				42.800		49.665						
Withhold Adjustments				-42.800								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-09			6				[2]	1.241	[4]			
FY-10			7						[4]		[3]	
TOTAL INSTALL							2	1.241	8		3	
TOTAL COST (BP-1100)				18.817	6	316.551	7	234.514				
(Totals may not add due to rounding)												
INSTALLATION QTY							2		8		3	

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										953.447
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									13	468.606
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										17.370
OGC										15.863
Life of Type										17.137
LONG LEAD ITEMS										92.465
Withhold Adjustments										-42.800
INSTALLATION OF HARDWARE										
FY-09	6	KITS							[6]	1.241
FY-10	7	KITS							[7]	
TOTAL INSTALL									13	1.241
TOTAL COST (BP-1100)									13	569.882
(Totals may not add due to rounding)										
INSTALLATION QTY									13	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 19 Months

Follow-On Lead Time: 19 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>
Contract Date (Month/CY)								12/08	12/09
Delivery Date (Month/CY)								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>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4																												
Input				2																												
Output																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: SUPPORTABILITY MODS MN-110035

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 programmed depot maintenance (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 20 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.

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

**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. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F. PE is changing to 0101127F in FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		11.158		1.580		5.972		9.035				
PROCUREMENT (3010)												
INSTALL KITS		14.872		1.520		13.084		7.213				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP		4.352										
OGC		0.050		0.041		0.913		0.185				
Withhold Adjustments												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		19.274		1.561		13.997		7.398				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										27.745
PROCUREMENT (3010)										36.689
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										4.352
OGC										1.189
Withhold Adjustments										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										42.230
(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**

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																																	
Input																																	
Output																																	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: B-2 Integrated Display System MN-110041

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

**Description/Justification**

The Integrated Display System (IDS) will provide processors, fiber optics, Ethernet, and associated architecture required to support advanced weapon system capabilities, such as Moving Target Kill (MTK). The full display system upgrade includes Smart Multipurpose Display Units (Smart-MDUs), discrete collector units, switching units, and the necessary wiring modifications to support the B-2 mission. The Smart MDU is capable of supporting both legacy and smart mode display operations. The Smart-MDU will satisfy legacy requirements and support the expanded "smart" capabilities of the future IDS by serving as the foundation for a capabilities transformation. It will pave the way for displaying large amounts of complex mission information to B-2 crews. Each B-2 cockpit requires eight Smart-MDUs; a shipset consists of eight Smart-MDUs. The funding provided will purchase Smart-MDUs; subsequent funding will acquire the subsystems modifications necessary to drive the information throughout the B-2 information architecture. The Smart-MDU modification also addresses aspects of diminishing spares and obsolescence of current analog displays. Analysis shows that the current B-2 display could potentially be non-mission capable by FY12. This program is necessary for the B-2 fleet to accomplish anti-access and global strike missions and meet the Aircraft Availability Improvement program goals.

Procurement is scheduled to begin in FY10.

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

**Development Status**

Development effort was initiated with FY07 and FY08 Small Diameter Bomb/Moving Target Kill Congressional plus-up funds. To date, a first prototype MDU-R unit has been produced which has legacy only capability; a second prototype, with both legacy and "smart" capability, will be completed in FY09. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604240F, changing to PE 0101127F in FY10. Procurement is scheduled to begin in FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				6.446		0.000		6.432				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							5	15.971				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.300				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							5	16.271				



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										12.878
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									5	15.971
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.300
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									5	16.271

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 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)					07/10
Delivery Date (Month/CY)					07/11

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: B-2 Viper Flight Line Programmer MN-110042

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F              Team POWER

**Description/Justification**

The Viper FLP is required support equipment for the B-2 legacy Defensive Management System (DMS) which will enable the B-2 fleet to accomplish its anti-access and global strike mission and supports Aircraft Availability Improvement Program goals. The Viper Flight Line Programmer (FLP) is required to replace the Enhanced Diagnostic Aid (EDNA) which is a tool to provide flight line and back shop support for load/verify of operational flight programs (OFPs) for the DMS, Radar Data Processor (RDP), and Multifunctional Information Distribution System (MIDS). The F-16 manages the EDNA sustainment and, due to obsolescence, is replacing EDNA with Viper FLP by 2010. The B-2 will also have to transition to Viper FLP by 2010. The VIPER FLP provides all the capabilities of EDNA, but in a low cost flexible package. Implementation requires specific interface cables or adaptors, and applications software for diagnostics, memory load/verify and download functions. This requires B-2 integration efforts including updated technical data, drawings, software testing, and reconfiguration and acceptance testing. Procurement is scheduled to begin in FY10.

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

**Development Status**

Viper Flight Line Programmer was developed with F-16 program funds. Procurement is scheduled to begin in FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	1.263				
OGC								0.032				
EQUIP NONREC								0.439				
TOTAL COST (BP-1100)								1.734				
(Totals may not add due to rounding)												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	1.263
OGC										0.032
EQUIP NONREC										0.439
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										1.734

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: ENGINE FAN BLADES SAFETY MOD MN-8880

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. The effort Incorporates a stage 1 fan blade redesign. The stage 1 fan blades exhibit high levels of stress due to inlet distortion. The combination of a Foreign Object Damage (FOD) event with the elevated inlet distortion stress 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 are to be modified.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	65	5.625	[61]	5.275								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.040		0.144								
Withhold Adjustments												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.665		5.419								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	10.900
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.184
Withhold Adjustments										
TOTAL COST (BP-1100)										11.084
(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

05/01/2009

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

Modification Title and No: Low Cost Engine Mods MN-99999U

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 20, Reserve 0, ANG 0, Total 20

**Development Status**

None.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		7.794		0.125		0.313		0.400				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.035										
Withhold Adjustments		0.011										
OGC		0.091		0.012		0.000		0.000				
<b>TOTAL COST (BP-1100)</b>		<b>7.931</b>		<b>0.137</b>		<b>0.313</b>		<b>0.400</b>				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										8.632
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.035
Withhold Adjustments										0.011
OGC										0.103
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										8.781

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)															
	<u>FY-10</u>														
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

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

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: Intercom Jack, Microwave Oven, Digital Video Recorder, Multi Functional Information Distribution System (MIDS) Battery Access Panel, Generator Control Unit (GCU) Cold Start, Actuator Remote Terminal (ART) Electronically Erasable Programmable Read-Only (EEPROM), AINS Time Upgrade, MIDS Power Down, Liquid Cooling System (LCS) Pump Panels, 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 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 20, Reserve 0, ANG 0, Total 20

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		13.078		2.095		3.759		1.999				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.028		0.048								
Withhold Adjustments		0.013		0.000								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		13.119		2.143		3.759		1.999				



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										20.931
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.076
Withhold Adjustments										0.013
TOTAL COST (BP-1100)										<u>21.020</u>
(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-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)															
	<u>FY-10</u>														
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: UHF SATCOM UPGRADE MN-T8137

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-08		FY-09		FY-10		FY-11		FY-12	
	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	22	50.140	19	8.580								
EQUIP NONREC		10.288										
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	12.422										
SUPPORT-EQUIP		3.930										
OGC		6.107		1.341								
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-01	4		KITS									
FY-02	8	5.360	KITS									
FY-03	8	5.230	KITS									
FY-07	2		KITS									
FY-08	19		KITS									
TOTAL INSTALL	13	10.590										
TOTAL COST (BP-1100)	22	96.107	19	9.921								

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY	13		2									



## UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$71.344	\$41.359	\$107.558					

FY2008 funding total includes \$36.953M in supplemental funding.

FY2010 funding totals do not include \$20.5M requested for Overseas Contingency Operations

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 FY10 are the Radar Improvement Upgrades and the Fully Integrated Data Link. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_3944	ALQ-161A PREPROCESSO		5.8								30.8
	4280	FULLY INTEGRATED DATA			15.8							15.8
	4284	CITS UPGRADE			6.4							6.4
	4285	Gyro Stabilization System (G	11.4	18.4	15.3							45.1
	4287	Wheel&Brake Flex-line			0.5							0.5
	4288	Wheel&Brake Fuses			0.3							0.3
	4289	ENGINE FEED-LINE			1.4							1.4
	4291	B-1 TRAINING SUPPORT			0.4							0.4
	6882	Digital Communications	3.8	2.1								26.4
	7242	AN/ALQ-161A BAND 8 RF S	2.8	2.5								21.8
	8411	RADAR IMPROVEMENT UP			60.6							60.6
	8970	AN/ALQ-161A TAIL WARNIN		1.3								18.5
	8971	VERTICAL SITUATION DISP			6.8							6.8

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$71.344	\$41.359	\$107.558						

FY2008 funding total includes \$36.953M in supplemental funding.

FY2010 funding totals do not include \$20.5M requested for Overseas Contingency Operations

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 FY10 are the Radar Improvement Upgrades and the Fully Integrated Data Link. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	8977	Utility Power Distribution Pan	0.3									3.7
	92294	LAPTOP CONTROLLED TA	37.1	2.3								48.8
	92296	External Hard Point Modificati	8.3	3.5								22.5
	92297	Pylon for External Stores	7.8									14.1
	99999E	LOW COST MOD ENGINE U		0.0								1.4
	99999X	LOW COST MODIFICATION		0.0								2.1
	Z88888	REPROGRAMMINGS	0.0	5.5								
<b>TOTAL FOR CLASS P</b>			71.3	41.4	107.6	0.0	0.0	0.0	0.0	0.0	0.0	327.4
<b>TOTAL FOR WEAPON SYSTEM B-1</b>			71.3	41.4	107.6	0.0	0.0	0.0	0.0	0.0	0.0	327.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 28	PAGE NO. 2	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

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

Models of Aircraft Affected: B-1B

Center: WR-ALC

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-1B 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 previous computer upgrades, 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 PE 0604226F.

Aircraft Breakdown: Active 99, Reserve , ANG , Total 99

**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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		29.793		8.525		7.340		7.483		1.400		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	99	21.150										
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.010										
SIM/TRAINER												
SUPPORT-EQUIP		0.900				5.216						
MOD OF SPARES		0.924				0.480						
OGC		0.970				0.100						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	99	24.954				5.796						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										54,541
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									99	21,150
EQUIP NONREC										
CHANGE ORDERS										
DATA										1,010
SIM/TRAINER										
SUPPORT-EQUIP										6,116
MOD OF SPARES										1,404
OGC										1,070
TOTAL COST (BP-1100)									99	30,750
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 14 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	05/08	07/09



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: FULLY INTEGRATED DATA LINKS MN-4280

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 capability. This is achieved with the Joint Tactical Information Distribution System (JTIDS) Range Extension (JRE) data link capabilities that will significantly improve combat situational awareness and command and control connectivity with theater forces. In addition, this modification replaces displays at the rear cockpit crew stations with color, multi-functional displays required to utilize the data links. This modification will also enhance management of multiple precision weapons and enable rapid airborne retargeting. FIDL will be installed concurrently with the Central Integrated Test System (CITS) upgrade and Vertical Situation Displays (VSD) upgrade (both of which address aircraft grounding items) to reduce combined installation costs, aircraft downtime, and keep fielded aircraft configurations to a minimum for aircrew training, maintenance, and operational deployment efficiencies.

Procurement of FIDL diminishing manufacturing source (DMS) install parts will be accomplished with the FY10 funding (Corresponding DMS spare parts will be procured with the appropriate spares funding).

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

Note 2: B-1 FIDL program also receives funding the Bomber Tactical Data Link program, PE 0207446F.

This is a new start procurement in FY10.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		32.021		22.579		15.069		35.000				
PROCUREMENT (3010)												
INSTALL KITS							3	2.990				
KITS NONRECUR								0.177				
EQUIPMENT							[3]	8.973				
EQUIP NONREC								0.800				
CHANGE ORDERS												
DATA								0.700				
SIM/TRAINER							[7]	1.000				
SUPPORT-EQUIP								1.200				
ICS												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-10												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							3	15.840				
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										104.669
PROCUREMENT (3010)										
INSTALL KITS									3	2.990
KITS NONRECUR										0.177
EQUIPMENT									[3]	8.973
EQUIP NONREC										0.800
CHANGE ORDERS										
DATA										0.700
SIM/TRAINER									[7]	1.000
SUPPORT-EQUIP										1.200
ICS										
INSTALLATION OF HARDWARE										
FY-10			3							
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)									3	15.840
INSTALLATION QTY										

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: CITS UPGRADE MN-4284

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 using RDT&E funds. CITS upgrade, the Fully Integrated Data Link (FIDL), and the Vertical Situation Display (VSD) upgrade installations are schedule concurrently to reduce combined installation costs, aircraft downtime, 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 PE 0604226F.

This is a new start procurement in FY10.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

**Development Status**

Development began in FY05.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		29.585		6.881		4.474		3.670				
PROCUREMENT (3010)												
INSTALL KITS							3	0.662				
KITS NONRECUR								0.213				
EQUIPMENT							[3]	1.285				
EQUIP NONREC								0.500				
CHANGE ORDERS												
DATA								1.070				
SIM/TRAINER							[9]	2.568				
SUPPORT-EQUIP								0.100				
OGC												
ICS												
INSTALLATION OF HARDWARE												
FY-10 3 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								3	6.398			
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										44.610
PROCUREMENT (3010)										
INSTALL KITS									3	0.662
KITS NONRECUR										0.213
EQUIPMENT									[3]	1.285
EQUIP NONREC										0.500
CHANGE ORDERS										
DATA										1.070
SIM/TRAINER									[9]	2.568
SUPPORT-EQUIP										0.100
OGC										
ICS										
INSTALLATION OF HARDWARE										
FY-10           3 KITS										
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)									3	6.398
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

**Milestones**

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

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Gyro Stabilization System (GSS) MN-4285

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 FY09 depending upon failure rates of older Line Replacement Units (LRUs) during the flying year. These funds will procure and install 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 and one test aircraft. The test aircraft at Edwards AFB was modified during System Development and Demonstration (SDD).

The replacement GSS uses Non-Development Items (NDI) 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 program has associated Research Development Test and Evaluation (RDT&E) funding in PE0604226F.

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

**Development Status**

System Development and Demonstration (SDD) began in FY06

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		21.085		2.822								
PROCUREMENT (3010)												
INSTALL KITS			[17]		[20]		[13]					
KITS NONRECUR EQUIPMENT			17	8.628	20	7.929	13	6.020				
EQUIP NONREC CHANGE ORDERS						2.000		1.800				
DATA				0.020								
SIM/TRAINER					[2]	1.010						
SUPPORT-EQUIP				0.818		0.500						
OGC				1.941		5.760		1.959				
INSTALLATION OF HARDWARE												
FY-08			17 KITS		[4]	1.233	[13]	4.275				
FY-09			20 KITS				[4]	1.247				
FY-10			13 KITS									
TOTAL INSTALL					4	1.233	17	5.522				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			17	11.407	20	18.432	13	15.301				
INSTALLATION QTY					4		17					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										23.907
PROCUREMENT (3010)										
INSTALL KITS									[50]	
KITS NONRECUR										
EQUIPMENT									50	22.577
EQUIP NONREC										
CHANGE ORDERS										3.800
DATA										0.020
SIM/TRAINER									[2]	1.010
SUPPORT-EQUIP										1.318
OGC										9.660
INSTALLATION OF HARDWARE										
FY-08		17 KITS							[17]	5.508
FY-09		20 KITS							[4]	1.247
FY-10		13 KITS								
TOTAL INSTALL									21	6.755
TOTAL COST (BP-1100)									50	45.140
(Totals may not add due to rounding)										
INSTALLATION QTY									21	

Method of Implementation: COMBINATION

Initial Lead Time: 13 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)				04/08	11/08	11/09
Delivery Date (Month/CY)				05/09	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>			
	1	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	6	5	3	3		
Output																	1	3	6	5	3			

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Wheel&Brake Flex-line MN-4287

Models of Aircraft Affected: B-1

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

PE 0101126F

Team POWER

**Description/Justification**

These funds will procure and install flex-lines with quick-disconnects (QDs) in place of the current brake hydraulic swivel connections. These flex-lines/QDs will eliminate fatigue as a source of failure as well as make maintenance easier and cleaner. The QDs will allow replacement and removal of the brakes with minimal loss of hydraulic fluid.

This effort addresses a critical safety issue involving the current brake hydraulic connection. This modification replaces the current brake swivel line with a flex-line and QDs. The current swivel failures are caused by fatigue in the swivel pivot pins resulting failure of the pin, which in turn can lead to the loss of one or both of the brake hydraulic systems and allow large amounts of hydraulic fluid to contact the brakes. This problem has already been the root cause of a two Class A mishaps, one of which resulted in the complete loss of a B-1.

This is a new procurement for FY10.

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

**Development Status**

Final Design Review to be completed March 2009.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							12	0.500				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 12 KITS							[12]					
TOTAL INSTALL							12					
TOTAL COST (BP-1100)							12	0.500				
(Totals may not add due to rounding)												
INSTALLATION QTY							12					



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									12	0.500
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10           12 KITS									[12]	
TOTAL INSTALL									12	
TOTAL COST (BP-1100)									12	0.500
(Totals may not add due to rounding)										
INSTALLATION QTY									12	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input																
Output													12			
													12			

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Wheel&Brake Fuses MN-4288

Models of Aircraft Affected: B-1

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

PE 0101126F

Team POWER

**Description/Justification**

These funds will procure and install hydraulic fuses in the current brake hydraulic system. When activated, the fuses will isolate the failed system and prevent hydraulic fluid loss, which will maintain hydraulic system operability.

This effort addresses a critical safety issue with the current brake system. This modification incorporates hydraulic fuses in the brake hydraulic system. These fuses will stop the flow of hydraulic fluid in the event of a line rupture or component failure in the brake system. This will prevent total hydraulic system loss so that aircraft braking and steering can be maintained. Loss of hydraulic fluid through failed braking components has been the root cause of two Class A mishaps, one of which resulted in the complete loss of a B-1.

This is a new procurement for FY10.

Aircraft Breakdown: Active 66, Reserve 0, ANG 0, Total 66

**Development Status**

OO-ALC is currently working on a test rig to test the fuses using Material Support Division (MSD) engineering funds.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							24	0.314				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10											[24]	
FY-11											[42]	
TOTAL INSTALL											66	
TOTAL COST (BP-1100)							24	0.314				
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									24	0.314
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10		24 KITS							[24]	
FY-11		0 KITS							[42]	
TOTAL INSTALL									66	
TOTAL COST (BP-1100)									24	0.314
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

	<u>FY-07</u>				<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>			
	1	2	3	4	1	2	3	4	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																																

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: ENGINE FEED-LINE MN-4289

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

A serious safety hazard has been identified in the B-1 engine feed fuel tubes. The main engine feed line to the nacelles may fail resulting abnormal and hazardous fuel system operation. Potential consequences include main tank depletion, un-commanded fuel transfer, potential for an out of limit CG condition, and the possibility of engine flameout under some conditions.

This modification will replace the existing tube configuration with new tubes, flexible couplings, and adjustable brackets that will eliminate the safety hazard on this aircraft. The modification has already been designed and prototyped on one aircraft.

Impact: This hazard has resulted in two mishaps that resulted in serious fuel problems for the aircraft. Safety investigations of those incidents resulted in a recommendation to replace the tubes with a better design. If this modification is not accomplished, there is a high probability of additional failures of these fuel tubes, potentially resulting in loss of aircraft.

This is a new procurement for FY10.

Aircraft Breakdown: Active 13, Reserve , ANG , Total 13

**Development Status**

Development began in FY05

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							13	0.802				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10							[13]	0.598				
TOTAL INSTALL							13	0.598				
TOTAL COST (BP-1100)							13	1.400				
(Totals may not add due to rounding)												
INSTALLATION QTY							13					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									13	0.802
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10           13 KITS									[13]	0.598
TOTAL INSTALL									13	0.598
TOTAL COST (BP-1100)									13	1.400
(Totals may not add due to rounding)										
INSTALLATION QTY									13	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	Quarter	<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
Input																6	7
Output																6	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: B-1 TRAINING SUPPORT MN-4291

Models of Aircraft Affected:

Center:

PE 0809731F

Team AIR

**Description/Justification**

Upgrades B-1 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.

This a new start for FY10.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	0.393				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								0.393				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	0.393
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										0.393

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: Digital Communications MN-6882

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 equipment includes the ARC-210 radio, a high power amplifier, a crypto fill port, and a laptop computer along with associated wiring and equipment trays. The ARC-210 radio is in the current DoD inventory, and the DCI system will use the Joint Range Extension (JRE) protocols for the datalink to ensure interoperability with tri-service platforms. The two B-1 test aircraft are being 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. These two aircraft will complete modification in FY09.

NOTE: This was a Congressional add program in FY06.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

Aircraft Breakdown: Active 64, Reserve , ANG , Total 64

**Development Status**

Development began in FY06.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.600		0.522								
PROCUREMENT (3010)												
INSTALL KITS	64	13.146										
KITS NONRECUR												
EQUIPMENT	64	6.538										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.400										
SIM/TRAINER												
SUPPORT-EQUIP												
ICS		0.500		0.477		0.600						
INSTALLATION OF HARDWARE												
FY-06              64 KITS			[2]	3.287	[62]	1.500						
TOTAL INSTALL			2	3.287	62	1.500						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	64	20.584		3.764		2.100						
INSTALLATION QTY			2		62							



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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									64	13.146
KITS NONRECUR										
EQUIPMENT									[64]	6.538
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.400
SIM/TRAINER										
SUPPORT-EQUIP										
ICS										1.577
INSTALLATION OF HARDWARE										
FY-06           64 KITS									[64]	4.787
TOTAL INSTALL									64	4.787
TOTAL COST (BP-1100)									64	26.448
(Totals may not add due to rounding)									64	26.448
INSTALLATION QTY									64	

Method of Implementation: CONTRACT 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>				<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														2	0	15	15	16	16									
Output														2	0	5	15	15	14	13								

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: AN/ALQ-161A BAND 8 RF SOURCE MN-7242

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 66 aircraft.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

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

**Development Status**

Development began in FY03 and completed in FY07.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		22.797										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	74	9.025			17	2.256						
EQUIP NONREC		0.422										
CHANGE ORDERS												
DATA		5.112		0.400								
SIM/TRAINER												
SUPPORT-EQUIP		0.226										
MOD OF SPARES		1.071		0.061								
OGC		0.588		2.298		0.244						
PMA		0.146										
<b>TOTAL COST (BP-1100)</b>												
(Totals may not add due to rounding)	74	16.590		2.759	17	2.500						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										22.797
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									91	11.281
EQUIP NONREC										0.422
CHANGE ORDERS										
DATA										5.512
SIM/TRAINER										
SUPPORT-EQUIP										0.226
MOD OF SPARES										1.132
OGC										3.130
PMA										0.146
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									91	21.849

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: RADAR IMPROVEMENT UPGRADE MN-8411

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

The B-1B Radar Reliability and Maintainability Improvement Program (RMIP) will address reliability and maintainability issues that have the potential to ground fleet aircraft as early as FY11. This modification provides for the upgrade of the B-1B radar and will resolve significant diminishing manufacturing resources, reliability problems with the existing dual-string radar, and will allow the B-1B to take advantage of future radar improvements. The hardware modification leverages off the already completed F-16 FMS (V) 9 radar program. The production contract award is scheduled in 2010 and will buy 66 RMIP kits for installation on the entire B-1B fleet. These installations will begin in the summer of 2011 based on an 18-month hardware lead-time. Specifically, one RMIP kit will include two Modular Receiver Exciters (MOREs), two Common Radar Processors (CoRPs), supporting installation cables, and clamps. The RMIP hardware installation is form fit function and will be performed by organic personnel at the B-1B main operating bases. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

Note: The two (2) B-1B test aircraft will be modified following the Development program with kits procured with 3010 funds.

This is a new start procurement in FY10.

Aircraft Breakdown: Active 66, Reserve 0, ANG 0, Total 66

**Development Status**

System Design and Demonstration began Feb 2006. The Preliminary Design Review (PDR) was completed Mar 2007 and the program completed Critical Design Review (CDR) in March 2008.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		75.293		44.759		44.421		40.438				
PROCUREMENT (3010)												
INSTALL KITS							22	0.117				
KITS NONRECUR EQUIPMENT							[22]	51.445				
EQUIP NONREC CHANGE ORDERS								1.712				
DATA								1.105				
SIM/TRAINER SUPPORT-EQUIP							[2]	4.117				
ICS								0.590				
PROGRAM MNGMT								1.526				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							22	60.612				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										204.911
PROCUREMENT (3010)										
INSTALL KITS									22	0.117
KITS NONRECUR									[22]	51.445
EQUIPMENT										
EQUIP NONREC										1.712
CHANGE ORDERS										1.105
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[2]	4.117
ICS										0.590
PROGRAM MNGMT										1.526
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									22	60.612

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: AN/ALQ-161A TAIL WARNING FUNCTION MN-8970

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-08		FY-09		FY-10		FY-11		FY-12	
	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						1.300						
DATA		0.800										
SIM/TRAINER												
SUPPORT-EQUIP		0.814										
MOD OF SPARES		1.008										
OGC		1.881										
INSTALLATION OF HARDWARE												
FY-04	64		64	KITS								
FY-05	3		3	KITS								
TOTAL INSTALL	67											
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	67	17.202				1.300						
INSTALLATION QTY	67											

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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										1.300
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	18.502
(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				

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: VERTICAL SITUATION DISPLAYS MN-8971

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

This effort addresses 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. VSD is planned as a concurrent install with Fully Integrated Data Link (FIDL) and Central Integrated Test System (CITS) upgrades. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0604226F.

Note: Two (2) test aircraft are modified as a part of the development program and funded with RDT&E funds; 64 modified in production for a total of 66 aircraft.

This is a new start procurement in FY10.

Aircraft Breakdown: Active 64, Reserve 0, ANG 0, Total 64

**Development Status**

Development began in FY06 and completes in FY09.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		28.168		15.730		21.904		15.050				
PROCUREMENT (3010)												
INSTALL KITS							3	0.600				
KITS NONRECUR EQUIPMENT							[3]	4.050				
EQUIP NONREC CHANGE ORDERS												
DATA								0.800				
SIM/TRAINER							[3]	1.000				
SUPPORT-EQUIP								0.350				
ICS												
INSTALLATION OF HARDWARE												
FY-10 3 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							3	6.800				
INSTALLATION QTY												



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										80.852
PROCUREMENT (3010)										
INSTALL KITS									3	0.600
KITS NONRECUR										
EQUIPMENT									[3]	4.050
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.800
SIM/TRAINER									[3]	1.000
SUPPORT-EQUIP										0.350
ICS										
INSTALLATION OF HARDWARE										
FY-10           3 KITS										
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)									3	6.800
INSTALLATION QTY										

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 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)						03/10
Delivery Date (Month/CY)						09/11

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Utility Power Distribution Panels Installation MN-8977

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

**Description/Justification**

This program procures and installs the Utility Power Distribution Panel (UPDP) on the B-1B aircraft to provide electrical power to support ground test equipment. This capability improves aircraft turn-around time and reduces 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 64 kits. Estimate completion by end of FY09.

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

**Development Status**

Completed

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	133	2.761										
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS												
DATA		0.130										
SIM/TRAINER SUPPORT-EQUIP OGC												
INSTALLATION OF HARDWARE												
FY-03 59 KITS	59	0.365										
FY-04 8 KITS	8	0.050										
FY-07 66 KITS	27	0.175	[39]	0.254								
TOTAL INSTALL	94	0.590	39	0.254								
TOTAL COST (BP-1100) (Totals may not add due to rounding)	133	3.481		0.254								
INSTALLATION QTY	94		39									

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.761
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.130
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-03           59 KITS									[59]	0.365
FY-04           8 KITS									[8]	0.050
FY-07           66 KITS									[66]	0.429
TOTAL INSTALL									133	0.844
TOTAL COST (BP-1100)									133	3.735
(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				06/08
Delivery Date (Month/CY)			11/05				09/08

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																												
Output													20	20	20	7	7	7	7	7	6	20	19					

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: LAPTOP CONTROLLED TARGETING POD MN-92294

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

FY2008 funding total includes \$36.953M in supplemental funding

FY2009 funding totals do not include \$20.5M FY2009 Supp requirements 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 PE 0604226F.

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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		34.119								
PROCUREMENT (3010)												
INSTALL KITS	13	6.343	53	23.828								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC		0.437		0.367								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.176		0.176								
OGC		2.275		2.729		2.290						
GFP		0.125		0.100								
INSTALLATION OF HARDWARE												
FY-07			13 KITS	[13]	3.633							
FY-08			53 KITS	[53]	6.273							
TOTAL INSTALL				66	9.906							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	13	9.356	53	37.106		2.290						
INSTALLATION QTY				66								

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										59.206
PROCUREMENT (3010)										
INSTALL KITS									66	30.171
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										0.804
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.352
OGC										7.294
GFP										0.225
INSTALLATION OF HARDWARE										
FY-07		13 KITS							[13]	3.633
FY-08		53 KITS							[53]	6.273
TOTAL INSTALL									66	9.906
TOTAL COST (BP-1100)									66	48.752
(Totals may not add due to rounding)										
INSTALLATION QTY									66	

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

**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										32	17	17
Output										32	17	17

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: External Hard Point Modification MN-92296

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 takes place at Davis-Monthan AFB and started in 2007. The modification effort will take approximately 3 years to complete and will modify all 66 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.

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

**Development Status**

Development begins in FY07.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	66	8.075										
KITS NONRECUR												
EQUIPMENT				4.048								
EQUIP NONREC												
CHANGE ORDERS				0.300								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.220										
ENG SUPPORT		0.788										
OGC		0.355		0.500		3.460						
INSTALLATION OF HARDWARE												
FY-07           66 KITS	3	1.261	[31]	3.453	[32]							
TOTAL INSTALL	3	1.261	31	3.453	32							
TOTAL COST (BP-1100) (Totals may not add due to rounding)	66	10.699		8.301		3.460						
INSTALLATION QTY	3		31		32							

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									66	8.075
KITS NONRECUR										
EQUIPMENT										4.048
EQUIP NONREC										
CHANGE ORDERS										0.300
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.220
ENG SUPPORT										0.788
OGC										4.315
INSTALLATION OF HARDWARE										
FY-07           66 KITS									[66]	4.714
TOTAL INSTALL									66	4.714
TOTAL COST (BP-1100)									66	22.460
(Totals may not add due to rounding)										
INSTALLATION QTY									66	

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>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								3	7	8	8	8	8	8	8	8
Output								3	7	8	8	8	8	8	8	8

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: Pylon for External Stores MN-92297

Models of Aircraft Affected: B-1

Center: ASC - Wright Patterson AFB, OH

PE 0101126F              Team POWER

**Description/Justification**

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	[15]	7.753								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		6.318		7.753								
INSTALLATION QTY												



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[23]	14.071
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										14.071
(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																																
Input																																
Output																																
Quarter																																
Input																																
Output																																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: LOW COST MOD ENGINE UPGRADES MN-99999E

Models of Aircraft Affected: B-1B

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

PE 0101126F Team POWER

**Description/Justification**

This modification provides a means to maintain, enhance, and/or support the numerous components of the GE F101 engine and supporting system on 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		1.377				0.008						
(Totals may not add due to rounding)		1.377				0.008						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										1.385
TOTAL COST (BP-1100)										1.385
(Totals may not add due to rounding)										1.385

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

05/01/2009

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

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

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-1B aircraft, support equipment, and simulators/trainers. These funds are required for mission essential B-1B low cost modifications to ensure readiness and B-1B operational requirements. Previous and continuous modifications included Environmental Control System (ECS) pressure sensor replacement. Current modifications include crew water removal, utility power crew station receptacle, main landing gear junction box, and personal equipment storage containers.

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

**Development Status**

As required.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		2.094				0.001						
(Totals may not add due to rounding)		2.094				0.001						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										2.095
TOTAL COST (BP-1100)										2.095
(Totals may not add due to rounding)										2.095

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)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-52				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$42.645	\$41.581	\$78.788					

FY2008 funding totals include \$9.579M in supplemental funding.

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. The primary modification in FY10 and FY11 is the CONECT Phase A. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	0.000	2.732	6.953
ANG	0.000	0.000	0.000

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	3146	Yaw and Pitch Electronic Con	4.6									19.0
	3147	Enhanced Data Link (EDL)	2.1									12.8
	3148	MMR-2020 Instrument Landin	1.1									9.7
	3310	B-52 CONECT		2.1	58.9							67.0
	4260	ADVANCED WEAPON INTE	23.7	6.5	18.5							92.2
	4270	ECM IMPROVEMENT	0.5	0.0								193.7
	99999X	LOW COST MODIFICATION	1.1	1.8	1.4							13.4
	Z88888	REPROGRAMMINGS	9.6	31.1								
<b>TOTAL FOR CLASS P</b>			42.6	41.6	78.8	0.0	0.0	0.0	0.0	0.0	0.0	407.8
<b>TOTAL FOR WEAPON SYSTEM B-52</b>			42.6	41.6	78.8	0.0	0.0	0.0	0.0	0.0	0.0	407.8

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. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

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

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.

The Air Force budget is based on a Total Aircraft Inventory (TAI) of 76.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	Total
Active		47	20			67
Reserve		9				9
ANG						0

**Installation Schedule**

Active			2	19	46	67
Reserve					9	9
ANG						0

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

**Development Status**

Non-developmental items will be procured

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	56	12.130	20	4.421								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC		0.852										
CHANGE ORDERS												
DATA		1.446		0.135								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.012								



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	56	14.428	20	4.568								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	16.551
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										0.852
CHANGE ORDERS										
DATA										1.581
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.012
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									76	18.996

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 13 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)				02/08
Delivery Date (Month/CY)				03/09

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: Enhanced Data Link (EDL) MN-3147

Models of Aircraft Affected: B-52H

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

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, which 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 (CONNECT) 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 frequently. Also, the small number of modified aircraft creates a problem managing deployable aircraft. The original display monitors and laptop computers are no longer available; making identical replacements 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 76 aircraft, engineering for EDL compatibility with Avionics Midlife Improvement (AMI), and an additional 30 Group B kits.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	Total
Active	0		67		67
Reserve			9		9
ANG					

**Installation Schedule**

Active		67		67
Reserve		9		9
ANG				

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

**Development Status**

Non-developmental items will be procured

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR			76	3.245								
EQUIPMENT												
EQUIP NONREC			30	4.290		2.070						

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT		2.969										
TEST		0.250										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	76	10.754		2.070								

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									76	3.245
EQUIPMENT										
EQUIP NONREC									[30]	6.360
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										2.969
ENG SUPPORT										0.250
TEST										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									76	12.824

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

05/01/2009

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

Modification Title and No: MMR-2020 Instrument Landing System (ILS) MN-3148

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

**Description/Justification**

The nomenclature for this program was changed from MLR-2020 to MMR-2020 at the request of WR-ALC to differentiate from other platforms, F-16 and C-17. 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 MMR-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 is currently the only platform in the Combat Air Force whose ILS is 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 (MMR-2020).

The Air Force budget is based on a Total Aircraft Inventory (TAI) of 76.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	Total
Active	67				67
Reserve	9				9
ANG					

**Installation Schedule**

Active		28	39	67
Reserve			9	9
ANG				

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

**Development Status**

Non-developmental items will be procured.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		0.080										
KITS NONRECUR EQUIPMENT	76	3.308										
EQUIP NONREC		2.304										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT		2.370		0.782								
TEST		0.558										
OGC												
PMA												
T.O. Printing				0.300								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	76	8.620		1.082								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										0.080
KITS NONRECUR									76	3.308
EQUIPMENT										
EQUIP NONREC										2.304
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
ENG SUPPORT										3.152
TEST										0.558
OGC										
PMA										
T.O. Printing										0.300
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									76	9.702

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)				09/08
Delivery Date (Month/CY)				06/09



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: B-52 CONECT MN-3310

Models of Aircraft Affected: B-52H

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

PE 0101113F              Team POWER

**Description/Justification**

The B-52 Combat Network Communication Technology (CONECT) acquisition program will support nuclear and conventional operations by upgrading the B-52 fleet with tactical data link and voice communications capabilities along with improved threat and situational awareness to support participation in network centric operations. The CONECT upgrade installs new Multi-Functional Color Displays (MFCDs) and a digital interphone system which will survive and function through the nuclear environment to enhance crew interaction and situational awareness. To enable net centric operations, the CONECT upgrade installs: on-board client/server architecture supporting distributed processing with independent control functions; UHF Beyond Line-Of-Sight (BLOS) Joint Range Extension (JRE) capability via ARC-210 Warrior radio to exchange J-Series messaging within theater; Intelligence Broadcast Receiver; limited Internet Protocol (IP)-based UHF BLOS link supporting email and file transfers; and Improved Data Modem (IDM)-based digital Variable Message Format (VMF) datalink to significantly enhance close air support (CAS) missions. This integrated suite, when produced and installed, will provide the B-52 fleet with a machine-to-machine capability supporting aircraft re-tasking and re-targeting of CALCM and J-series weapons across the range of military operations the B-52 is assigned. Life of Type (LOT) buys will be implemented, when appropriate, to address diminishing manufacturing sources and materiel shortages (DMSMS) for affected components and subassemblies to protect the planned production program by mitigating unplanned part redesign and requalification risks. This modification is planned to be done in conjunction with Programmed Depot Maintenance. In addition, flight simulators, maintenance and other training devices will be upgraded to include CONECT functionality for training of aircrews and maintenance personnel.

The Air Force budget is based on a Total Aircraft Inventory (TAI) of 76.  
This program will have associated Research Development Test and Evaluation (RDT&E) funding in PE 0101113F.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-09	FY-10	TOTAL
Active	1		3	67
Reserve			2	9
Installation Schedule				
Active	1			67
Reserve				9

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

**Development Status**

Development began in FY05. RDT&E funding supporting the phased acquisition program is detailed in B-52 Modernization (BPAC 675039) Exhibit R2a. The CONECT and B-52 EHF P3A's provide the details and funding profiles associated with the individual modifications.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		94.324	1	40.191		32.087		43.454				
PROCUREMENT (3010)												
INSTALL KITS							5	5.397				
KITS NONRECUR												
EQUIPMENT							[5]	15.113				
EQUIP NONREC								7.623				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
CHANGE ORDERS												
DATA								2.487				
SIM/TRAINER							[0]	0.000				
SUPPORT-EQUIP								8.410				
OGC		5.935				2.150		2.590				
OTHER								17.322				
INSTALLATION OF HARDWARE												
FY-08			1	KITS	[1]							
FY-10												
TOTAL INSTALL												
TOTAL COST (BP-1100)		5.935	1			2.150	5	58.942				
(Totals may not add due to rounding)												
INSTALLATION QTY			1				6					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	210.056
PROCUREMENT (3010)									5	5.397
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[5]	15.113
EQUIP NONREC										7.623
CHANGE ORDERS										
DATA										2.487
SIM/TRAINER										
SUPPORT-EQUIP										8.410
OGC										10.675
OTHER										17.322
INSTALLATION OF HARDWARE										
FY-08			1							
FY-10			5							
TOTAL INSTALL									1	
TOTAL COST (BP-1100)									6	67.027
(Totals may not add due to rounding)										
INSTALLATION QTY									7	

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>
Contract Date (Month/CY)			05/06			05/09	05/10
Delivery Date (Month/CY)			05/07			05/10	05/11

**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>			
	1	2	3	4	1	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

05/01/2009

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

Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

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 Units (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 108 Stub Pylon/Heavy Stores Adapter Beams (SP/HSAB): 53 shipsets of 2 SP/HSABs per aircraft, and 2 SP/HSABs at Edwards Air Force Base to support test. SP/HSAB 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 Targeting Pod Integration efforts including: Group A, Group B (ALE-25 pylons) and Alternate Mission Equipment (AME).

Group A: To date, 57 B-52s (includes 2 ground trainers) have the associated Group A wiring required to employ a targeting pod. Six of the 57 B-52s have been retired and one aircraft was lost. This effort will Group A wire an additional 28 aircraft. The install of the 21 assembled kits will begin in April 2009. The assembly of the remaining 7 kits funded via a Congressional add will begin following contract award. In all, 76 B-52 will have the targeting pod Group A wiring.

Group B: The targeting pod integration has modified 40 ALE-25 pylons to carry targeting pods. An additional 22 pylons will be modified to bring the total number of pylons to 62. Group B ALE-25 pylon modifications are not tied to fleet size.

AME: The 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 Total Aircraft Inventory (TAI) of 76.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	63		6								69
Reserve	8		1								9
ANG											0
<b>Installation Schedule</b>											
Active	42		27								69
Reserve	8		1								9
ANG											0

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

**Development Status**

Weapons integration software development for weapons in which the B-52 is the objective platform is funded through the individual weapons program. The Integrated Weapons Interface Unit (IWIU) pylon kit will be installed in the Stub Pylon. The targeting pod hardware (MFCD and IHC) will replace the existing AGM-142 hardware.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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		0.805		1.551		0.301		2.130				
SIM/TRAINER	7	5.821										
SUPPORT-EQUIP												
CHANGE ORDERS												
GVT FLT TST SPPRT		0.105										
OGC		0.345		0.629		0.109						
T.O. Printing								0.860				
INTEGRATED WEAPONS INTERFACE												
UNIT (IWIU)	52	10.893	[56]	5.601								
SP/HSAB Pylon Kits	52	7.245	[56]	3.465								
ECP				0.100								
EQUIP NONREC						0.225						
IWIU INSTALL			[61]	1.040	[5]	0.085	[42]	0.954				
PMA		0.795		1.819		1.747		1.736				
ICS						0.295		0.295				
DEPOT STAND-UP				2.495		2.875		11.450				
ALTERNATE MISSION EQUIP (AME)	56	7.217	[20]	3.500								
AME INSTALL							[76]	0.550				
AME NONRECUR		3.195		0.226								
ECP		2.189		2.865								
Rehost AGWCP Functions		3.767										
Aircraft Wiring Kits	29	0.257	[7]	0.056								
INSTALL KITS			[8]	0.070	[21]	0.150	[7]	0.070				
ALE-25 Pylon Kits	23	0.750			[22]	0.763						
ALE-25 Refurb/Wiring	5	0.090	[18]	0.314			[22]	0.415				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		43.472		23.731		6.550		18.460				
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										4.787
SIM/TRAINER									[7]	5.821
SUPPORT-EQUIP										
CHANGE ORDERS										
GVT FLT TST SPPRT										0.105
OGC										1.083
T.O. Printing										0.860
INTEGRATED WEAPONS INTERFACE										
UNIT (IWIU)									[108]	16.494
SP/HSAB Pylon Kits									[108]	10.710
ECP										0.100
EQUIP NONREC										0.225
IWIU INSTALL									[108]	2.079
PMA										6.096
ICS										0.590
DEPOT STAND-UP										16.820
ALTERNATE MISSION EQUIP (AME)									[76]	10.717
AME INSTALL									[76]	0.550
AME NONRECUR										3.421
ECP										5.054
Rehost AGWCP Functions										3.767
Aircraft Wiring Kits									[36]	0.313
INSTALL KITS									[36]	0.290
ALE-25 Pylon Kits									[45]	1.513
ALE-25 Refurb/Wiring									[45]	0.819
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										92.212
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 16 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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-05</u>			<u>FY-06</u>			<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	
Input																									
Output																									
Quarter	1	<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>					
Input																									
Output																									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: ECM IMPROVEMENT MN-4270

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:**

1. Install Kits: Due to fleet size adjustments from 56 to 76 TAI and the FY08 Class A MISHAP, 82 Group A kits required procurement to support the 76 TAI. Procurement of 82 kits was required due to (5) installed kits being lost to aircraft retirements (these kits cannot be reconstituted) and (1) installed kit was lost to the FY08 B-52 Class A MISHAP. (82-6=76)
2. Equipment Non-Recurring: 77 Group B kits were procured and initially installed. (1) installed kit was lost to the FY08 B-52 Class A MISHAP. The (5) installed kits being lost to aircraft retirements were reconstituted to support the 76 TAI. (77-1=76)
3. Total Install: The justification for the 82 installs in support of the 76 TAI is the same as described above for the Install Kits (Group A).
4. 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.
5. 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.

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

**Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).**

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	67										67
Reserve	9										9
ANG											
Installation Schedule											
Active	62	5									67
Reserve	9										9
ANG											

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

**Development Status**

Complete

**Projected Financial Plan**

PRIOR                      FY-08                      FY-09                      FY-10                      FY-11                      FY-12



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		5.160										
PROCUREMENT (3010)												
INSTALL KITS	81	7.305										
KITS NONRECUR		3.259										
EQUIPMENT	71	64.638										
EQUIP NONREC	5	4.461										
CHANGE ORDERS		29.496										
DATA		6.465										
SIM/TRAINER	7	6.721										
SUPPORT-EQUIP		29.953										
OGC		9.916		0.311								
FLIGHT TEST		2.685										
RETROFIT		22.886										
PROGRAM MNGMT		0.788										
INSTALLATION OF HARDWARE												
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	1.308										
FY-05       20 KITS	20	0.600										
FY-06       5 KITS	5	0.208										
FY-07       5 KITS			[5]	0.212	[0]	0.000						
TOTAL INSTALL	76	4.607	5	0.212								
TOTAL COST (BP-1100)	81	193.180		0.523								
(Totals may not add due to rounding)												
INSTALLATION QTY	76		5									

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										5.160
PROCUREMENT (3010)										
INSTALL KITS									81	7.305
KITS NONRECUR										3.259
EQUIPMENT									[71]	64.638
EQUIP NONREC									[5]	4.461
CHANGE ORDERS										29.496
DATA										6.465
SIM/TRAINER									[7]	6.721
SUPPORT-EQUIP										29.953
OGC										10.227
FLIGHT TEST										2.685
RETROFIT										22.886
PROGRAM MNGMT										0.788
INSTALLATION OF HARDWARE										
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]	1.308
FY-05	20	KITS							[20]	0.600
FY-06	5	KITS							[5]	0.208
FY-07	5	KITS							[5]	0.212
TOTAL INSTALL									81	4.819
TOTAL COST (BP-1100)									81	193.703
(Totals may not add due to rounding)										
INSTALLATION QTY									81	

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																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input																																				
Output																																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

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

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-52H 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 , Reserve , ANG 0, Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		9.087		1.092		1.791		1.386				
TOTAL COST (BP-1100)		9.087		1.092		1.791		1.386				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										13.356
TOTAL COST (BP-1100)										13.356
(Totals may not add due to rounding)										13.356

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A-10				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$167.963	\$143.681	\$252.488					

FY2010 funding totals do not include \$10M requested for Overseas Contingency Operations.

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 FY10 and FY11 is the A-10 Wing Replacement mod. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	16.657	29.934	65.373
ANG	31.565	47.601	67.441

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	37120	DIGITAL DATA LINK	22.7	5.8	8.9	0.0	0.0					53.8
	7856	MODE S/5			7.4	0.0	0.0					28.7
	9601	ONBOARD OXYGEN GENE		1.3								8.7
	9803	A-10 Secure Line of Sight/Be	2.0	0.0								76.8
	9804	A-10 Wing Replacement Pro	68.8	94.5	194.7	0.0	0.0	0.0	0.0			430.2
	9805	PRECISION ENGAGEMENT	80.5	49.4	41.4	0.0						380.7
	99999X	LOW COST MODIFICATION	0.0	0.0	0.0	0.0						0.4
	Z88888	REPROGRAMMINGS	-6.0	-7.3								
<b>TOTAL FOR CLASS P</b>			168.0	143.7	252.5	0.0	0.0	0.0	0.0	0.0	0.0	979.2
<b>TOTAL FOR WEAPON SYSTEM A-10</b>			168.0	143.7	252.5	0.0	0.0	0.0	0.0	0.0	0.0	979.2

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

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: DIGITAL DATA LINK MN-37120

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 Situation 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.

This program will update the remaining operational fleet of 347 aircraft, plus the ground trainer at Sheppard AFB. 13 of the aircraft were modified under RDT&E funding to support developmental activities, i.e. trial installs, development testing and operational testing. Funding provides for 9 spares.

The SADL modification provides an integrated battlefield air picture, an integrated ground picture, and legacy data link waveform through the addition of a digital data link system. The SADL radio provides a jam-resistant, secure, digital data link for joint forces communications connectivity. Integrated into the A-10 avionics suite, SADL provides symbology overlay on digital moving maps in the cockpit to greatly enhance situational awareness for the aircrew. SADL enables two-way digital transmission of precise target coordinates, situational 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 J-Series (Link 16) message format per user directed messaging and other (e.g., pilot-vehicle interface) requirements. Improved Data Modem (IDM) is also an element of the modification to provide direct digital connectivity to dismounted TACP/JTAC via Variable Message Format (VMF) and allows transfer of standard 9-line Close Air Support (CAS) mission briefing/targeting data and free-text, as well as other user prioritized and directed messages and Pilot Vehicle Interface (PVI) requirements, for enhanced interoperability with joint critical targeting systems and protocols (e.g., STRIKELINK and Cursor on Target) as these systems, technical profiles, and tactics continue to evolve. Onboard the A-10, IDM communicates via either the KY-58/ARC-164 or the ARC-210.

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 FY07, 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 PE 0207445F.

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	181	16									197
Reserve		29	23								52
ANG	47	51									98
 Installation Schedule											
Active	95	64	34	4							197
Reserve			35	17							52
ANG		43	3	52							98

Aircraft Breakdown: Active 197, Reserve 52, ANG 98, Total 347



**Development Status**

Initial development, system, and software engineering, Group A development, porting of the EPLRS waveform, and testing necessary to communicate with Link 16 was provided from TDL PEC 0207445F.

The SADL receiver/transmitter (R/T) is a non-developmental item currently was use on other platforms and procured via Army Communications and Electronics Command (CECOM) procurement contract. Testing completed in Jun 07, fielding began in Sep 07 to support AEF requirements.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	13	41.959		2.093		0.000						
PROCUREMENT (3010)												
INSTALL KITS	215	8.275	106	3.642	23	1.113						
KITS NONRECUR		1.514										
EQUIPMENT	215	0.518	[106]	2.625	[23]	0.607						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	19	2.976	[23]	3.859								
OGC		0.300		0.100		0.100		1.995		0.000		0.000
SPARES												
MISC				10.292		2.780		5.816				
INSTALLATION OF HARDWARE												
FY-06       190 KITS	95	2.840	[95]	1.623								
FY-07       25 KITS			[12]	0.516	[13]	0.214						
FY-08       106 KITS					[59]	0.974	[47]	0.765				
FY-09       23 KITS							[23]	0.374				
TOTAL INSTALL	95	2.840	107	2.139	72	1.188	70	1.139				
TOTAL COST (BP-1100)	215	16.423	106	22.657	23	5.788		8.950				
(Totals may not add due to rounding)												
INSTALLATION QTY	95		107		72		70					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	44.052
PROCUREMENT (3010)										
INSTALL KITS									344	13.030
KITS NONRECUR										1.514
EQUIPMENT									[344]	3.750
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[42]	6.835
OGC										2.495
SPARES										
MISC										18.888
INSTALLATION OF HARDWARE										
FY-06	190	KITS							[190]	4.463
FY-07	25	KITS							[25]	0.730
FY-08	106	KITS							[106]	1.739
FY-09	23	KITS							[23]	0.374
TOTAL INSTALL									344	7.306
TOTAL COST (BP-1100)									344	53.818
(Totals may not add due to rounding)										
INSTALLATION QTY									344	

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									24	24	24	23	27	27	27	26	18	18	18	18	18	18	18	17	17			
Output									24	24	24	23	27	27	27	26	18	18	18	18	18	18	18	17	17			

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: MODE S/5 MN-7856

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 remaining 347 operational aircraft and the Maintenance trainer aircraft at Sheppard AFB with both Mode S and Mode 5 in time to meet both European and DoD requirements and fund 27 spares.

The A-10 Mode S/5 program will be accomplished in three spirals. Spiral 1 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 is schedule to be fielded on the A-10 beginning in Oct 08. 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 on the A-10 and will begin to install this capability in FY10. 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.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	116	0	0	16	19	0					151
Reserve	27	0	0	25	0	0					52
ANG	87	0	0	11	0	0					98

**Installation Schedule**

Active	59	0	57	16	19	0					151
Reserve	0	26	13	13	0	0					52
ANG	0	0	87	11	0	0					98

Aircraft Breakdown: Active 197, Reserve 52, ANG 98, Total 347

**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-08	FY-09	FY-10	FY-11	FY-12
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**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								2.970				
PROCUREMENT (3010)												
INSTALL KITS	249	0.846					[52]	3.854	[0]	0.000	[0]	0.000
KITS NONRECUR EQUIPMENT	249	12.425					52	2.596	0	0.000	0	0.000
EQUIP NONREC CHANGE ORDERS		3.433						0.182		0.000		0.000
DATA		2.166										
SIM/TRAINER SUPPORT-EQUIP		0.210										
OGC		2.147						0.800		0.000		0.000
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	249	21.227					52	7.432				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										2.970
PROCUREMENT (3010)										
INSTALL KITS									[301]	4.700
KITS NONRECUR										
EQUIPMENT									301	15.021
EQUIP NONREC										
CHANGE ORDERS										3.615
DATA										2.166
SIM/TRAINER										
SUPPORT-EQUIP										0.210
OGC										2.947
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									301	28.659

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

05/01/2009

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

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

Models of Aircraft Affected: A-10

Center: OO-ALC - Hill AFB, UT

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. Additional funds were provided by the Air Force through internal reprogramming to complete the current program scope.

The OBOGS contract will provide for OBOGS for the 22 jets assigned to Spangdahlem AB and 2 spares. Successful installation of OBOGS on all 22 Spangdahlem jets will make all the assigned A-10 aircraft "LOX-free", dramatically reducing the logistics footprint and maintenance workload.

Aircraft Breakdown: Active 22, Reserve 0, ANG 0, 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) provides the framework for procurement for aircraft as funds become available.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	22	1.111										
KITS NONRECUR												
EQUIPMENT	22	2.074										
EQUIP NONREC												
CHANGE ORDERS						0.400						
DATA		2.734										
SIM/TRAINER												
SUPPORT-EQUIP	3	0.530										
OGC		0.440				0.200						
INSTALLATION OF HARDWARE												
FY-07            22 KITS		0.545	[0]		[6]	0.650	[16]					
TOTAL INSTALL		0.545			6	0.650	16					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	22	7.434				1.250						
INSTALLATION QTY					6		16					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.111
KITS NONRECUR										
EQUIPMENT									[22]	2.074
EQUIP NONREC										
CHANGE ORDERS										0.400
DATA										2.734
SIM/TRAINER										
SUPPORT-EQUIP									[3]	0.530
OGC										0.640
INSTALLATION OF HARDWARE										
FY-07           22 KITS									[22]	1.195
TOTAL INSTALL									22	1.195
TOTAL COST (BP-1100)									22	8.684
(Totals may not add due to rounding)									22	8.684
INSTALLATION QTY									22	

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

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									0	0	0	0	2	4	4	4	4	4	4	4
Output									0	0	0	0	2	4	4	4	4	4	4	4

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: A-10 Secure Line of Sight/Beyond Line of Sight MN-9803

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.

This program will upgrade the entire current operational fleet of 356 aircraft, plus the ground trainer at Sheppard AFB. Due to the nature of the SLOS/BLOS solution, SLOS was installed first (356), followed by the BLOS installation (356), for a total of 712 installations. Twelve aircraft were modified under RDT&E funding.

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 of \$1.2M supplemental funds using PEC 0207131F.

Integration of BLOS capability on the A-10 first requires integration of the 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) funded under MN-37120, Digital Data Link.

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 a/c SLOS capability and 356 a/c BLOS capability.

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

SLOS											
Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	206										206
Reserve	52										52
ANG	98										98

Installation Schedule											
		FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	27	175	4								206
Reserve	1	51									52
ANG	33	65									98

Note: 4 kits in FY09 are being held until decision for need by field or depot. No additional install costs.

Note: 357 number includes the Sheppard AFB Trainer.

BLOS											
Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	206										206
Reserve	52										52
ANG	98										98



**Description/Justification Continued**

Installation Schedule

Active	91	88	27	206
Reserve	27	25		52
ANG	80	18		98

Note: 27 Jets in FY09 are Osan owned. Working to send a team to Osan in FY09 to complete before 30 Sep 09.

Note: 357 number includes the Sheppard AFB Trainer.

Note: BRAC direction is moving total quantity owned to Active 208, Reserve 54, and ANG 94.

Aircraft Breakdown: Active 194, Reserve 52, ANG 98, Total 344

**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 started installation in February 2008.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	713	42.192										
KITS NONRECUR		3.670										
EQUIPMENT	50	4.881		1.986								
EQUIP NONREC												
CHANGE ORDERS		0.381										
DATA		2.924										
SIM/TRAINER	25	0.291										
SUPPORT-EQUIP												
SPARES	52	5.334										
OGC		0.875										
EQUIPMENT												
INSTALLATION OF HARDWARE												
FY-06 356 KITS	356											
FY-07 357 KITS		14.240	[178]	0.000	[179]	0.000						
TOTAL INSTALL	356	14.240	178		179							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	713	74.788		1.986								
INSTALLATION QTY	356		178		179							

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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									713	42.192
KITS NONRECUR										3.670
EQUIPMENT									[50]	6.867
EQUIP NONREC										0.381
CHANGE ORDERS										2.924
DATA									[25]	0.291
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES									[52]	5.334
OGC										0.875
EQUIPMENT										
INSTALLATION OF HARDWARE										
FY-06		356 KITS							[356]	
FY-07		357 KITS							[357]	14.240
TOTAL INSTALL									713	14.240
TOTAL COST (BP-1100)									713	76.774
(Totals may not add due to rounding)										
INSTALLATION QTY									713	

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					39	139	120	59
Output									20	63	177	96					39	139	120	59

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: A-10 Wing Replacement Program MN-9804

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 supplemental funding.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207131F.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	Total
Active	3	4	8	23	38
Reserve	1	1	3	11	16
ANG	1	2	5	15	23

**Installation Schedule**

	FY08	FY09	FY10	Total
Active	0	1	38	
Reserve	0	0	16	
ANG	0	0	23	

Aircraft Breakdown: Active 113, Reserve 47, ANG 71, Total 231

**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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	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	49	0.253	0	0.000	0	0.000
KITS NONRECUR												
EQUIPMENT	5	69.418	[7]	48.571	[16]	81.381	[49]	180.048	[0]	0.000	[0]	0.000
EQUIP NONREC												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
CHANGE ORDERS				0.516		7.147		8.012		0.000		0.000
DATA				0.062		0.062		0.062				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		2.799		2.381		2.981		3.500		0.000		0.000
OTHER				17.200		2.810		2.810		0.000		0.000
INSTALLATION OF HARDWARE												
FY-07			5 KITS				[1]			[4]		
FY-08			7 KITS							[7]		
FY-09			16 KITS							[16]		
FY-10			49 KITS									[49]
TOTAL INSTALL							1		27			49
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	5	72.229	7	68.774	16	94.482	49	194.685				
INSTALLATION QTY							1					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	0	0.000	0	0.000					77	0.410
KITS NONRECUR										
EQUIPMENT	[0]	0.000	[0]	0.000					[77]	379.418
EQUIP NONREC										
CHANGE ORDERS		0.000		0.000						15.675
DATA										0.186
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.000		0.000						11.661
OTHER		0.000								22.820
INSTALLATION OF HARDWARE										
FY-07			5 KITS						[5]	
FY-08			7 KITS						[7]	
FY-09			16 KITS						[16]	
FY-10			49 KITS						[49]	
TOTAL INSTALL									77	
TOTAL COST (BP-1100)									77	430.170
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

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>
Contract Date (Month/CY)	06/07	01/08	02/09	01/10	
Delivery Date (Month/CY)	09/10	01/10	02/11	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>			
	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

05/01/2009

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

Modification Title and No: PRECISION ENGAGEMENT MN-9805

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. This program is intended to update the entire operational fleet of 347 aircraft, plus ground trainers (2) at Sheppard AFB and 2 spares.

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.

FY07Supp funding was used to procure 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).

Projected Allocations by Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	162*	25	6								193
Reserve	5	21	26								52
ANG	67	25	6								98

\* Includes 8 kits purchased & installed under the Development program

**Installation Schedule**

		FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	Total
Active	57*	77	28	21						184
Reserve	0	0	5	31						46
ANG	38	11	31	12						93

FY2007 funding total includes \$37.7 in supplemental.

Aircraft Breakdown: Active 197, Reserve 52, ANG 98, Total 347

**Development Status**

PE hardware and aircraft OFP software updates to completely integrate PE are currently in combined developmental/operational testing.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	8	127.303		1.898								
PROCUREMENT (3010)												
INSTALL KITS	234	35.739	71	11.306	38	5.870						
KITS NONRECUR												
EQUIPMENT	234	77.726	[71]	26.380	[38]	13.696						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
EQUIP NONREC		5.075										
CHANGE ORDERS		0.669		0.945		0.000		1.637				
DATA		0.630		0.657		0.369		0.902				
SIM/TRAINER	14	4.710	[2]	0.577			[1]	0.378				
SUPPORT-EQUIP	50	4.516	[20]	1.600	[10]	0.860	[10]	0.900				
ICS		1.100		1.500		1.500		1.500			0.000	
OGC		11.017		1.560		1.606		4.592			0.000	
OTHER												
INSTALLATION OF HARDWARE												
FY-04	5	2.231										
FY-05	111	55.496										
FY-06	68	10.500	[47]	23.500								
FY-07	50		[25]	12.500	[25]	12.500						
FY-08	71				[26]	13.000	[45]	22.500				
FY-09	38						[18]	9.000	[0]	0.000		
TOTAL INSTALL	137	68.227	72	36.000	51	25.500	63	31.500				
TOTAL COST (BP-1100)	234	209.409	71	80.525	38	49.401		41.409				
(Totals may not add due to rounding)												
INSTALLATION QTY	95		88		64		64					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	129.201
PROCUREMENT (3010)										
INSTALL KITS									343	52.915
KITS NONRECUR										
EQUIPMENT									[343]	117.802
EQUIP NONREC										5.075
CHANGE ORDERS										3.251
DATA										2.558
SIM/TRAINER									[17]	5.665
SUPPORT-EQUIP									[90]	7.876
ICS										5.600
OGC										18.775
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       71 KITS									[71]	35.500
FY-09       38 KITS									[18]	9.000
TOTAL INSTALL									323	161.227
TOTAL COST (BP-1100)									343	380.744
(Totals may not add due to rounding)										
INSTALLATION QTY									311	

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																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																								
Input	16	16	16	16	16	16	16	16	16	16	16	16																								
Output	22	16	16	16	16	16	16	16	16	16	16	16																								

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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. An example of a low cost modification for FY10 is Turbine Engine Monitoring System/Airborne Data Recorder (TEMS/ADR).

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

NA

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
		0.307		0.021		0.010		0.012		0.000		
TOTAL COST (BP-1100)		0.307		0.021		0.010		0.012				
(Totals may not add due to rounding)		0.307		0.021		0.010		0.012				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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)	<hr/>									0.350
(Totals may not add due to rounding)										0.350

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$186.972	\$53.672	\$92.921					

FY2008 funding total includes \$128.237M of appropriated supplemental funding  
 FY2009 funding total include \$34M of appropriated supplemental "Bridge" funding.

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 FY10 is the F-15C/D APG-63(v)3 Radar Upgrade. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	0.000	0.000	0.000
ANG	0.087	18.763	0.000

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_1200	F-15C Avionics Replacement			16.4							16.4
	_2222	32J Fuel Manifold Clamping	1.0	0.3								3.4
	1203	C/D Secondary Power System			1.3							1.3
	1204	E Secondary Power System			1.6							1.6
	1208	F-15C MSOGS		3.3								3.3
	1209	C/D Flight Data Recorder (FD			10.5							10.5
	1210	F-15E Flight Data Recorder (			10.6							10.6
	6157	Antenna Test Station	5.0	4.5								17.5

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$186.972	\$53.672	\$92.921					

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Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	0.000	0.000	0.000
ANG	0.087	18.763	0.000

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	6158	F-15C/D APG-63(V)3 radar u	120.6	34.0	1.7							370.2
	8265	PROGRAMMABLE ARMAM	0.1	0.3								10.8
	8353	F-15E -JOINT HELMET-MO	7.6									57.6
	8357	ADVANCED DISPLAY COR	6.1	5.5								108.7
	8662	AETC MTD UPGRADES-FIE			1.0							2.3
	8703	F-15 A/D DIGITAL VIDEO R			5.6							5.6
	8705	F-15E DIGITAL VIDEO REC			9.3							26.3
	8742	TEWS INTERMEDIATE SUP	2.7		2.5							22.8

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$186.972	\$53.672	\$92.921					

FY2008 funding total includes \$128.237M of appropriated supplemental funding  
 FY2009 funding total include \$34M of appropriated supplemental "Bridge" funding.

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 FY10 is the F-15C/D APG-63(v)3 Radar Upgrade. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	0.000	0.000	0.000
ANG	0.087	18.763	0.000

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	8753	F-15 NVIS	0.6									6.0
	8754	A-D IFF MODE 5			19.1							19.1
	8755	E IFF MODE 5			10.6							10.6
	8793	F-15E BLOS/SLOS	39.7	2.4								52.1
	99999E	MISC ENGINE UPDATE MO		0.4								2.7
	99999U	LOW COST RETROFIT MO	1.9	0.6	1.4							5.5
	99999X	LOW COST MODIFICATION	1.6	0.7	1.3							5.9
	Z88888	REPROGRAMMINGS	0.0	1.7								

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$186.972	\$53.672	\$92.921					

FY2008 funding total includes \$128.237M of appropriated supplemental funding  
 FY2009 funding total include \$34M of appropriated supplemental "Bridge" funding.

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 FY10 is the F-15C/D APG-63(v)3 Radar Upgrade. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	0.000	0.000	0.000
ANG	0.087	18.763	0.000

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
			<b>TOTAL FOR CLASS P</b>	187.0	53.7	92.9	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM F-15</b>	187.0	53.7	92.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	770.7	

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. 4	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: F-15C Avionics Replacement MN-\_1200

Models of Aircraft Affected: F-15C/D

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

**Description/Justification**

The F-15 MSIP cockpit remains relatively unchanged since its fielding in 1975. Since the initial fielding, additional capabilities have been added that have completely filled the available console space. Therefore there is no space to incorporate control for the 8.33 KHz channel spacing of the VHF radio required for operation in Europe or any future additional capabilities. This program was initiated with the intent to replace obsolete, unsupported avionics control panels, and provide full control of the ARC-210 software controlled radio as well as modification and replacement of hardware and software to reduce aircrew workload and increase situational awareness. The program will also provide growth for replacement of additional panels as they reach obsolescence. The program will address cockpit avionics and supporting subsystems that restrict capabilities and/or degrade aircrew effectiveness and/or safety. These requirements shall be implemented synergistically and at a minimum includes the NCI (Navigation Control Indicator), ICCP (Integrated Communication Control Panel), MCCP (Master Communications Control Panel), ANMI (Air Navigation Multiple Indicator), FPCD (Flat Panel Cockpit Display) and variant and Heads Up Display (HUD) replacement programs. The end state shall address both sustainment and modernization needs with efficiency. This modification enables 8.33 KHz spacing and future control growth capability.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207134F.

This is a new start for FY 2010.

Aircraft Breakdown: Active 231, Reserve 0, ANG 0, Total 231

**Development Status**

Development funds are budgeted for FY 2007 to develop any new parts which may be required and to integrate the ACU function with the F-15C/D OFP. Development is expected to be completed in FY 2009 to support production start-up in FY 2010. Revised ICCP development is underway which will enable control of the radio. Group A wiring changes are required, along with a retrofit to the radio itself.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.050										
PROCUREMENT (3010)												
INSTALL KITS							70	2.450				
KITS NONRECUR								2.400				
EQUIPMENT							[70]	5.600				
EQUIP NONREC								0.220				
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.700				
ICS								0.339				
TRAINING								0.510				
DEPOT												
GVT FLT TST SPPRT								1.509				
PMA								0.655				
AIRCRAFT								1.500				
OGC								0.491				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
TOTAL COST (BP-1100)							70	16.374				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										6.050
PROCUREMENT (3010)										
INSTALL KITS									70	2.450
KITS NONRECUR										2.400
EQUIPMENT									[70]	5.600
EQUIP NONREC										0.220
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.700
ICS										0.339
TRAINING										0.510
DEPOT										
GVT FLT TST SPPRT										1.509
PMA										0.655
AIRCRAFT										1.500
OGC										0.491
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									70	16.374

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 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)					01/10
Delivery Date (Month/CY)					09/10

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: 32J Fuel Manifold Clamping System MN-\_2222

Models of Aircraft Affected: F-15A-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.

Installation of this modification is funded and performed at the depot level (Tinker AFB).

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability)

Kit Procurement	FY-06	FY-07	FY-08	FY-09	FY-10	Total
Active		763				763
ANG		50				50

Kit Installation	FY-06	FY-07	FY-08	FY-09	FY-10	Total
Active			183	416		599
ANG			50			50

Aircraft Breakdown: Active 763, Reserve , ANG 50, Total 813

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	543	0.812	270	0.468		0.168						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		1.341		0.110		0.110						
OTHER				0.402								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06						[50]						
FY-07								[416]				
FY-08						[183]						
TOTAL INSTALL						233		416				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	543	2.153	270	0.980			0.278					
INSTALLATION QTY						233		416				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									813	1.448
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.561
OTHER										0.402
INSTALLATION OF HARDWARE										
FY-06		50 KITS							[50]	
FY-07		493 KITS							[416]	
FY-08		270 KITS							[183]	
TOTAL INSTALL									649	
TOTAL COST (BP-1100)									813	3.411
(Totals may not add due to rounding)										
INSTALLATION QTY									649	

Method of Implementation: DEPOT/ALC

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	

**Installation Schedule**

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																								
Output																	109	124	101	105	105	105	105	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: C/D Secondary Power System MN-1203

Models of Aircraft Affected: F-15C/D

Center: WRALC Robins AFB GA

PE 27130F

Team

**Description/Justification**

Redesign of the Jet Fuel Starter (JFS) Generator Control Unit (GCU) incorporates the functionality of the Airframe Mounted Accessory Drive (AMAD) 50% switch, associated wiring, and two-speed switches internal to the GCU. The F-15 Secondary Power System (SPS) is historically one of the worst performing systems on the F-15, accounting for over 57,000 maintenance man-hours annually maintaining, troubleshooting, and fixing the system. This translates to an estimated 34% of the total SPS aborts at an average annual cost of \$14M in lost sorties and \$1.6M in manpower costs. Modification for JFS, which includes installation of redesigned GCU will be accomplished at the depot at Hill AFB, UT. Installation, which includes aircraft wire harness modification, is accomplished by Organizational and Intermediate (O&I) maintenance in the field. All installs and spares on the shelf are to be modified.

This is a new start for FY 2010.

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

**Development Status**

Development of redesigned GCU is on-going. Delivery of 4 flight-ready articles is scheduled for Dec 09-Jan 10. Definition of non long-term fleet aircraft wire harness is under development and scheduled prior to delivery of flight-ready assets.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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							0.200					
SIM/TRAINER												
SUPPORT-EQUIP							1.100					
MOD OF SPARES												
TOTAL COST (BP-1100)							1.300					
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.200
SIM/TRAINER										
SUPPORT-EQUIP										1.100
MOD OF SPARES										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										1.300

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: E Secondary Power System MN-1204

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

**Description/Justification**

Redesign of the Jet Fuel Starter (JFS) Generator Control Unit (GCU) incorporates the functionality of the Airframe Mounted Accessory Drive (AMAD) 50% switch, associated wiring, and two-speed switches internal to the GCU. The F-15 Secondary Power System (SPS) is historically one of the worst performing systems on the F-15, accounting for over 57,000 maintenance man-hours annually maintaining, troubleshooting, and fixing the system. This translates to an estimated 34% of the total SPS aborts at an average annual cost of \$14M in lost sorties and \$1.6M in manpower costs. Modification for JFS, which includes installation of redesigned GCU, will be accomplished at the depot at Hill AFB, UT. Installation, which includes aircraft wire harness modification, is accomplished by Organizational and Intermediate (O&I) maintenance in the field. All installs and spares on the shelf are to be modified.

This is a new start for FY 2010.

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

**Development Status**

n/a

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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							0.200					
SIM/TRAINER												
SUPPORT-EQUIP							1.400					
TOTAL COST (BP-1100)							1.600					
(Totals may not add due to rounding)							1.600					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.200
SIM/TRAINER										
SUPPORT-EQUIP										1.400
TOTAL COST (BP-1100)										1.600
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: F-15C MSOGS MN-1208

Models of Aircraft Affected: F-15C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**Description/Justification**

Provides a phased approach for the replacement of the existing F-15C/D Liquid Oxygen (LOX) System with a Molecular Sieve Oxygen Generation System (MSOGS) . MSOGS provides an unlimited supply of breathing gas for the aircrew, and provides an integral self-charging back-up Oxygen Supply (BOS). It reduces the logistical footprint, increases rapid deployment capabilities, and it offers commonality with the F-15E.

MSOGS will reduce logistics support infrastructure, airlift support requirements , maintenance manpower/ function and deployment footprint; it will also enhance flight line safety, operational flexibility, system survivability and offer commonality with F-15 E model aircraft.

Conversion from LOX to MSOGS will result in considerable cost savings. There will be approximately 83% reduction in maintenance man-hours.

Congress added the \$5.0M APAF in FY 2009 to start the program. RDT&E is required before procurement can begin, and procurement details will not be available until RDT&E efforts are funded.

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

**Development Status**

TBD

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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								3.300				
TOTAL COST (BP-1100)								3.300				
(Totals may not add due to rounding)								3.300				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
OGC										3.300
TOTAL COST (BP-1100)										3.300
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: C/D Flight Data Recorder (FDR) MN-1209

Models of Aircraft Affected: F-15C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

**Description/Justification**

The Flight Data Recorder (FDR) program will give the F-15C/D aircraft a Flight Data Recorder with crash survivable memory to assist in mishap investigation boards, provide high fidelity fleet life management capability, and support the Aircraft Structural Integrity Program (ASIP). FDR is required to comply with ACPD 63-14 by providing crash survivable information to support mishap investigation and support the Aircraft Information Program (AIP). FDR is also required to comply with AFI 63-1001 by providing ASIP information, and individual aircraft usage information.

Due to funding availability, installation costs are covered in the year of procurement.

FY10 is the first year of APAF funding for this program; FY09 Developmental funding has been identified

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

**Development Status**

New Start approval estimated at Aug 2009

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						4.100						
PROCUREMENT (3010)												
INSTALL KITS							70	2.030				
KITS NONRECUR												
EQUIPMENT							[70]	5.320				
EQUIP NONREC												
CHANGE ORDERS								0.100				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.700				
SPARES							[7]	0.700				
INSTALL								1.500				
TRAINING												
OTHER									0.150			
INSTALLATION OF HARDWARE												
FY-10 70 KITS												[70]
TOTAL INSTALL												70
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								70	10.500			
INSTALLATION QTY												70

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										4.100
PROCUREMENT (3010)										
INSTALL KITS									70	2.030
KITS NONRECUR										
EQUIPMENT									[70]	5.320
EQUIP NONREC										
CHANGE ORDERS										0.100
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.700
SPARES									[7]	0.700
INSTALL										1.500
TRAINING										
OTHER										0.150
INSTALLATION OF HARDWARE										
FY-10           70 KITS									[70]	
TOTAL INSTALL									70	
TOTAL COST (BP-1100)									70	10.500
(Totals may not add due to rounding)										
INSTALLATION QTY									70	

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					15	15	20	20
Output																					10	20	20	20

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: F-15E Flight Data Recorder (FDR) MN-1210

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

**Description/Justification**

The Flight Data Recorder (FDR) program will give the F-15E aircraft a Flight Data Recorder with crash survivable memory to assist in mishap investigation boards, provide high fidelity fleet life management capability, and support the Aircraft Structural Integrity Program (ASIP). FDR is required to comply with ACPD 63-14 by providing crash survivable information to support mishap investigation and support the Aircraft Information Program (AIP). FDR is also required to comply with AFI 63-1001 by providing ASIP information, and individual aircraft usage information.

Due to funding availability, installation costs are covered in the year of procurement.

FY10 is the first year of APAF funding for this program; FY09 Developmental funding has been identified

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

**Development Status**

New Start approval estimated at Aug 2009

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						0.800						
PROCUREMENT (3010)												
INSTALL KITS							70	2.030				
KITS NONRECUR												
EQUIPMENT							[70]	5.320				
EQUIP NONREC												
CHANGE ORDERS								0.100				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.700				
SPARES							[7]	0.700				
INSTALL								1.600				
TRAINING												
OTHER									0.150			
INSTALLATION OF HARDWARE												
FY-10 70 KITS												[70]
TOTAL INSTALL												70
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							70	10.600				
INSTALLATION QTY												70

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										0.800
PROCUREMENT (3010)										
INSTALL KITS									70	2.030
KITS NONRECUR										
EQUIPMENT									[70]	5.320
EQUIP NONREC										
CHANGE ORDERS										0.100
DATA										
SIM/TRAINER										
SUPPORT-EQUIP									[7]	0.700
SPARES										1.600
INSTALL										
TRAINING										
OTHER										0.150
INSTALLATION OF HARDWARE										
FY-10           70 KITS									[70]	
TOTAL INSTALL									70	
TOTAL COST (BP-1100)									70	10.600
(Totals may not add due to rounding)										
INSTALLATION QTY									70	

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																					15	15	20	20
Output																					10	20	20	20



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Antenna Test Station MN-6157

Models of Aircraft Affected: F-15A-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 unsupportable by FY 2007, which would result in a serious degradation of F-15 mission capable rates.

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

Due to funds availability, \$525K of the FY 2009 Installation of Hardware \$691K will be used for FY 2010 installations.

Aircraft Breakdown: Active 28, Reserve 0, ANG 0, Total 28

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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	3.565						
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]	0.691	[4]					
TOTAL INSTALL			12	0.460	12	0.935	4					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	12	8.000	8	5.000	8	4.500						
INSTALLATION QTY			12		12		4					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	14.185
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										0.820
CHANGE ORDERS										
DATA										1.100
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-07	12								[12]	0.460
FY-08	8								[8]	0.244
FY-09	8								[8]	0.691
TOTAL INSTALL									28	1.395
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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																				
Input									4	4	4	3	3	3	3	3	4			
Output									4	4	4	3	3	3	3	3	4			

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: F-15C/D APG-63(V)3 radar upgrade MN-6158

Models of Aircraft Affected: F-15C/D

Center: ASC - Wright Patterson AFB, OH

**Description/Justification**

The APG-63(V)3 radar upgrade replaces the mechanically-scanned antenna (MSA) on F-15C/D aircraft with an active electronically-scanned array (AESA) antenna that 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 must be replaced. Other avionics which support radar functionality may also be included in these upgrades.

One radar unit has been procured and installed with 3600 funds for Developmental/Operational Testing (DT/OT).

The FY 2006 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 FY 2007 funding includes a \$72M Congressional add for procurement of eight (V)3 radars for ANG, and supportability and sparing for two additional ANG bases. An additional \$7.0M was added by the Air Force for hardware and software modifications. FY 2007 Supplemental funding of \$62.8M was provided for procurement of 8 (V)3 AESA radar systems for active duty jets.

The FY 2008 Supplemental funding of \$120.627M was approved for 16 (V)3 radars and 1 spare for active duty jets. Congress also approved \$34M for 4 radars for ANG jets in the FY09 Bridge Supplemental.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability)

Kit Procurement	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Active	1	8	16									25
ANG	6	8		4								18

Kit Installation	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Active					9							25
ANG					6							18

Aircraft Breakdown: Active 25, Reserve 0, ANG 18, Total 43

**Development Status**

The APG-63(V)3 uses APG-63(V)1 "backend" hardware which is already operational on 176 F-15C/Ds. 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-18E/F Super Hornet.

**Projected Financial Plan**

PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12
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**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		36.261		8.117		11.694						
PROCUREMENT (3010)												
INSTALL KITS	23	20.829	[16]	15.003	[4]	3.639						
KITS NONRECUR												
EQUIPMENT	23	118.793	16	71.394	4	18.081						
EQUIP NONREC		32.272		3.200								
CHANGE ORDERS		2.111		7.407		5.220		1.533				
DATA		2.930		2.504		0.626						
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT		7.569		2.220		2.662						
TRAINING				0.241		0.120						
FLIGHT TEST		8.453		4.309								
GVT FLT TST SPPRT		4.844				2.054						
OTHER		0.912										
ICS		3.904		2.626		1.075						
PMA								0.080				
OGC								0.050				
SPARES	2	11.294	[1]	7.575								
INSTALLATION OF HARDWARE												
FY-06	7 KITS							[7]				
FY-07	16 KITS			4.148		0.523		[8]				
FY-08	16 KITS											
FY-09	4 KITS											
TOTAL INSTALL				4.148		0.523		15				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	23	213.911	16	120.627	4	34.000		1.663				
INSTALLATION QTY								15				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										56.072
PROCUREMENT (3010)										
INSTALL KITS									[43]	39.471
KITS NONRECUR										
EQUIPMENT									43	208.268
EQUIP NONREC										35.472
CHANGE ORDERS										16.271
DATA										6.060
SIM/TRAINER										
SUPPORT-EQUIP										
ENG SUPPORT										12.451
TRAINING										0.361
FLIGHT TEST										12.762
GVT FLT TST SPPRT										6.898
OTHER										0.912
ICS										7.605
PMA										0.080
OGC										0.050
SPARES									[3]	18.869
INSTALLATION OF HARDWARE										
FY-06		7 KITS							[7]	
FY-07		16 KITS							[8]	4.671
FY-08		16 KITS								
FY-09		4 KITS								
TOTAL INSTALL										15 4.671
TOTAL COST (BP-1100)									43	370.201
(Totals may not add due to rounding)										
INSTALLATION QTY									15	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 37 Months

Follow-On Lead Time: 18 Months

Milestones

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

**Installation Schedule**

		<u>FY-05</u>			<u>FY-06</u>			<u>FY-07</u>			<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																		6	8	1
Output																		3	7	5

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: PROGRAMMABLE ARMAMENT CONTROL SET MN-8265

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 FY 2001. The F-15 E227 aircraft program funded the establishment of the production capability. The last lot of kits were bought in FY 2005.

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. It was determined that a hardware modification was required to eliminate the resets from occurring. The modification was extensively tested in the laboratory and operational flight testing without experiencing a 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.

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
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		0.566			0.150		0.325					

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06           71 KITS	71	3.266										
FY-07           30 KITS	30	1.631										
TOTAL INSTALL	101	4.897										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	101	10.318		0.150		0.325						
INSTALLATION QTY	101											



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										1.041
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	10.793
(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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: F-15E -JOINT HELMET-MOUNTED CUEING SYSTEM MN-8353

Models of Aircraft Affected: F15E

Center: ASC - Wright Patterson AFB, OH

PE 27134F

Team

**Description/Justification**

Procures and installs JHMCS systems onto the F-15E. 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. Without this system, F-15E sensors limit an aircrew's ability to rapidly employ air-to-ground munitions and expose F-15 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 threat.

Aircraft Breakdown: Active 154, Reserve 0, ANG 0, Total 154

**Development Status**

F-15E front cockpit installation is identical to the single seat F-15C, therefore no development is required. The F-15E rear cockpit installation requires RDT&E funding.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	84	4.029	70	3.364								
KITS NONRECUR EQUIPMENT	84	19.648	[70]	3.746								
EQUIP NONREC CHANGE ORDERS				0.500								
DATA SIM/TRAINER SUPPORT-EQUIP		0.285										
OGC												
INSTALLATION OF HARDWARE												
FY-07 84 KITS		26.000			[84]							
FY-08 70 KITS							[70]					
TOTAL INSTALL		26.000			84		70					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	84	49.962	70	7.610								
INSTALLATION QTY					84		70					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									154	7.393
KITS NONRECUR										
EQUIPMENT									[154]	23.394
EQUIP NONREC										
CHANGE ORDERS										0.500
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.285
OGC										
INSTALLATION OF HARDWARE										
FY-07           84 KITS									[84]	26.000
FY-08           70 KITS									[70]	
TOTAL INSTALL									154	26.000
TOTAL COST (BP-1100)									154	57.572
(Totals may not add due to rounding)										
INSTALLATION QTY									154	

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>
Contract Date (Month/CY)		11/07	11/08
Delivery Date (Month/CY)		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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																				
Input									8	19	26	31	27	25	14	4				
Output									8	19	26	31	27	25	14	4				

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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.

Depot start-up, parts obsolescence and ECP costs are included in the Support Equipment line starting in FY 2007.

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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		4.274		0.497								
DATA		3.736										
SIM/TRAINER												
SUPPORT-EQUIP		5.916		0.080		0.511						
PROGRAM MNGMT		1.876										
TRAINING		0.943										
DEPOT		4.688										
KITS NONRECUR				0.830		2.100						
RETROFIT KITS		2.578										
PMA		0.125		0.723								
OGC		2.103		1.917								
ICS		1.364		0.295		0.183						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05	96		[6]									
FY-06	87	4.380	[75]	1.764	[12]	0.728						
FY-07	41				[41]	1.941						
TOTAL INSTALL	90	4.380	81	1.764	53	2.669						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	224	97.127		6.106		5.463						
INSTALLATION QTY	90		81		53							

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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										6.507
PROGRAM MNGMT										1.876
TRAINING										0.943
DEPOT										4.688
KITS NONRECUR										2.930
RETROFIT KITS										2.578
PMA										0.848
OGC										4.020
ICS										1.842
INSTALLATION OF HARDWARE										
FY-05           96 KITS									[96]	
FY-06           87 KITS									[87]	6.872
FY-07           41 KITS									[41]	1.941
TOTAL INSTALL									224	8.813
TOTAL COST (BP-1100)									224	108.696
(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	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: F-15E

Center: ASC - Wright Patterson AFB, OH

PE 0809731F

Team AIR

**Description/Justification**

Upgrades aircraft maintenance training devices (MTDs) located at various F-15 bases. MTDs support critical initial skills and supplemental training. Upgrades are necessary to ensure concurrency with aircraft systems.

This is a new start for FY 2010.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	1.301					[1]	1.000				
SUPPORT-EQUIP												
TRAINER PECULIAR												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.301						1.000				



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[4]	2.301
SUPPORT-EQUIP										
TRAINER PECULIAR										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										2.301

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)					01/10
Delivery Date (Month/CY)					01/11

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: F-15 A/D DIGITAL VIDEO RECORDER MN-8703

Models of Aircraft Affected: F15A-D

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

**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 4 displays for 4 hours each, allowing simultaneous record and playback of the HUD, radar, and Fighter Data Link (FDL) 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.

This is a new start for FY 2010.

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

**Development Status**

The DVR is an off-the-shelf, NDI replacement for the existing AVTR. Aircraft wiring changes are required to increase recording capability from 2 channels to 4 channels. Integration and verification testing will be complete in FY 2010.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							50	0.500				
KITS NONRECUR												
EQUIPMENT							[50]	2.650				
EQUIP NONREC												
CHANGE ORDERS								0.600				
DATA								0.677				
SIM/TRAINER												
SUPPORT-EQUIP												
INTEGRATION								0.344				
ICS												
ENG SUPPORT								0.200				
DEPOT								0.300				
OGC								0.200				
PMA								0.100				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							50	5.571				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									50	0.500
KITS NONRECUR										
EQUIPMENT									[50]	2.650
EQUIP NONREC										
CHANGE ORDERS										0.600
DATA										0.677
SIM/TRAINER										
SUPPORT-EQUIP										
INTEGRATION										0.344
ICS										
ENG SUPPORT										0.200
DEPOT										0.300
OGC										0.200
PMA										0.100
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									50	5.571

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 8 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: F-15E DIGITAL VIDEO RECORDER MN-8705

Models of Aircraft Affected: F-15E

Center: ASC - Wright Patterson AFB, OH

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.

This is a new start for FY 2010.

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.070				
KITS NONRECUR												
EQUIPMENT	128	6.656					[90]	4.450				
EQUIP NONREC												
CHANGE ORDERS		0.354										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.396										
ENG SUPPORT		1.381										
INTEGRATION		6.820										
ICS		0.003										
DEPOT												
OGC		0.369						0.209				
PMA								0.366				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-10            112 KITS							[112]	3.250				
TOTAL INSTALL							112	3.250				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		16.979					112	9.345				
INSTALLATION QTY							112					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.070
KITS NONRECUR										
EQUIPMENT									[218]	11.106
EQUIP NONREC										
CHANGE ORDERS										0.354
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										1.396
ENG SUPPORT										1.381
INTEGRATION										6.820
ICS										0.003
DEPOT										
OGC										0.578
PMA										0.366
INSTALLATION OF HARDWARE										
FY-10										
112 KITS									[112]	3.250
TOTAL INSTALL									112	3.250
TOTAL COST (BP-1100)									112	26.324
(Totals may not add due to rounding)										
INSTALLATION QTY									112	

Method of Implementation: CONTRACT 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>
Contract Date (Month/CY)		03/06	06/06				01/10
Delivery Date (Month/CY)		03/07	03/07				10/10

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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 20 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) upgraded the TISS systems by replacing obsolete and soon to be unsupportable Commercial Off the Shelf (COTS) equipment. TTIP replaced obsolete equipment with new technology circuit cards and modularized power supplies. Of the 34 TISS systems worldwide, 1 was upgraded as a developmental item and 33 were upgraded via production funds in CY 2007-2008.

Phase 2 provides for TISS Engineering Support, FY 2008-2010; procures 25 production Frequency Synthesizers, FY 2010; and provides for a development, integration, and production effort to replace the 23 year old TISS RF Interface Test Module (RITM). It will overcome numerous obsolescence issues. Two new commercial RITMs will be used for development, FY 2008-2010. These two units will be upgraded to production version RITMs and 8 production RITMs will be procured and installed in all TISS systems worldwide in FY 2010.

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 0207134F.

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 January 2004. It upgraded one TISS system and concluded with the successful System Compatibility Test (SCT) in November 2006. The TTIP Phase II development contract was awarded in February 2008 and will use two commercial RITMs for development/integration with the SCT planned for FY 2010.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		18.884		2.273		2.339		2.217				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		17.404		2.499				2.370				
SPARES												
SHIPPING FIXTURES		0.183										
PMA				0.198				0.026				
OGC								0.104				
TOTAL COST (BP-1100)		17.587		2.697				2.500				

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										25.713
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										22.273
SPARES										
SHIPPING FIXTURES										0.183
PMA										0.224
OGC										0.104
TOTAL COST (BP-1100)										22.784
(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>
Contract Date (Month/CY)				01/06	01/07	01/08		01/10
Delivery Date (Month/CY)				01/07	01/08	01/09		01/11

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: F-15 NVIS MN-8753

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.600								
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	5.385		0.600								
INSTALLATION QTY			350		51							

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.804
INSTALLATION OF HARDWARE										
FY-05           401 KITS									[401]	0.266
TOTAL INSTALL									401	0.266
TOTAL COST (BP-1100)									401	5.985
(Totals may not add due to rounding)									401	5.985
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			

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: A-D IFF MODE 5 MN-8754

Models of Aircraft Affected: F-15C/D

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

**Description/Justification**

Mode 5 is a secure IFF/AAI system for identifying friendly aircraft. Employing a radio waveform different from secure Mode 4, Mode 5 provides vastly improved performance with a robust encryption scheme.

This is a new start for FY 2010.

Aircraft Breakdown: Active 144, Reserve 0, ANG 0, Total 144

**Development Status**

Mode 5 basic hardware and software development is being conducted by ESC, Hanscom AFB on the existing APX-114 interrogator and APX-119 transponder. A separate development for the Mode 5 crypto applique (KIV-77) is being conducted by CPSG. Integration of the new Mode 5 hardware/software/crypto onto the F-15 is part of the F-15 OFP Suite 6 effort.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							73	7.208				
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.181				
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING								0.103				
DEPOT STAND-UP								7.000				
OGC								1.184				
SPARES								1.100				
ENG SUPPORT								1.454				
OTHER								0.040				
PMA								0.865				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							73	19.135				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									73	7.208
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.181
SIM/TRAINER										
SUPPORT-EQUIP										
TRAINING										0.103
DEPOT STAND-UP										7.000
OGC										1.184
SPARES										1.100
ENG SUPPORT										1.454
OTHER										0.040
PMA										0.865
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									73	19.135

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: E IFF MODE 5 MN-8755

Models of Aircraft Affected: F15E

Center: ASC - Wright Patterson AFB, OH

PE 27134F

Team

**Description/Justification**

Mode 5 is a secure IFF/AAI system for identifying friendly aircraft. Employing a radio waveform different from secure Mode 4, Mode 5 provides vastly improved performance with a robust encryption scheme.

This is a new start for FY 2010.

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

**Development Status**

Mode 5 basic hardware and software development is being conducted by ESC, Hanscom AFB on the existing APX-114 interrogator and APX-119 transponder. A separate development for the Mode 5 crypto applique (KIV-77) is being conducted by CPSG. Integration of the new Mode 5 hardware/software/crypto onto the F-15 is part of the F-15 OFP Suite 6 effort.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							51	5.570				
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.285				
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT								0.985				
TRAINING								0.145				
OGC								0.747				
SPARES								2.244				
OTHER								0.110				
PMA								0.471				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							51	10.557				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									51	5.570
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.285
SIM/TRAINER										
SUPPORT-EQUIP										
ENG SUPPORT										0.985
TRAINING										0.145
OGC										0.747
SPARES										2.244
OTHER										0.110
PMA										0.471
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									51	10.557

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: F-15E BLOS/SLOS MN-8793

Models of Aircraft Affected: F15E

Center: ASC - Wright Patterson AFB, OH

PE 27134F

Team

**Description/Justification**

CENTAF, via an Urgent Operational Need (UON), 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 also replace the COMM1 antenna to enable full capability of the SATCOM radio (SINGARS, VHF). The program adds data and imagery capability as a growth requirement.

Congressional approval for F-15E BLOS/SLOS SATCOM new start received in October 2007. ATR for \$10M was approved by Congress in October 2007. Additional \$39.7M was approved in FY08 Bridge Supplemental. Congress added \$2.4M APAF funds in FY 2009.

Due to funding availability, all installation costs are covered by FY 2008 funds.

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

**Development Status**

n/a

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	17.640								
KITS NONRECUR												
EQUIPMENT	23	2.712	[31]	3.620	[18]	2.000						
EQUIP NONREC			[5]									
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	1.400								
SUPPORT-EQUIP												
ENG SUPPORT		5.746		15.100		0.100						
SOFTWARE NONREC		0.650				0.050						
GFE		0.075		0.440		0.050						
OGC		0.350		0.500		0.100						
GVT FLT TST SPPRT		0.467		0.500		0.100						
TRAINING				0.500								



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08           180 KITS			[32]		[101]		[47]					
TOTAL INSTALL			32		101		47					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		10.000	180	39.700		2.400						
INSTALLATION QTY			32		101		47					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	17.640
KITS NONRECUR										
EQUIPMENT									[72]	8.332
EQUIP NONREC									[5]	
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	1.400
SUPPORT-EQUIP										
ENG SUPPORT										20.946
SOFTWARE NONREC										0.700
GFE										0.565
OGC										0.950
GVT FLT TST SPPRT										1.067
TRAINING										0.500
INSTALLATION OF HARDWARE										
FY-08           180 KITS									[180]	
TOTAL INSTALL									180	
TOTAL COST (BP-1100)									180	52.100
(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>
Contract Date (Month/CY)	11/07	02/08	01/09	
Delivery Date (Month/CY)	05/08	08/08	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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									17	15	18	25	30	28	16	8	8	13	10	
Output									17	15	18	25	30	28	16	8	8	13	10	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: F-15A-E

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	167	0.708			88	0.432						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		1.519										
TOTAL COST (BP-1100)	167	2.227			88	0.432						
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: LOW COST RETROFIT MODS MN-99999U

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

**Description/Justification**

Low cost mod that supports unforeseen modifications for the F-15E, PE 0207134F. 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, PMA Program Support, and E model installation shortages.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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		0.415		1.863		0.615		0.038				
PMA		0.112						0.106				
OTHER		0.336						0.194				
ICS		0.205										
OGC		0.138						1.100				
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)	238	1.617		1.863		0.615		1.438				
INSTALLATION QTY			44		117		77					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										2.931
PMA										0.218
OTHER										0.530
ICS										0.205
OGC										1.238
INSTALLATION OF HARDWARE										
FY-07        238 KITS									[238]	
TOTAL INSTALL									238	
TOTAL COST (BP-1100)									238	5.533
(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-06</u>	<u>FY-07</u>
Contract Date (Month/CY)		12/07
Delivery Date (Month/CY)		03/08

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: F-15A-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 0207130F. 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. Other activities included are Program PMA Support, 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-08		FY-09		FY-10		FY-11		FY-12	
	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		2.284		1.639		0.659		0.940				
CHANGE ORDERS												
OTHER								0.346				
TRAINING												
PMA				0.000				0.052				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		2.284		1.639		0.659		1.338				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
OGC										5.522
CHANGE ORDERS										
OTHER										0.346
TRAINING										
PMA										0.052
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										5.920
(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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$383.559	\$308.556	\$224.642					

FY 2008 funding totals include \$47.179M of appropriated supplemental funding  
 FY2009 funding totals include \$34.2M of appropriated supplemental "Bridge" funding, but do not include \$63.2M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$20.025M requested for Overseas Contingency Operations

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 FY10 are the F110 Engine Service Life, Modular Mission Computer upgrade, Embedded GPS/INS and Falcon STAR mod. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	7.663	6.927	6.933
ANG	126.453	83.872	68.666

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	618270	DIGITAL FLIGHT CONTROL	0.5	2.5	1.0							4.9
	F19419	F110-100 HPT C-CLIP BACK	0.2									6.7
	F19424	F110 ENGINE SERVICE LIF	68.0	50.1	30.4							290.5
<b>TOTAL FOR CLASS P-S</b>			68.7	52.6	31.5	0.0	0.0	0.0	0.0	0.0	0.0	302.1
P	4260	ADVANCED WEAPON INTE	1.1	0.2								51.8
	602043	BLOCK 42 ANG RE-ENGINE	24.9									146.4
	602149	MMC UPGRADE	41.5	3.3	30.0							110.2
	602150	MODULAR MISSION COMP	26.9	24.9	4.7							523.1
	6023	FALCON STAR	66.8	76.0	44.4							402.9

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$383.559	\$308.556	\$224.642					

FY 2008 funding totals include \$47.179M of appropriated supplemental funding  
 FY2009 funding totals include \$34.2M of appropriated supplemental "Bridge" funding, but do not include \$63.2M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$20.025M requested for Overseas Contingency Operations

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 FY10 are the F110 Engine Service Life, Modular Mission Computer upgrade, Embedded GPS/INS and Falcon STAR mod. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	7.663	6.927	6.933
ANG	126.453	83.872	68.666

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	602530	BLK 30 LANDING LIGHT RE	0.1									3.9
	604050	EMBEDDED GPS/INS (EGI)	9.9	16.9	27.1							53.9
	610250	COLOR DISPLAYS - CCIP	14.4	16.5	3.5							287.6
	610430	Commercial Flight Control Co		5.1								5.1
	612130	ADVANCED IDENTIFICATIO		34.2								37.7
	612150	BLOCK 50 AIR-TO-AIR INTE		6.2	9.6							129.3
	612152	MODE S IDENTIFICATION	5.5	10.0	11.5							35.3
	618210	SLOS	77.0	12.6	9.1							122.3
	618220	BLOS	3.3		22.7							26.0

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$383.559	\$308.556	\$224.642					

FY 2008 funding totals include \$47.179M of appropriated supplemental funding  
 FY2009 funding totals include \$34.2M of appropriated supplemental "Bridge" funding, but do not include \$63.2M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$20.025M requested for Overseas Contingency Operations

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 FY10 are the F110 Engine Service Life, Modular Mission Computer upgrade, Embedded GPS/INS and Falcon STAR mod. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	7.663	6.927	6.933
ANG	126.453	83.872	68.666

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	624050	ADVANCED DATA TRANSF		25.3	16.1							41.4
	6300	ON BOARD OXYGEN GENE	5.5		4.9							40.2
	650030	BLOCK 30 HELMET MOUNT	3.5									3.5
	650050	JOINT HELMET MOUNTED	7.4	4.7	0.9							262.2
	661650	LINK 16 - CCIP	5.2	5.5	1.4							176.0
	661651	F-16 TACTICAL DATA LINK	2.1									109.0
	8662	AETC MTD UPGRADES-FIE	16.1	12.2	4.6							78.8
	99999E	MISC ENGINE UPDATE MO	1.9	2.0	1.3							17.1
	99999X	LOW COST MODIFICATION	1.9	2.0	1.3							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. 32	PAGE NO. 3	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$383.559	\$308.556	\$224.642					

FY 2008 funding totals include \$47.179M of appropriated supplemental funding  
 FY2009 funding totals include \$34.2M of appropriated supplemental "Bridge" funding, but do not include \$63.2M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$20.025M requested for Overseas Contingency Operations

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 FY10 are the F110 Engine Service Life, Modular Mission Computer upgrade, Embedded GPS/INS and Falcon STAR mod. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	7.663	6.927	6.933
ANG	126.453	83.872	68.666

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	Z88888	REPROGRAMMINGS	0.0	-1.7								
<b>TOTAL FOR CLASS P</b>			314.9	255.9	193.2	0.0	0.0	0.0	0.0	0.0	0.0	2680.4
<b>TOTAL FOR WEAPON SYSTEM F-16</b>			383.6	308.5	224.7	0.0	0.0	0.0	0.0	0.0	0.0	2982.5

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

05/01/2009

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

Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12 FY-13 FY-14 FY-15 To Comp Total

Kit Procurement

Active	448	55																503
Reserve	65	5																70
ANG	419	55																474

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

**Development Status**

Complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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	1464	21.450	[115]	1.037								
WEAPONS UMBILICALS	2092	6.206	[20]	0.024								
PYLON REFURB/WIRING	176	8.407										
INTEGRATION		6.500										
SOFTWARE		5.992										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RETROFIT		1.490				0.210						
TOTAL COST (BP-1100)		50.519		1.061		0.210						
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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

05/01/2009

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

Modification Title and No: BLOCK 42 ANG RE-ENGINE MN-602043

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, FY08: \$5.0M/1 engine. 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	32	3.467										
KITS NONRECUR	2	2.755										
EQUIPMENT	23	100.956	5	24.844								
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.724										
SIM/TRAINER	1	0.202										
SUPPORT-EQUIP		1.606										
FLIGHT TEST		1.200										
INITIAL SPARES		7.850		0.000								
CONTRACTOR SUPPORT		1.674		0.080								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	23	121.434	5	24.924								



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	125.800
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.724
SIM/TRAINER									[1]	0.202
SUPPORT-EQUIP										1.606
FLIGHT TEST										1.200
INITIAL SPARES										7.850
CONTRACTOR SUPPORT										1.754
TOTAL COST (BP-1100)										146.358
(Totals may not add due to rounding)									28	146.358

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: MMC UPGRADE MN-602149

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 material required to complete the installation. Retrofit kits are for anticipated upgrades or expansion for the MMC. Funds for Mod of Spares are to modify existing Item Manager's inventory to upgraded capabilities. FY09 requirements were bought down with FY07 and FY08 funds. 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). FY10 increased quantity buy reduces per-unit cost.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
Active	141	101	0	235							527
Reserve											0
ANG	10	24	0	41							99

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

Aircraft Breakdown: Active 527, Reserve 0, ANG 99, Total 626

**Development Status**

EMD program started in Nov 05. Hardware development testing is complete. Program entering into production phase.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		17.093		1.544								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	151	14.696	125	12.095			276	24.693				
EQUIP NONREC		0.400		4.609								
CHANGE ORDERS						1.828		1.359				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES						1.267		3.521				
RETROFIT KITS												
DEPOT STAND-UP		20.271		24.722		0.040						
OGC				0.054		0.200		0.395				
<b>TOTAL COST (BP-1100)</b>	<b>151</b>	<b>35.367</b>	<b>125</b>	<b>41.480</b>		<b>3.335</b>	<b>276</b>	<b>29.968</b>				

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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									552	51.484
EQUIP NONREC										5.009
CHANGE ORDERS										3.187
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										4.788
RETROFIT KITS										
DEPOT STAND-UP										45.033
OGC										0.649
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									552	110.150

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

05/01/2009

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

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

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

Center: ASC - Wright Patterson AFB, OH

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY10	To Complete	Total
Active	525	7	0	0	0	532
Reserve						0
ANG	91	0	0	0	0	91
Installation Schedule						
Active	390	73	56	13	0	532
Reserve						0
ANG	34	23	31	3	0	91

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		206.961										
PROCUREMENT (3010)												
INSTALL KITS	616	50.138	7	0.434								
KITS NONRECUR												
EQUIPMENT	616	294.708	[7]	3.542								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		6.991		1.270		0.199		0.077				
RETROFIT KITS		17.575		0.137								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
OGC		6.447		1.017		1.052		0.368				
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	9.666								
FY-04	100	KITS	100	21.401								
FY-05	94	KITS	70	16.016	[24]	5.117						
FY-06	91	KITS			[72]	15.352	[19]	5.169				
FY-07	77	KITS					[68]	18.499	[9]	2.258		
FY-08	7	KITS						[7]	2.011			
TOTAL INSTALL	424	90.739	96	20.469	87	23.668	16	4.269				
TOTAL COST (BP-1100)	616	466.598	7	26.869		24.919		4.714				
(Totals may not add due to rounding)												
INSTALLATION QTY	424		96		87		16					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	50.572
KITS NONRECUR										
EQUIPMENT									[623]	298.250
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										8.537
RETROFIT KITS										17.712
OGC										8.884
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]	9.666
FY-04	100	KITS							[100]	21.401
FY-05	94	KITS							[94]	21.133
FY-06	91	KITS							[91]	20.521
FY-07	77	KITS							[77]	20.757
FY-08	7	KITS							[7]	2.011
TOTAL INSTALL									623	139.145
TOTAL COST (BP-1100)									623	523.100
(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																																								
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
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	22							
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

05/01/2009

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

Modification Title and No: FALCON STAR MN-6023

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12 FY-13 FY-14 FY-15 To Comp Total

**Kit Procurement**

Active	433	75	75	20						650
Reserve	45	5	10	2						67
ANG	244	50	31	8						345

**Install Schedule**

Active	260	127	108	56						650
Reserve	32	8	7	9						67
ANG	129	82	70	28						345

Aircraft Breakdown: Active 650, Reserve 67, ANG 345, Total 1062

**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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.204										
PROCUREMENT (3010)												
INSTALL KITS	722	87.648	130	12.213	116	22.939	30	4.114				
KITS NONRECUR		1.554										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.242				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		6.583		1.016		1.350		2.238				
KIT PROOF		1.939										
OGC		4.139		1.819		1.796		2.235				
INSTALLATION OF HARDWARE												
FY-03	53	28.395										
FY-04	128	32.523										
FY-05	123	24.842										
FY-06	186	28.069	[69]	16.616								
FY-07	232		[146]	35.159	[86]	23.196						
FY-08	130				[99]	26.703	[31]	11.244				
FY-09	116						[62]	24.303				
FY-10	30											
TOTAL INSTALL	421	113.829	215	51.775	185	49.899	93	35.547				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	722	215.692	130	66.823	116	75.984	30	44.376				
INSTALLATION QTY	421		215		185		93					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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									998	126.914
KITS NONRECUR										1.554
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.242
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										11.187
KIT PROOF										1.939
OGC										9.989
INSTALLATION OF HARDWARE										
FY-03		53 KITS							[53]	28.395
FY-04		128 KITS							[128]	32.523
FY-05		123 KITS							[123]	24.842
FY-06		186 KITS							[186]	44.685
FY-07		232 KITS							[232]	58.355
FY-08		130 KITS							[130]	37.947
FY-09		116 KITS							[62]	24.303
FY-10		30 KITS								
TOTAL INSTALL									914	251.050
TOTAL COST (BP-1100)									998	402.875
(Totals may not add due to rounding)										
INSTALLATION QTY									914	

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

**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																	14	14	18	19	19	19	19	41	41	41	41	41	38	38	39	39	38	38	39	39
Quarter	1	2	3	4	1	2	3	4	1	2	3	4																								
Input	53	54	54	54	47	46	46	46	23	23	23	24																								
Output	39	39	54	54	53	54	47	46	46	46	46	25	25																							

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: BLK 30 LANDING LIGHT RELOCATION MN-602530

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.140		0.150								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	465	3.770		0.150								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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

05/01/2009

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

Modification Title and No: EMBEDDED GPS/INS (EGI) MN-604050

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 has procured 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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
<b>Kit Procurement</b>										
Active	124	118	235							527
Reserve										
ANG	6	28	41							99
<b>Install Schedule</b>										
Active			242							527
Reserve										
ANG			34							99

Aircraft Breakdown: Active 527, Reserve 0, ANG 99, Total 626

**Development Status**

Completed

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		10.736		0.014								
<b>PROCUREMENT (3010)</b>												
INSTALL KITS			130	0.856	146	0.924	276	1.822				
KITS NONRECUR												
EQUIPMENT			[130]	7.446	[146]	8.365	[276]	15.971				
EQUIP NONREC												
CHANGE ORDERS						1.144		0.948				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				1.459		5.503						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
OGC				0.130		0.943		0.428				
INSTALLATION OF HARDWARE												
FY-08			130				[130]	3.738				
FY-09			146				[146]	4.198				
FY-10			276									
TOTAL INSTALL							276	7.936				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			130	9.891	146	16.879	276	27.105				
INSTALLATION QTY							276					



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										10.750
PROCUREMENT (3010)										
INSTALL KITS									552	3.602
KITS NONRECUR										
EQUIPMENT									[552]	31.782
EQUIP NONREC										
CHANGE ORDERS										2.092
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										6.962
OGC										1.501
INSTALLATION OF HARDWARE										
FY-08	130	KITS							[130]	3.738
FY-09	146	KITS							[146]	4.198
FY-10	276	KITS								
TOTAL INSTALL									276	7.936
TOTAL COST (BP-1100)									552	53.875
(Totals may not add due to rounding)										
INSTALLATION QTY									276	

Method of Implementation: CONTRACT 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>
Contract Date (Month/CY)					07/08	01/09
Delivery Date (Month/CY)					07/09	01/10

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: COLOR DISPLAYS - CCIP MN-610250

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

Center: ASC - Wright Patterson AFB, OH

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY10	To Complete	Total
Active	525	7	0	0	0	532
Reserve						0
ANG	91	0	0	0	0	91
<b>Installation Schedule</b>						
Active	390	73	56	13	0	532
Reserve						0
ANG	34	23	31	3	0	91

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	616	26.345	7	0.306								
KITS NONRECUR												
EQUIPMENT	616	163.343	[7]	1.629								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		5.911										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-99	23	2.289										
FY-00	54	6.570										
FY-01	79	12.512										
FY-02	51	6.585										
FY-03	47	6.080										
FY-04	100	13.413										
FY-05	94	10.104	[24]	3.128								
FY-06	91		[72]	9.385	[19]	3.605						
FY-07	77				[68]	12.900		[9]	1.867			
FY-08	7							[7]	1.660			
TOTAL INSTALL	424	57.553	96	12.513	87	16.505	16	3.527				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	616	253.152	7	14.448		16.505		3.527				
INSTALLATION QTY	424		96		87		16					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	26.651
KITS NONRECUR										
EQUIPMENT									[623]	164.972
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]	13.232
FY-06	91	KITS							[91]	12.990
FY-07	77	KITS							[77]	14.767
FY-08	7	KITS							[7]	1.660
TOTAL INSTALL									623	90.098
TOTAL COST (BP-1100)									623	287.632
(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												
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

05/01/2009

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

Modification Title and No: Commercial Flight Control Computer MN-610430

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

Center: OO-ALC - Hill AFB, UT

PE 0207133F Team POWER

**Description/Justification**

The Commercial Fire Control Computer (CFCC) is an F-16 Block 30/32 modification that will replace the current Expandable Enhanced Fire Control Computer (EEFCC). The EEFCC does not have the capabilities required for SCU 7.1 and beyond. Required capabilities include increased memory and throughput, a MUX bus input/output port, Ethernet, and E1553 expandability. The CFCC will not require a Group A (wiring/hardware) modification.

NRE and 161 ANG Aircraft were completed with NAREA funding. A Congressional Plus up was received in FY09.

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

**Development Status**

NRE completed under NAREA

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					76	5.140						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					76	5.140						
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									76	5.140
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									76	5.140
(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-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)			06/09
Delivery Date (Month/CY)			06/10

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: 30/32

Center: OO-ALC - Hill AFB, UT

PE 27133F

Team

**Description/Justification**

The Advanced Identification Friend or Foe (AIFF) receiver/transmitter will be installed in the present location of the IFF transponder and includes the IFF transponder capability as well as the interrogator capability, providing Mode S Elementary Surveillance (ELS) for F-16 Block 30/32 aircraft. AIFF also provides Mode 4 capability, which is upgradeable to Mode 5. AIFF will reduce pilot cockpit workload and assist in adding combat capability in the Air-to-Air environment by greatly increasing the pilot's Situational Awareness (SA) and Combat Identification (CID) capability.

FY09 funding totals include \$34.2M of appropriated supplemental "Bridge" funding and funds installs in FY10 and FY11.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	0.497			103	6.775						
KITS NONRECUR												
EQUIPMENT	10	1.774			[103]	21.900						
EQUIP NONREC						0.015						
CHANGE ORDERS						0.752						
DATA						0.500						
SIM/TRAINER												
SUPPORT-EQUIP						0.050						
INSTALLATION OF HARDWARE												
FY-06 10 KITS	10	1.182										
FY-09 103 KITS						4.208	[50]					
TOTAL INSTALL	10	1.182				4.208	50					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	10	3.453			103	34.200						
INSTALLATION QTY	10						50					



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									113	7.272
KITS NONRECUR										
EQUIPMENT									[113]	23.674
EQUIP NONREC										0.015
CHANGE ORDERS										0.752
DATA										0.500
SIM/TRAINER										
SUPPORT-EQUIP										0.050
INSTALLATION OF HARDWARE										
FY-06									[10]	1.182
FY-09									[50]	4.208
TOTAL INSTALL									60	5.390
TOTAL COST (BP-1100)									113	37.653
(Totals may not add due to rounding)										
INSTALLATION QTY									60	

Method of Implementation: DEPOT/ALC

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

**Installation Schedule**

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												10											25	25
Output												10											25	25

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: BLOCK 50 AIR-TO-AIR INTERROGATOR MN-612150

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

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

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY10	To Complete	Total
Active	223	0	0	0	0	223
Reserve						0
ANG	18	0	0	0	0	18
<b>Installation Schedule</b>						
Active	223	0	0	0	0	223
Reserve						0
ANG	18	0	0	0	0	18

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

**Development Status**

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

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		5.336										
PROCUREMENT (3010)												
INSTALL KITS	241	9.759										
KITS NONRECUR												
EQUIPMENT	241	85.412										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.866										
DEPOT STAND-UP		0.110				6.170		9.553				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-00	34	KITS	34	1.534								
FY-01	79	KITS	79	5.389								
FY-02	91	KITS	91	8.842								
FY-03	37	KITS	37	1.626								
TOTAL INSTALL	241		241	17.391								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	241	113.538				6.170		9.553				
INSTALLATION QTY	241											

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										5.336
PROCUREMENT (3010)										
INSTALL KITS									241	9.759
KITS NONRECUR										
EQUIPMENT									[241]	85.412
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.866
DEPOT STAND-UP										15.833
INSTALLATION OF HARDWARE										
FY-00	34	KITS							[34]	1.534
FY-01	79	KITS							[79]	5.389
FY-02	91	KITS							[91]	8.842
FY-03	37	KITS							[37]	1.626
TOTAL INSTALL									241	17.391
TOTAL COST (BP-1100)									241	129.261
(Totals may not add due to rounding)										
INSTALLATION QTY									241	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	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																	6	16	17	15	20	18	12	22	37	20	12	3	14	20		
Output																	6	16	17	15	20	18	12	22	37	20	12	3	14	20		
Quarter	1	2	3	4																												
Input	6	3																														
Output	20	6	3																													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: MODE S IDENTIFICATION MN-612152

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
<b>Kit Procurement</b>											
Active	66	62	70	80							322
Reserve											
ANG	14	13	15	16							67
<b>Install Schedule</b>											
Active		65	87								322
Reserve											
ANG		14	18								67

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

**Development Status**

Development work is complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	8	6.356		0.000								
PROCUREMENT (3010)												
INSTALL KITS	80	1.388	[75]	1.301	[85]	1.490	[96]	1.681				
KITS NONRECUR												
EQUIPMENT	80	4.464	75	4.134	85	4.854	96	5.334				
EQUIP NONREC		2.232										
CHANGE ORDERS						0.366		0.276				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
CONT LIABILITY												
OGC		0.102										
PROGRAM MNGMT		0.192		0.026		0.365		0.350				
INSTALLATION OF HARDWARE												
FY-06	8											
FY-07	80				[79]	2.904		[1]	0.037			
FY-08	75							[75]	2.756			
FY-09	85							[29]	1.066			
FY-10	96											
TOTAL INSTALL	8				79	2.904	105	3.859				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	88	8.378	75	5.461	85	9.979	96	11.500				
INSTALLATION QTY					79		105					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	6.356
PROCUREMENT (3010)										
INSTALL KITS									[336]	5.860
KITS NONRECUR										
EQUIPMENT									336	18.786
EQUIP NONREC										2.232
CHANGE ORDERS										0.642
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
CONT LIABILITY										
OGC										0.102
PROGRAM MNGMT										0.933
INSTALLATION OF HARDWARE										
FY-06	8	KITS							[8]	
FY-07	80	KITS							[80]	2.941
FY-08	75	KITS							[75]	2.756
FY-09	85	KITS							[29]	1.066
FY-10	96	KITS								
TOTAL INSTALL									192	6.763
TOTAL COST (BP-1100)									344	35.318
(Totals may not add due to rounding)										
INSTALLATION QTY									184	

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

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	19	20	20	20	26	26	26	27
Output																	19	20	20	20	26	26	26	27

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: SLOS MN-618210

Models of Aircraft Affected: F-16 BLOCK 30/40/42/50/52

Center: ASC - Wright Patterson AFB, OH

PE 27133F

Team

**Description/Justification**

This modification replaces the existing VHF radio 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 (SLOS)/ Single Channel Ground and Airborne Radio System (SINCGARS) capability to communicate with many rotary wing and ground maneuver units in the theater of operations. MN 618210 is a predecessor to MN 618220.

- FY2008 funding totals include \$5.959M that was added through a Congressional plus-up.
- FY2008 funding totals include \$47.189M (total split between MN 618210 and 618220) of appropriated supplemental funding (of which \$30M is for Guard aircraft). The supplemental funds include Kits and the corresponding Installs.
- FY2009 funding totals do not include \$63.16M (total split between MN 618210 and 618220) requested for Overseas Contingency Operations.
- FY2010 funding totals do not include \$20.025M (total split between MN 618210 and 618220) requested for Overseas Contingency Operations.
- NGREA funds (not shown as part of this P3) were used to purchase 66 kits and to install 61 kits. Five NGREA kits were installed with USAF funds.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	To Comp	Total
Active	55	246	50						351
Reserve	18								18
ANG	71	213		53					337
Installation Schedule									
Active	11	44	162	75					351
Reserve	18								18
ANG	71	25	105	136					342

Aircraft Breakdown: Active 351, Reserve 18, ANG 342, Total 711

**Development Status**

SLOS development is complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.267		0.033								
PROCUREMENT (3010)												
INSTALL KITS	144	5.532	459	31.883	50	6.450	53	0.789				
KITS NONRECUR EQUIPMENT	162	12.440	[441]	32.636	[50]	3.600	[53]	4.791				
EQUIP NONREC CHANGE ORDERS		0.162		1.328				1.247				
DATA SIM/TRAINER		1.450										



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP												
TRAINING												
RETROFIT KITS								0.385				
OGC		0.155		0.144				0.189				
SPARES												
INSTALL KITS												
EQUIPMENT												
INSTALL												
INSTALLATION OF HARDWARE												
FY-07 144 KITS	100	3.892	[44]	3.413								
FY-08 459 KITS			[25]	7.564	[267]	2.563	[158]	1.400				
FY-09 50 KITS												
FY-10 53 KITS							[53]	0.306				
TOTAL INSTALL	100	3.892	69	10.977	267	2.563	211	1.706				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	144	23.631	459	76.968	50	12.613	53	9.107				
INSTALLATION QTY	100		69		267		211					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										6.300
PROCUREMENT (3010)										
INSTALL KITS									706	44.654
KITS NONRECUR										
EQUIPMENT									[706]	53.467
EQUIP NONREC										
CHANGE ORDERS										2.737
DATA										1.450
SIM/TRAINER										
SUPPORT-EQUIP										
TRAINING										
RETROFIT KITS										0.385
OGC										0.488
SPARES										
INSTALL KITS										
EQUIPMENT										
INSTALL										
INSTALLATION OF HARDWARE										
FY-07		144 KITS							[144]	7.305
FY-08		459 KITS							[450]	11.527
FY-09		50 KITS								
FY-10		53 KITS							[53]	0.306
TOTAL INSTALL										
									647	19.138
TOTAL COST (BP-1100)									706	122.319
(Totals may not add due to rounding)										
INSTALLATION QTY									647	

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

**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									50	50	17	17	17	18	66	67	67	67	67	52	52	52	55	
Output									50	50	17	17	17	18	66	67	67	67	67	52	52	52	52	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: BLOS MN-618220

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 27133F

Team

**Description/Justification**

This mod takes advantage of the existing capability within the AN/ARC-210 Warrior radio and adds the necessary hardware to enable beyond line-of-sight (BLOS) communications. Group B consists of a High Powered Amplifier (HPA), HPA mount and Low Noise Amplifier (LNA). Group A is already developed for Block 30's. Block 40's and 50's still require development/integration for Group A. GFE Group A includes a conformal fairing and SATCOM antenna. BLOS capability (all Blocks) starts fielding in FY09. MN 618210 is a predecessor to MN 618220.

- FY2008 funding totals include \$47.189M (total split between MN 618210 and 618220) of appropriated supplemental funding (of which \$30M is for Guard aircraft). The supplemental funds include Kits and the corresponding Installs.
- FY2009 funding totals do not include \$63.16M (total split between MN 618210 and 618220) requested for Overseas Contingency Operations.
- FY2010 funding totals do not include \$20.025M (total split between MN 618210 and 618220) requested for Overseas Contingency Operations.
- Sixteen (16) additional BLOS were procured/installed with NGREA funds.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	To Comp	Total
Active									28
Reserve									
ANG		22		173					328
Installation Schedule									
Active									28
Reserve									
ANG				195					328

Aircraft Breakdown: Active 28, Reserve , ANG 328, Total 356

**Development Status**

BLOS for the Blk 30 was developed using OMNIBUS funds in FY07. BLOS for the Blk 40/50 will be developed/integrated using FY08Supp and FY10 RDT&E funding.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		2.551		7.096								
PROCUREMENT (3010)												
INSTALL KITS			22	0.352			173	3.052				
KITS NONRECUR												
EQUIPMENT			[22]	1.914			[173]	16.594				
EQUIP NONREC												
CHANGE ORDERS				0.587				0.250				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08			22	KITS	0.437		[22]					
FY-10			173	KITS			[173]	2.767				
TOTAL INSTALL					0.437		195	2.767				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			22		3.290		173	22.663				
INSTALLATION QTY							195					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										9.647
PROCUREMENT (3010)										
INSTALL KITS									195	3.404
KITS NONRECUR										
EQUIPMENT									[195]	18.508
EQUIP NONREC										
CHANGE ORDERS										0.837
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		22 KITS							[22]	0.437
FY-10		173 KITS							[173]	2.767
TOTAL INSTALL									195	3.204
TOTAL COST (BP-1100)									195	25.953
(Totals may not add due to rounding)										
INSTALLATION QTY									195	

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>
Contract Date (Month/CY)			02/09		02/10
Delivery Date (Month/CY)			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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	65	65	65	
Output																	65	65		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: DIGITAL FLIGHT CONTROL COMPUTER MN-618270

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

Center: ASC

PE 0207133F              Team POWER

**Description/Justification**

Existing Digital Flight Control Computers (DFLCC) use a combination of older, slower processors and newer faster processors for computing flight control commands. The DFLCC units containing older processors have reached the limit of their throughput capability. In addition a safety anomaly known as "Note 501" has been identified within the current DFLCC Operational Flight Program (OFP) software. This modification corrects the "Note 501" safety anomaly in the DFLCC OFP software and incorporates all other updates to the OFP to bring it up to the latest production configuration. To insure that processor capacity is able to handle the increased processor throughput required by the "Note 501" change and eliminate obsolescence issues with the processors, this modification also incorporates the newer, more powerful processors where ever needed on each of the 4 processor cards in the DFLCC. FY08 New Start, kits bought using FY07/08/09 money. Aircraft require multiple cards resulting in the larger install numbers as compered to the actual aircraft number. Quantities include installs and spares

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12 FY-13 FY-14 FY-15 To Comp Total

**Kit Procurement**

Active	183	310	54							547
Reserve										
ANG	19	68	12							99

**Kit Installs**

Active		51	263							547
Reserve										
ANG		9	47							99

Aircraft Breakdown: Active 547, Reserve 0, ANG 99, Total 646

**Development Status**

The processor upgrade has already been qualified and approved for use in the DFLCC. Note 501 OFP will be qualified in March 2009.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		0.700										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	848	0.761	378	0.459	66	0.081						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						2.200						
MOD OF SPARES	208	0.187										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-07		848 KITS			[120]	0.234	[624]	1.018				
FY-08		378 KITS										
FY-09		66 KITS										
TOTAL INSTALL					120	0.234	624	1.018				
TOTAL COST (BP-1100)	848	0.948	378	0.459	66	2.515		1.018				
(Totals may not add due to rounding)												
INSTALLATION QTY					120		624					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										0.700
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									1292	1.301
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										2.200
MOD OF SPARES									[208]	0.187
INSTALLATION OF HARDWARE										
FY-07	848	KITS							[744]	1.252
FY-08	378	KITS								
FY-09	66	KITS								
TOTAL INSTALL									744	1.252
TOTAL COST (BP-1100)									1,292	4.940
(Totals may not add due to rounding)										
INSTALLATION QTY									744	

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>				<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																	120	156	156	156	156
Output																	120	156	156	156	156



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12 FY-13 FY-14 FY-15 To Comp Total

Kit Procurement

Active	283	178								535
Reserve										
ANG	51	32								96

Aircraft Breakdown: Active 535, Reserve 0, ANG 96, Total 631

**Development Status**

Implementing ADTE software in M5/M5+ OFP

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					[334]	18.563	[210]	11.765				
EQUIP NONREC						4.000						
CHANGE ORDERS						1.167		1.756				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						1.531		2.613				
ICS												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						25.261		16.134				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[544]	30.328
EQUIP NONREC										4.000
CHANGE ORDERS										2.923
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										4.144
ICS										
TOTAL COST (BP-1100)										41.395
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

**Description/Justification**

The OBOGS produces breathing gas by separating oxygen from engine bleed air taken from the environmental Control (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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

	PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	To Comp	Total
<b>Kit Procurement</b>											
Active	119		48								167
Reserve											
ANG	28										28
 <b>Install Schedule</b>											
Active	60	46	13	48							167
Reserve											
ANG	25	3									28

Aircraft Breakdown: Active 167, Reserve 0, ANG 28, Total 195

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												
EQUIPMENT	147	9.033	48	3.600								
EQUIP NONREC												
CHANGE ORDERS		0.898										
DATA		0.070										
SIM/TRAINER	5	0.630										
SUPPORT-EQUIP												
KIT PROOF		0.339										
OGC		0.370					0.338					

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-01	84	7.299										
FY-02	1	6.133	[49]			[2]						
FY-07				1.889		[11]						
FY-08							[48]	4.600				
TOTAL INSTALL	85	13.432	49	1.889	13		48	4.600				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	147	29.743	48	5.489				4.938				
INSTALLATION QTY	85		49		13		48					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										4.971
KITS NONRECUR										
EQUIPMENT									195	12.633
EQUIP NONREC										
CHANGE ORDERS										0.898
DATA										0.070
SIM/TRAINER									[5]	0.630
SUPPORT-EQUIP										
KIT PROOF										0.339
OGC										0.708
INSTALLATION OF HARDWARE										
FY-01	84	KITS							[84]	7.299
FY-02	52	KITS							[52]	6.133
FY-07	11	KITS							[11]	1.889
FY-08	48	KITS							[48]	4.600
TOTAL INSTALL									195	19.921
TOTAL COST (BP-1100)									195	40.170
(Totals may not add due to rounding)										
INSTALLATION QTY									195	

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>							
	1	2	3	4	1	2	3	4	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	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	10	10	10	10	12	12	12	13	13				12	12	12	12																				
Output	10	10	10	10	12	12	12	13	13				12	12	12	12																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: BLOCK 30 HELMET MOUNTED CUEING SYSTEM MN-650030

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

Center: ASC

PE 0207133F

Team POWER

**Description/Justification**

The Helmet Mounted Cueing System (HMCS) provides the operator with the capability to cue the aircraft sensor suite and weapons to their limits and provide feedback of sensor and weapon sensor position. The HMCS is an electro-optical device for displaying information on a visor in the pilot's line of sight and is used primarily for daytime operations. The HMCS provides the pilot with the capability to cue the aircraft sensor suite and weapons outside of the Head Up Display (HUD) FOV and provides feedback to the pilot of sensor and weapon data. Along with the new helmet system, the HMCS program will also provide the capability for future upgrades to a flat-panel display (FPD) incorporated into the helmet. It will also provision for a new Ethernet Bus between the CFCC and Electronics Unit (EU).

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12 FY-13 FY-14 FY-15 To Comp Total

**Kit Procurement**

Reserve	1		1
ANG	2		2

**Install Schedule**

Reserve	1		1
ANG	2		2

Aircraft Breakdown: Active 0, Reserve 1, ANG 2, Total 3

**Development Status**

Currently in group A wiring design and development.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.634								
KITS NONRECUR				1.366								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.800								
DATA				0.166								
SIM/TRAINER												
SUPPORT-EQUIP				0.210								

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08            3 KITS				0.300			[3]					
TOTAL INSTALL				0.300			3					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			3	3.476								
INSTALLATION QTY							3					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.634
KITS NONRECUR										1.366
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.800
DATA										0.166
SIM/TRAINER										
SUPPORT-EQUIP										0.210
INSTALLATION OF HARDWARE										
FY-08           3 KITS									[3]	0.300
TOTAL INSTALL									3	0.300
TOTAL COST (BP-1100)									3	3.476
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	Quarter	<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	
Input																		
Output																		



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

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

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

Center: ASC - Wright Patterson AFB, OH

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY10	To Complete	Total
Active	548	4	0	0	0	552
Reserve						0
ANG	88	3	0	0	0	91
Installation Schedule						
Active	411	73	56	12	0	552
Reserve						0
ANG	34	23	31	3	0	91

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	26.708										
PROCUREMENT (3010)												
INSTALL KITS	636	37.093	7	0.293								
KITS NONRECUR												
EQUIPMENT	636	150.831	[7]	1.529								
EQUIP NONREC												
CHANGE ORDERS												
DATA												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SIM/TRAINER												
SUPPORT-EQUIP		29.309		1.230		0.200						
DEPOT STAND-UP		7.502										
OGC		0.656		0.207		0.080						
INSTALLATION OF HARDWARE												
FY-01 28 KITS	28	2.271										
FY-02 108 KITS	108	5.237										
FY-03 137 KITS	137	8.600										
FY-04 100 KITS	100	4.491										
FY-05 94 KITS	72	3.247	[22]	0.941								
FY-06 91 KITS			[74]	3.167	[17]	0.872						
FY-07 78 KITS					[70]	3.592	[8]	0.474				
FY-08 7 KITS							[7]	0.416				
TOTAL INSTALL	445	23.846	96	4.108	87	4.464	15	0.890				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	636	249.237	7	7.367		4.744		0.890				
INSTALLATION QTY	445		96		87		15					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[1]	26.708
PROCUREMENT (3010)										
INSTALL KITS									643	37.386
KITS NONRECUR										
EQUIPMENT									[643]	152.360
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										30.739
DEPOT STAND-UP										7.502
OGC										0.943
INSTALLATION OF HARDWARE										
FY-01	28	KITS							[28]	2.271
FY-02	108	KITS							[108]	5.237
FY-03	137	KITS							[137]	8.600
FY-04	100	KITS							[100]	4.491
FY-05	94	KITS							[94]	4.188
FY-06	91	KITS							[91]	4.039
FY-07	78	KITS							[78]	4.066
FY-08	7	KITS							[7]	0.416
TOTAL INSTALL									643	33.308
TOTAL COST (BP-1100)									643	262.238
(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>							
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	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	22	23	23	25	25	23	21	20	23	7	8													

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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

Center: ASC - Wright Patterson AFB, OH

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).

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY10	To Complete	Total
Active	548	4	0	0	0	552
Reserve						0
ANG	88	3	0	0	0	91
Installation Schedule						
Active	411	73	56	12	0	552
Reserve						0
ANG	34	23	31	3	0	91

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.873										
PROCUREMENT (3010)												
INSTALL KITS	636	33.326	7	0.235								
KITS NONRECUR EQUIPMENT	636	95.398	[7]	0.536								
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP		7.558		0.340								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-01	28	2.287										
FY-02	108	9.042										
FY-03	137	8.445										
FY-04	100	4.490										
FY-05	94	3.248	[22]	0.942								
FY-06	91		[74]	3.166	[17]	1.079						
FY-07	78				[70]	4.444	[8]	0.720				
FY-08	7						[7]	0.720				
TOTAL INSTALL	445	27.513	96	4.108	87	5.523	15	1.440				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	636	163.795	7	5.219		5.523		1.440				
INSTALLATION QTY	445		96		87		15					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	33.561
KITS NONRECUR										
EQUIPMENT									[643]	95.934
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										7.898
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]	4.190
FY-06	91	KITS							[91]	4.245
FY-07	78	KITS							[78]	5.164
FY-08	7	KITS							[7]	0.720
TOTAL INSTALL									643	38.584
TOTAL COST (BP-1100)									643	175.977
(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

Quarter	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input																																		
Output																									6	14	11	15	22	33	29			
																													6	14	11	15	22	33
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>													
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

05/01/2009

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

Modification Title and No: F-16 TACTICAL DATA LINK (TDL) MN-661651

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY10	To Complete	Total
Active	420	4	0	0	0	424
Reserve						0
ANG	81	3	0	0	0	84

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

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			500	106.909	8	2.082						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			500	106.909	8	2.082						
(Totals may not add due to rounding)			500	106.909	8	2.082						



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	108.991
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									508	108.991

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	

05/01/2009

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.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	50	35.060	[20]	16.054	[15]	12.163	[5]	4.648				
SUPPORT-EQUIP												
TRAINER PECULIAR		10.853										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		45.913		16.054		12.163		4.648				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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									[90]	67.925
SUPPORT-EQUIP										
TRAINER PECULIAR										10.853
TOTAL COST (BP-1100)										10.853
(Totals may not add due to rounding)										78.778

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

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

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 FY08 program includes as a minimum: F110-100 Fuel Tube Flange (\$1.7M)

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
		11.854		1.908		2.000		1.300				
TOTAL COST (BP-1100)		11.854		1.908		2.000		1.300				
(Totals may not add due to rounding)												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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)										17.062
(Totals may not add due to rounding)										17.062

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>											
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		11.731		1.946		2.000		1.315				
TOTAL COST (BP-1100)		11.731		1.946		2.000		1.315				
(Totals may not add due to rounding)		11.731		1.946		2.000		1.315				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										16.992
TOTAL COST (BP-1100)										16.992
(Totals may not add due to rounding)										16.992

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>											
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: F110-100 HPT C-CLIP BACKOFF MN-F19419

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12 FY-13 FY-14 FY-15 To Comp Total

Kit Procurement

Active	450	450
Reserve	50	50
ANG	265	265

Aircraft Breakdown: Active 450, Reserve 50, ANG 265, Total 765

**Development Status**

Development completed under engine CIP

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	702	0.688	[155]	0.200								
CONTRACTOR SUPPORT		0.654										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	965	6.509		0.200								



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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									[857]	0.888
CONTRACTOR SUPPORT										0.654
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									965	6.709

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	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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. Spares (114 Base/Depot/War reserve spares). Retrofit kits include new turbine assemblies to replace assemblies destroyed due to coding error.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12 FY-13 FY-14 FY-15 To Comp Total

**Kit Procurement**

Active	203	103	80	44						508
Reserve	25	13	7	6						63
ANG	123	63	32	22						308

**Install Schedule**

Active	132	72	104	80						508
Reserve	16	9	12	7						63
ANG	79	43	63	32						308

Aircraft Breakdown: Active 450, Reserve 50, ANG 265, Total 765

**Development Status**

Qualification completed in Mar 2005.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	351	116.837	179	67.842	119	48.362	72	29.874				
EQUIP NONREC												
CHANGE ORDERS						0.596		0.412				
DATA		2.500										
SIM/TRAINER												
SUPPORT-EQUIP		9.434				1.015						
CONTRACTOR SUPPORT		0.298		0.152		0.160		0.160				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RETROFIT KITS	48	12.835										
INSTALLATION OF HARDWARE												
FY-05	95											
FY-06	132											
FY-07	124		[124]									
FY-08	179				[179]							
FY-09	119											
FY-10	72						[125]					
TOTAL INSTALL	227		124		179		125					
TOTAL COST (BP-1100)	351	141.904	179	67.994	119	50.133	72	30.446				
(Totals may not add due to rounding)												
INSTALLATION QTY	227		124		179		125					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS											
KITS NONRECUR											
EQUIPMENT									721	262.915	
EQUIP NONREC											
CHANGE ORDERS										1.008	
DATA										2.500	
SIM/TRAINER											
SUPPORT-EQUIP										10.449	
CONTRACTOR SUPPORT										0.770	
RETROFIT KITS									[48]	12.835	
INSTALLATION OF HARDWARE											
FY-05		95 KITS								[95]	
FY-06		132 KITS								[132]	
FY-07		124 KITS								[124]	
FY-08		179 KITS								[179]	
FY-09		119 KITS								[125]	
FY-10		72 KITS									
TOTAL INSTALL										655	
TOTAL COST (BP-1100)										721	290.477
(Totals may not add due to rounding)											
INSTALLATION QTY										655	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**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									22	24	24	25	33	33	33	33	31	31	31	31	44	45	45	45	31	31	32	31
Output									22	24	24	25	33	33	33	33	31	31	31	31	44	45	45	45	31	31	32	31

## UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-22					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$255.168	\$326.123	\$350.735						

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 FY10 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-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>COST TO GO</u>	<u>TOTAL PROG</u>
P	F22001	COMMON CONFIGURATIO	137.7	183.4	161.0	0.0	0.0	0.0	0.0	0.0	0.0	632.2
	F22003	INCREMENT 3.1 (Drop 2)	26.2	29.0	84.8	0.0	0.0	0.0	0.0	0.0	0.0	140.0
	F22004	Low Cost Mod Weapon Syste	1.9	1.9	1.9	0.0	0.0	0.0	0.0	0.0		13.7
	F22006	F-22 Reliability and Maintaina	75.4	82.2	51.7	0.0	0.0	0.0	0.0	0.0		276.3
	F22014	F119 Engine Modifications	4.0	8.7	12.3	0.0	0.0	0.0	0.0	0.0	0.0	35.5
	F22020	Warfighter Urgent Requireme	4.0	4.7	5.0	0.0	0.0	0.0	0.0	0.0		13.7
	F22022	Structures Retrofit Plan			19.9	0.0	0.0	0.0	0.0	0.0	0.0	19.9
	F22023	EW2K			7.0	0.0						7.0
	F22024	Trainers Common Configurati		16.1	7.1	0.0						23.2
	Z88888	REPROGRAMMINGS	6.0	0.0								
<b>TOTAL FOR CLASS P</b>			255.2	326.1	350.7	0.0	0.0	0.0	0.0	0.0	0.0	1161.5
<b>TOTAL FOR WEAPON SYSTEM F-22</b>			255.2	326.1	350.7	0.0	0.0	0.0	0.0	0.0	0.0	1161.5

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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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: COMMON CONFIGURATION MN-F22001

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. Impacts include 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.

Aircraft Breakdown: Active 81, Reserve 0, ANG 0, Total 81

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	23	120.899	16	100.402	18	179.185	6	148.523	0	0.000	0	0.000
EQUIP NONREC		28.282		35.329		4.261		9.876		0.000		0.000
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-03	7	0.154										
FY-04	2	0.050										
FY-05	5		[5]	1.925								
FY-06	1	0.700										
FY-07	8						[8]	2.633				
FY-08	16								[0]	0.000		
FY-09	18										[0]	0.000
FY-10	6											
TOTAL INSTALL	10	0.904	5	1.925			8	2.633				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	23	150.085	16	137.656	18	183.446	6	161.032				
INSTALLATION QTY	10		5				8					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.000		0.000		0.000		0.000	63	549.009
EQUIP NONREC		0.000		0.000		0.000		0.000		77.748
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03	7								[7]	0.154
FY-04	2								[2]	0.050
FY-05	5								[5]	1.925
FY-06	1								[1]	0.700
FY-07	8								[8]	2.633
FY-08	16									
FY-09	18									
FY-10	6									
TOTAL INSTALL		[0]	0.000							
TOTAL COST (BP-1100)									63	632.219
(Totals may not add due to rounding)										
INSTALLATION QTY									23	

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>
Contract Date (Month/CY)	04/05	04/05	12/05			11/06	11/07	11/08	11/09
Delivery Date (Month/CY)	04/07	04/07	12/07			11/08	11/09	11/10	11/11

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



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: INCREMENT 3.1 (Drop 2) MN-F22003

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 0207138F. 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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			12	26.231	24	29.000	32	76.062	0	0.000	0	0.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[0]	8.688				
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08 12 KITS									[0]	0.000		
FY-09 24 KITS											[0]	0.000
FY-10 32 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			12	26.231	24	29.000	32	84.750				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	0	0.000							68	131.293
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										8.688
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08	12	KITS								
FY-09	24	KITS								
FY-10	32	KITS								
TOTAL INSTALL	[0]	0.000								
TOTAL COST (BP-1100)									68	139.981
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 36 Months

Follow-On Lead Time: 36 Months

**Milestones**

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

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Low Cost Mod Weapon System MN-F22004

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		7.896		1.942		1.924		1.895		0.000		0.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		7.896		1.942		1.924		1.895				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.000		0.000		0.000				13.657
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										13.657

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>
Contract Date (Month/CY)	04/03	01/04	04/06	08/06	09/07	01/08	01/09	01/10	
Delivery Date (Month/CY)	04/04	01/05	04/07	08/07	09/08	01/09	01/10	01/11	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: F-22 Reliability and Maintainability Maturation Program (RAMMP) Mods MN-F22006

Models of Aircraft Affected: F-22

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 100K total flight hours and to 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 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 in this P-3A since it is being executed on the RAMMP contract.

This program has associated RDT&E funding in PE 27138F.

Aircraft Breakdown: Active , Reserve , ANG , 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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		67.018		75.370		82.229		51.730		0.000		0.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		67.018		75.370		82.229		51.730				
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.000		0.000		0.000				276.347
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										276.347
(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>
Contract Date (Month/CY)	01/06	01/07	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)	01/07	01/08	01/09	01/10	01/11	

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: F119 Engine Modifications MN-F22014

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 rotor 5, fan duct containment, spray bar wear, engine externals, 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 0207268F. Development ongoing.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		10.493		3.999		8.712		12.323		0.000		0.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		10.493		3.999		8.712		12.323				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.000		0.000		0.000		0.000		35.527
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									35.527
(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>
Contract Date (Month/CY)	08/06	01/07	01/08	01/08	01/09	01/10
Delivery Date (Month/CY)	08/07	01/08	01/09	01/09	01/10	01/11



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Warfighter Urgent Requirements MN-F22020

Models of Aircraft Affected: F-22

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 P3-A does not identify schedule and milestones for each modification.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT				3.970		4.712		5.041		0.000		0.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				3.970		4.712		5.041				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.000		0.000		0.000				13.723
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									13.723
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: Structures Retrofit Plan MN-F22022

Models of Aircraft Affected: F-22

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

SRP is a program designed to retrofit aircraft to reduce the number of limited life parts, reduce inspection burdens, and limit the potential for significant unscheduled repair and downtime. SRP will retrofit aircraft by peening and kit application. Due to the numerous small modifications included in this effort, kit quantities, install schedule, and milestones have not been identified.

This is a new start in FY2010.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Development continues through 2010 and production will begin in FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							19.865		0.000			0.000
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							19.865					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.000		0.000		19.865
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										19.865
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: EW2K MN-F22023

Models of Aircraft Affected: F-22

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

The purpose of the EW2K retrofit program is to enhance F-22 EW power supplies and assets. Aircraft to be retrofitted include Lot 4 through Lot 6 jets. Other EW2K specific information is classified. 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**

Production will begin in FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							7.000			0.000		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								7.000				
(Totals may not add due to rounding)								7.000				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										7.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										7.000
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: Trainers Common Configuration MN-F22024

Models of Aircraft Affected: F-22

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

**Description/Justification**

The purpose of Trainers Common Configuration is to modify pilot training devices in order to closely simulate existing and future F-22 capabilities. Modifications to include , but not limited to, hardware/software, dynamic SAR/night vision goggle simulation, and database upgrades. 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**

Production will begin in FY09.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS						16.100		7.100		0.000		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						16.100		7.100				
(Totals may not add due to rounding)												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										23.200
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										23.200
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$292.863	\$418.721	\$606.993					

FY2008 funding total includes \$25.250M in supplemental funding.  
 FY2009 funding totals do not include \$104.8M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$57.4M requested for Overseas Contingency Operations

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 FY10 are the Reliability Enhancement & Re-engining 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.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	19.365	0.316	13.478
ANG	36.996	33.091	26.767

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	6032	COMPARTMENT FLOOR C	0.4	0.5	0.6							8.0
	6038	AVIONICS MODERNIZATIO	84.4	94.9	79.9	0.0						721.4
	6154	C-5 RELIABILITY ENHANCE	148.0	280.1	502.3							930.4
	8629	LARGE AIRCRAFT INFRAR	18.8	41.6	24.1	0.0						144.7
	8662	AETC MTD UPGRADES-FIE		1.0								4.8
	8763	MADARS III	0.0	0.5								9.4
	8869	Defensive System Installation	11.7									17.3
	8928	C-5A Crown Skins	25.3									25.3

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$292.863	\$418.721	\$606.993					

FY2008 funding total includes \$25.250M in supplemental funding.  
 FY2009 funding totals do not include \$104.8M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$57.4M requested for Overseas Contingency Operations

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 FY10 are the Reliability Enhancement & Re-engining 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.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	19.365	0.316	13.478
ANG	36.996	33.091	26.767

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	8942	ELT Beacon Change	1.3									7.1
	99999X	LOW COST MODIFICATION	0.1	0.1	0.1							4.6
	Z88888	REPROGRAMMINGS	55.9	0.0								
<b>TOTAL FOR CLASS P</b>			345.9	418.7	607.0	0.0	0.0	0.0	0.0	0.0	0.0	1872.9
<b>TOTAL FOR WEAPON SYSTEM C-5</b>			345.9	418.7	607.0	0.0	0.0	0.0	0.0	0.0	0.0	1872.9

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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05/01/2009

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 modification installs the C-5B designed latrine on the C-5A. The C-5B latrine has a one piece fiberglass floor pan, fiberglass walls, and a larger holding tank. Installation of the one piece fiberglass latrine prevents corrosion and adds a new wall mounted potable gravity feed water supply.

Initial funding to procure all kits for this modification occurred in FY96 and FY98. Installation funding for this modification was removed shortly after 9/11 to meet other requirements. Interim funding was used to make installs until the program was reconstituted in FY08 for the remaining 57 installations.

Kit Procurement/Install	PRIOR	FY08	FY09	FY10
Active	0	0	1	0
Reserve	10	3	4	4
Guard	5	7	5	2

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	2.958										
KITS NONRECUR	1	0.579										
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	14	2.811	[10]	0.421	[10]	0.549	[7]	0.557				
TOTAL INSTALL	14	2.811	10	0.421	10	0.549	7	0.557				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	71	6.512		0.421		0.549		0.557				
INSTALLATION QTY	14		10		10		7					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	2.958
KITS NONRECUR									1	0.579
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									[41]	4.338
TOTAL INSTALL									41	4.338
TOTAL COST (BP-1100)									71	8.039
(Totals may not add due to rounding)										
INSTALLATION QTY									41	

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>				
	1	2	3	4	1	2	3	4	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																	2	2															
Output																	2	2		4													
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input					1	1	1	1					1		1						2	2	5	1	1	4	3	2	2	2	2	2	1
Output						1	1	1	1						1		1						2	2	5	1	1	4	3	2	2		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038

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. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts.

Kit Procurement	PRIOR	FY-08	FY-09	FY-10
Active	35	0	0	0
Reserve	23	5	0	5
ANG	0	5	10	7

Install Schedule	PRIOR	FY-08	FY-09	FY-10
Active	34	1	0	0
Reserve	0	15	13	0
ANG	0	0	1	12

Aircraft Breakdown: Active 35, Reserve 44, ANG 31, 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. Equipment DMS issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development and redesign efforts. Congressional plus-up provided funding for Inductive Thermography of \$1.5M in FY08 and \$2.4M in FY09.

Note:

- The induction date includes lead time for shipping of kit to installation site.
- The "Other" line item in the Procurement (3010) Projected Financial Plan section represents Unique Identification (UID) costs and study/analysis efforts.
- Change Orders cost 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 and expected obsolescence date, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "Change Orders" include NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainability of components as identified during the fiscal year. Equipment DMS issues will be resolved to support continued operations through bridge buys, life-of-type buys, development, and redesign efforts.
- GFE line item includes Government Furnished Property (GFP).

**Development Status**

- The "Total Cost" only includes FY10 and prior.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	394.837		10.174		4.219		3.933				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	58	150.510	10	31.864	10	32.353	12	39.678		0.000		
EQUIP NONREC												
CHANGE ORDERS		16.881		4.847		5.295		2.777				
DATA		7.468										
SIM/TRAINER												
SUPPORT-EQUIP		11.309				1.002		0.945				
GFE		13.669				0.881		0.705				
OTHER												
TCAS NRE	2	0.759										
TCAS INTG/IN STL	11	2.678										
ATD KITS	6	34.477	[1]	10.192	[2]	16.983	[1]	7.122				
CPT NRE												
ATD INTEGRATION	5	40.344	[1]	3.200	[1]	3.162	[1]	3.225				
CPT INTG/IN STL												
MAINT TRAINER	2	23.810										
TCAS	126	22.552										
INSTALLATION OF H	126	5.799										
OGC		21.486		6.616		10.317		5.610				
INITIAL SPARES		47.888		26.607		6.860		1.600				
OTHER				1.100		0.100						
ENHANCED SURVEILLANCE		23.770						2.555				
INSTALLATION OF HARDWARE												
FY-03 8 KITS	8	7.027										
FY-04 18 KITS	18	10.885										
FY-05 19 KITS	8	16.865	[11]									
FY-06 9 KITS		3.954	[4]		[5]	6.124						
FY-07 4 KITS			[1]		[3]	3.872						
FY-08 10 KITS					[6]	7.952	[4]	5.241				
FY-09 10 KITS							[8]	10.481				
FY-10 12 KITS												
TOTAL INSTALL	34	38.731	16		14	17.948	12	15.722				
TOTAL COST (BP-1100)	58	462.131	10	84.426	10	94.901	12	79.939				
(Totals may not add due to rounding)												
INSTALLATION QTY	34		16		14		12					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	413.163
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									90	254.405
EQUIP NONREC										
CHANGE ORDERS										29.800
DATA										7.468
SIM/TRAINER										
SUPPORT-EQUIP										13.256
GFE										15.255
OTHER										
TCAS NRE									[2]	0.759
TCAS INTG/INSTL									[11]	2.678
ATD KITS									[10]	68.774
CPT NRE										
ATD INTEGRATION									[8]	49.931
CPT INTG/INSTL										
MAINT TRAINER									[2]	23.810
TCAS									[126]	22.552
INSTALLATION OF H									[126]	5.799
OGC										44.029
INITIAL SPARES										82.955
OTHER										1.200
ENHANCED SURVEILLANCE										26.325
INSTALLATION OF HARDWARE										
FY-03	8	KITS							[8]	7.027
FY-04	18	KITS							[18]	10.885
FY-05	19	KITS							[19]	16.865
FY-06	9	KITS							[9]	10.078
FY-07	4	KITS							[4]	3.872
FY-08	10	KITS							[10]	13.193
FY-09	10	KITS							[8]	10.481
FY-10	12	KITS								
TOTAL INSTALL									76	72.401
TOTAL COST (BP-1100)									90	721.397
(Totals may not add due to rounding)										
INSTALLATION QTY									76	

Method of Implementation: COMBINATION

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

**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																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		1	1		1	1	3	2	3	3	2	4	4	4	3	3	4	4	2	6	3	3	4	4	2	4	2	4	4	4	2	4				
Output					1	1	1	2	2	3	4	2	2	4	4	3	3	4	3	3	4	2	4	4	2	4	4	2	4	2	2					



UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: C-5 RELIABILITY ENHANCEMENT & REENGINEING PROGRAM (RERP) MN-6154

Models of Aircraft Affected: C-5B/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 (AF) 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. RERP will enable the C-5 to achieve wartime mission requirements by increasing fleet availability (mission capable rate, departure reliability) while reducing Total Ownership Cost (TOC). This effort centers around replacing the current TF39 engines with more reliable Commercial Off-the-Shelf (COTS) CF6 (F138 military designation) turbofan engines with increased takeoff thrust and stage three noise compliance. These new engines (along with new pylons, wing attach fittings and upgrades, and thrust reversers) increase payload capability and access to Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) airspace. The modification also decreases aircraft time to climb, increases engine-out climb gradient for takeoff, improves transportation system throughput, and decreases engine removals. Additionally, numerous other system modifications will be performed (e.g., auxiliary power units, electrical, hydraulics, fuel system, fire suppression system, pressurization/air conditioning system, landing gear, and airframe) to increase fleet availability and reduce TOC. 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 enhancement items, and Lockheed Martin labor led to a review of total program requirements. SecAF notified Congress on 27 Sep 07 of critical Nunn-McCurdy (N-M) 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. On 14 Feb 08, USD certified a restructured RERP to Congress and provided a new Acquisition Decision Memorandum (ADM). This restructured program reduced RERP scope to include only 49 production aircraft (47 C-5Bs and 2 C-5Cs). On March 14, 2008 USD conducted a successful Milestone C (MS C) Defense Acquisition Board (DAB). USD signed the Acquisition Program Baseline (APB) reflecting the N-M certification and the MS C approval on June 24, 2008. Equipment Diminishing Manufacturing Source (DMS) issues will be resolved to support continued operations through studies, bridge buys, life of type buys, development, and redesign efforts. The C-5 RERP executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year. This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41119F. "Total" cost reflects prior year through FY10 only.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY-08	FY-09	FY-10
Active	0	1	3	5
Reserve	0	0	0	0

**Installation Schedule**

Active	0	0	1	3
Reserve	0	0	0	0

Aircraft Breakdown: Active 33, Reserve 16, ANG 0, Total 49

**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 SDD contract was awarded in the 1st quarter of FY02 under an Undefinitized 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 1) 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. The flight and ground test programs have completed with no significant technical issues.

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 (Modification Number-6154A).

**Development Status**

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

"Interim Contractor Support (ICS)" and "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 and expected obsolescence date, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/ replacement costs for DMS components. Additionally, "ICS" and "Equipment" includes NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainability of components as identified during the fiscal year. Equipment DMS issues will be resolved to support continued operations through bridge buys, life-of-type buys, development, and redesign efforts.

Type I training costs are now included under Interim Contractor Support (ICS).

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	3	1229.843		163.786		122.899		71.671				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			1	75.633	3	145.440	5	246.483				
EQUIP NONREC												
CHANGE ORDERS				7.228		17.024		13.501				
DATA								0.606				
SIM/TRAINER												
SUPPORT-EQUIP				1.548				3.815				
GFE				6.312		13.272		16.526				
ICS						27.388		26.537				
ATD KITS												
INITIAL SPARES				56.181		20.272		48.193				
OGC				1.050		15.116		30.324				
TRAINING												
OTHER								0.053				
MAINT TRAINER								31.401				
INSTALLATION OF HARDWARE												
FY-08			1	KITS		[1]	41.604					
FY-09			3	KITS				[3]	84.869			
FY-10			5	KITS								
TOTAL INSTALL						1	41.604	3	84.869			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	147.952	3	280.116	5	502.308				
INSTALLATION QTY						1		2				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	1588.199
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									9	467.556
EQUIP NONREC										
CHANGE ORDERS										37.753
DATA										0.606
SIM/TRAINER										
SUPPORT-EQUIP										5.363
GFE										36.110
ICS										53.925
ATD KITS										
INITIAL SPARES										124.646
OGC										46.490
TRAINING										
OTHER										0.053
MAINT TRAINER										31.401
INSTALLATION OF HARDWARE										
FY-08	1	KITS							[1]	41.604
FY-09	3	KITS							[3]	84.869
FY-10	5	KITS								
TOTAL INSTALL									4	126.473
TOTAL COST (BP-1100)									9	930.376
(Totals may not add due to rounding)										
INSTALLATION QTY									4	

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>
Contract Date (Month/CY)									04/07	04/08	02/09	02/10
Delivery Date (Month/CY)									04/09	02/10	02/11	02/12

**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	
Input																									
Output																									
Quarter	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>								
Input																									
Output									1		1		1	1											

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 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 13 production C-5s will be procured through FY10 (not including 1 RDT&E) and are planned for modification under the current funding profile. This program operates under a "buy to budget" profile.

The first modified C-5s (along with the RDT&E aircraft) will be fielded with two aft, side mounted GLTAs to accelerate fielding of this defensive system.

"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, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "Change Orders" include NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainability of LAIRCM Group B LRU/SRU components as identified during the Fiscal Year.

C-5 LAIRCM executes its program on a calendar year basis. The 12-month funded delivery period runs from January to December of each year.

"Install Kits" contains Group A

"Equipment" contains Group B

The "Other" line item in the Procurement (3010) Projected Financial Plan section represents item Unique Identification (IUID) costs and study analysis effort.

Kit Procurement	PRIOR	FY-08	FY-09	FY-10
Active	8	0	5	0
Reserve	0	0	0	0

**Installation Schedule**

Active	0	5	3	5
Reserve	0	0	0	0

This program has associated Research Development Test and Evaluation (RDT&E) funding in PE 41134F.

**NOTE:**

- FY 2009 funding totals include \$0M of appropriated supplemental "Bridge" funding, but do not include \$90.4M requested for Overseas Contingency Operations.
- FY 2010 funding totals do not include \$52.6M requested for Overseas Contingency Operations.
- "Total Cost" reflects prior year thru FY10 only."

Aircraft Breakdown: Active 14, Reserve 1, ANG 0, Total 15

**Development Status**

Development of C-5B/C/ 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		25.786	[1]									
PROCUREMENT (3010)												
INSTALL KITS	8	10.680	0		5	7.083						
KITS NONRECUR												
EQUIPMENT	8	18.539	[0]		[5]	14.425						
EQUIP NONREC												
CHANGE ORDERS		1.175		6.740		10.574		3.542				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.283				0.016						
INITIAL SPARES		9.612		0.710		0.181						
OTHER				0.090		0.080						
TRAINING		0.072				0.000						
ICS		1.294		0.993		3.200						
CONTRACTOR SUPPORT				0.008		0.518		1.832				
DEPOT STAND-UP		1.032				3.469		1.100				
PROGRAM MNGMT		3.406		0.223		1.962		1.910				
OGC		3.201		1.635		0.045		1.156				
INSTALLATION OF HARDWARE												
FY-07           8 KITS		10.990	[5]	8.355	[3]							
FY-09           5 KITS							[5]	14.557				
TOTAL INSTALL		10.990	5	8.355	3		5	14.557				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	8	60.284		18.754	5	41.553		24.097				
INSTALLATION QTY			2		5		6					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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									13	17.763
KITS NONRECUR										
EQUIPMENT									[13]	32.964
EQUIP NONREC										
CHANGE ORDERS										22.031
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.299
INITIAL SPARES										10.503
OTHER										0.170
TRAINING										0.072
ICS										5.487
CONTRACTOR SUPPORT										2.358
DEPOT STAND-UP										5.601
PROGRAM MNGMT										7.501
OGC										6.037
INSTALLATION OF HARDWARE										
FY-07           8 KITS									[8]	19.345
FY-09           5 KITS									[5]	14.557
TOTAL INSTALL									13	33.902
TOTAL COST (BP-1100)									13	144.688
(Totals may not add due to rounding)										
INSTALLATION QTY									13	

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>
Contract Date (Month/CY)				01/07	01/08	01/09	01/10
Delivery Date (Month/CY)				01/08	01/09	01/10	01/11

**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																	1	1	0	1	2	1	1	1	2	2	1					
Output																		1	1	0	0	1	2	2	1	2	2	1				

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected:

Center: OO-ALC - Hill AFB, UT

PE 0809731F

Team AIR

**Description/Justification**

There are several C-5 trainers whose operation no longer accurately reflect the electrical or mechanical functions of the system intended to be represented because it does not match current aircraft configuration. These maintenance trainers are designed to represent an actual stand-alone aircraft mechanical system as it exists on the C-5 aircraft. These trainer upgrades typically demonstrate normal, abnormal, degraded, manual, and emergency aircraft system operation.

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

**Development Status**

TBD

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	3.785			[1]	1.009						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		3.785				1.009						



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[4]	4.794
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										4.794

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: MADARS III MN-8763

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

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 44, ANG 31, 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-08		FY-09		FY-10		FY-11		FY-12	
	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]	0.047	[4]	0.511						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	112	8.843		0.047		0.511						
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	1.593
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									112	9.401

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>	<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)			03/03						04/09
Delivery Date (Month/CY)			09/03						10/09

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Defensive System Installation MN-8869

Models of Aircraft Affected: C-5A/C

Center: WRALC Robins AFB GA

PE 0401119F

Team MOBIL

**Description/Justification**

FY 2008 funding totals include \$11.7M of appropriated supplemental funding.  
FY 2009 funding totals do not include \$14.4M requested for Overseas Contingency Operations.  
FY 2010 funding totals do not include \$4.8M requested for Overseas Contingency Operations.

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. Overall plan for this program is to install 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 applicable to the C-5A, C-5C and one C-5M aircraft.

**Kit Procurement**

	PRIOR	FY08	FY09	FY10
Active	0	0	0	0
Reserve	1	0	0	0
ANG	4	9	0	0

**Installation Schedule**

	PRIOR	FY08	FY09	FY10
Active	0	0	0	0
Reserve	1	0	0	0
ANG	0	0	5	8

Aircraft Breakdown: Active 0, Reserve 6, ANG 7, Total 13

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SIM/TRAINER												
SUPPORT-EQUIP		1.730		0.299								
INSTALLATION OF HARDWARE												
FY-07           4 KITS		1.480				[4]						
FY-08           9 KITS				3.330		[1]		[8]				
TOTAL INSTALL		1.480		3.330		5		8				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	4	5.600	9	11.700								
INSTALLATION QTY						5		8				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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: 3 Months

Milestones

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

Installation Schedule

	<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													2		3	3	3	2		
Output													2	2	3	3	3	3		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: C-5A Crown Skins MN-8928

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

Center: WR-ALC Warner Robins AFB Warner Robins, GA

PE 0401119F              Team MOBIL

**Description/Justification**

FY2008 funding totals include \$25.250M of appropriated supplemental funding.

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.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10
Active		0	1	
Reserve		0		
ANG		0	1	

Installation Schedule

Active		0	1
Reserve		0	
ANG		0	1

Aircraft Breakdown: Active 1, Reserve 0, ANG 1, Total 2

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	6.000								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08				19,250		[2]						
TOTAL INSTALL				19,250		2						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	25,250								
INSTALLATION QTY						2						



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	6.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08           2 KITS									[2]	19.250
TOTAL INSTALL									2	19.250
TOTAL COST (BP-1100)									2	25.250
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 7 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

Quarter	<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
Input										2						
Output															2	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: ELT Beacon Change MN-8942

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

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

**Description/Justification**

This modification will upgrade all C-5 aircraft with a new Emergency Locator Transmitter (ELT) that transmits an additional frequency of 406 MHz. Currently, legacy ELTs on all C-5 aircraft transmit at 121.5 and 243.0 MHz when activated. The Search and Rescue Satellite (SARSAT) system monitors 121.5 MHz. Mission Control Centers (MCCs) receive alerts and forward them to Rescue Coordination Centers, Search and Rescue Points of Contact, or other MCCs. SARSAT will cease monitoring 121.5 MHz on 1 Feb 09 and move to a new 406 MHz digital signal to improve accuracy and speed of notification and response. Aircraft that do not upgrade their ELTs will no longer have satellite ELT coverage after Feb 2009.

**Kit Procurement**

	PRIOR	FY08	FY09	FY10
Active	0	36	0	0
Reserve	0	44	0	0
ANG	0	31	0	0

Note. Funding for kits was provided by the FY07 Omnibus and made available to the procuring activity in FY08. Kits have been procured and should be available in FY09/10 for installation.

**Installation Schedule**

	PRIOR	FY08	FY09	FY10
Active	0	0	15	21
Reserve	0	0	0	44
ANG	0	0	0	31

Aircraft Breakdown: Active 36, Reserve 44, ANG 31, Total 111

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	111	1.970										
KITS NONRECUR EQUIPMENT	111	1.500										
EQUIP NONREC CHANGE ORDERS												
DATA		0.200										
SIM/TRAINER	1	0.495										
SUPPORT-EQUIP		0.415										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-07	111											
TOTAL INSTALL		1.149		1.333	[15]		[96]					
TOTAL COST (BP-1100)		1.149		1.333	15		96					
(Totals may not add due to rounding)	111	5.729		1.333								
INSTALLATION QTY					15		96					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									111	1.970
KITS NONRECUR										
EQUIPMENT									[111]	1.500
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.200
SIM/TRAINER									[1]	0.495
SUPPORT-EQUIP										0.415
INSTALLATION OF HARDWARE										
FY-07 111 KITS									[111]	2.482
TOTAL INSTALL									111	2.482
TOTAL COST (BP-1100)									111	7.062
(Totals may not add due to rounding)										
INSTALLATION QTY									111	

Method of Implementation: COMBINATION

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																					15	30	30	30	6
Output																					15	30	30	30	6

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										0.000		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.313										
SIM/TRAINER	1	0.324										
SUPPORT-EQUIP		0.477										
OGC		3.205		0.080		0.082		0.092				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		4.319		0.080		0.082		0.092				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										3.459
TOTAL COST (BP-1100)										4.573
(Totals may not add due to rounding)										

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)															
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>									
Delivery Date (Month/CY)															

**UNCLASSIFIED**

<b>Exhibit P-40, Budget Item Justification</b>	Date: May 2009
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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. 35</b>	P-1 Line Item Nomenclature <b>C-5 RERP Advance Procurement</b>
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Program Element for Code B Items:	N/A	Other Related Program Elements:						C-5 RERP Mod 6154				
	ID Code	Prior Years	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	To Comp	Total
Proc Qty	A											0
Cost (\$ M)												0.000
Advance Proc Cost (\$ M)		52.532	53.000	50.762	108.300							264.594
Weapon System Cost (\$ M)		52.532	53.000	50.762	108.300							264.594
Initial Spares (\$ M)												0.000
Total Proc Cost (\$ M)		52.532	53.000	50.762	108.300							264.594
Flyaway Unit Cost (\$ M)												
Wpn Sys Unit Cost (\$ M)												

**Description**

The FY10 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 FY10 is 7. The AP funds will be used to procure long-lead components.

Projected Allocations By Component (Subject to Total Force Mission Priorities and Aircraft Availability):

Advanced Procurement (Qty)	PRIOR	FY08	FY09	FY10
Active	1	3	5	7
Reserve	0	0	0	0
ANG	0	0	0	0

Note. Installation of AP items are included in the APAF install line.

**FY 2010 Program Justification**

The AP funds are used to procure long-lead components for the RERP modification.

**UNCLASSIFIED**

<b>Exhibit P-10 p.1, Advance Procurement Requirements Analysis (Page 1 - Funding)</b>	Date: May 2009
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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. 35</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 Apr-08	First System Completion Date
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(\$ in Millions)

Description	PLT	When Rqd	Prior Years	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	To Comp	Total
End Item Qty													0
CFE			52.532	53.000	50.762	108.300							264.594
GFE													0.000
EOQ													0.000
Design													0.000
Term Liability													0.000
													0.000
<b>TOTAL AP</b>			52.532	53.000	50.762	108.300							264.594

**Description**

The FY10 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 FY10 is 7. The AP funds will be used to procure long-lead components.

Projected Allocations By Component (Subject to Total Force Mission Priorities and Aircraft Availability):

Advanced Procurement (Qty)	PRIOR	FY08	FY09	FY10
Active	1	3	5	7
Reserve	0	0	0	0
ANG	0	0	0	0

Note. Installation of AP items are included in the APAF install line.



**UNCLASSIFIED**

<b>Exhibit P-10 p.2, Advance Procurement Requirements Analysis (Page 2 - Budget Justification)</b>	Date: May 2009
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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. 35</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	2008 QTY	2008	2008	2009 QTY	2009	2009	2010 QTY	2010	2010				
					Contract	Total		Contract	Total		Contract	Total				
				Forecast	Cost	Request	Forecast	Cost	Request	Forecast	Cost	Request				
End Item																
CFE				3	Apr-08	53.000	5	Feb-09	50.762	7	Feb-10	108.300				
GFE																
EOQ																
Design																
Term Liability																
<b>TOTAL AP</b>						53.000			50.762			108.300				

**Description**

The FY10 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 FY10 is 7. The AP funds will be used to procure long-lead components.

Projected Allocations By Component (Subject to Total Force Mission Priorities and Aircraft Availability):

Advanced Procurement (Qty)	PRIOR	FY08	FY09	FY10
Active	1	3	5	7
Reserve	0	0	0	0
ANG	0	0	0	0

Note. Installation of AP items are included in the APAF install line.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-9					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$0.010						

This line item funds low-cost modifications and service bulletins for the C-9 aircraft, commercial equivalent to the DC-9. The C-9 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The overall goal of C-9 modifications in FY10 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS		0.0	0.0							0.0
	99999X	LOW COST MODIFICATION		0.0	0.0							0.0
<b>TOTAL FOR CLASS P</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM C-9</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

	P-1 SHOPP LIST ITEM NO. 36	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-9                      Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

Models of Aircraft Affected: C-9C

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

PE 0504324F

Team

**Description/Justification**

There are 3 reserve C-9Cs located at Scott AFB, IL. The C-9C is an FAA-certified aircraft. Service bulletins affect safety, product improvement, maintenance and reliability and are necessary to comply with and maintain FAA certification and compliance. These funds are programmed in the event the FAA issues a Service Bulletin, which then must be complied with.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
AF W/H												
SERVICE BLTN						0.000		0.005				
TOTAL COST (BP-1100)								0.005				
(Totals may not add due to rounding)												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
AF W/H										
SERVICE BLTN										0.005
TOTAL COST (BP-1100)	<hr/>									0.005
(Totals may not add due to rounding)										0.005

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-9 Class P

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

Models of Aircraft Affected: C-9C

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

PE 0504324F

Team

**Description/Justification**

There are 3 reserve C-9Cs located at Scott AFB, IL. 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 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)							0.000	0.005				
(Totals may not add due to rounding)								0.005				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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
TOTAL COST (BP-1100)	<hr/>									0.005
(Totals may not add due to rounding)										0.005

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$261.151	\$332.417	\$469.731					

FY2008 funding total includes \$ 66.349M in supplemental funding.

FY2009 funding totals include \$17M of appropriated supplemental "Bridge" funding, but do not include \$230.2M requested for Overseas Contingency Operations

FY2010 funding totals do not include \$132.3M requested for Overseas Contingency Operations

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 modifications in FY10 are the Block 13 to 17 Retrofit and Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	40.443	16.689	13.829
ANG	0.000	29.365	13.993

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_2000	Pylon Stub FFLZ, FF, Transla		3.4	23.7							42.4
	_2590	ELT Frequency Change			3.2							3.2
	_2703	IFF GATM Enhanced Mode S	0.8	4.5								5.3
	_359	C-17 Sim Threat Generator		4.3	3.2							7.6
	_8962	Block 13 to 17 Retrofit	87.4	170.0	228.5							485.9
	0399	AIRLIFT DEFENSIVE SYST	0.1									9.5
	6402	OBIGGS II	12.0	20.8	26.9							94.7
	6412	EXTENDED RANGE RETRO	19.4	29.9	50.5							99.8
	8629	LARGE AIRCRAFT INFRAR	141.4	94.5	131.7							956.7

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 37	PAGE NO. 1	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$261.151	\$332.417	\$469.731					

FY2008 funding total includes \$ 66.349M in supplemental funding.  
 FY2009 funding totals include \$17M of appropriated supplemental "Bridge" funding, but do not include \$230.2M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$132.3M requested for Overseas Contingency Operations

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 modifications in FY10 are the Block 13 to 17 Retrofit and Large Aircraft Infrared Counter Measures (LAIRCM). The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	40.443	16.689	13.829
ANG	0.000	29.365	13.993

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	99999X	LOW COST MODIFICATION		2.0	2.0							4.0
	Z88888	REPROGRAMMINGS	0.0	3.0								
<b>TOTAL FOR CLASS P</b>			261.2	332.4	469.7	0.0	0.0	0.0	0.0	0.0	0.0	1709.1
<b>TOTAL FOR WEAPON SYSTEM C-17</b>			261.2	332.4	469.7	0.0	0.0	0.0	0.0	0.0	0.0	1709.1

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

	P-1 SHOPP LIST ITEM NO. 37	PAGE NO. 2	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17                      Class P

Modification Title and No: Pylon Stub FFLZ, FF, Translating Fairing MN-2000

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 41130F

Team

**Description/Justification**

This project retrofits T-1 and P-1 thru P-131 for multiple actions to the pylon stub, fixed fairing, translating fairing, and wing leading edge. The retrofit program consists of seven separate projects done concurrently to save labor hours and to reduce cost and schedule risk.

The first project is correction of the Flammable Fluid Leakage Zone (FFLZ) areas of the pylon stub, fixed and translating fairings, and the wing leading edge. Drainage and ventilation improvements to these FFLZ areas must be accomplished in order to resolve Crisis Management Team (CMT) and safety issues. Development and production cut-in at P-103 of the FFLZ fixes was done under NC039630 using Boeing sustaining funds as a result of multiple waivers. Since retrofit of the FFLZ fixes requires removal and disassembly of the fixed and translating fairings, significant synergy and a major reduction in risk is achieved by combining retrofit projects.

The second project is the retrofit of a new titanium fixed fairing designed to resolve maintenance and dropped object issues. High temperatures and acoustic loads have led to significant problems with the existing aluminum design. Development of the fixed fairing was done under CCP-441 using Material Improvement Program (MIP) Implementation funds, and production cut-in at P-132 was done under CCP-484 using Production funds from this project plan.

The third project is incorporation of the new translating fairing slider bearings. Development and production cut-in at P-74 of the bearings was accomplished under CCP-357 and 359 respectively using MIP Implementation funds. The two forward slider bearings were previously retrofit, while this project completes the retrofit by correcting the aft slider bearing.

The fourth project in the retrofit program is replacement of translating fairing rivets, which have also led to multiple dropped object incidents. The new rivets were cut-in at P-102 under NC044304 using Boeing sustaining funds. The original concept for retrofit was to rework existing fairings, however, a trade study revealed that reworked fairings cost 86% of the cost of new fairings. So, rivet replacement will be accomplished indirectly by purchasing new translating fairings instead of reworking existing fairings.

Three minor additional changes (FC057675 - Fixed Fairing Seal, MC059853 - Fairing Assy Lower-pylon Wing, and NC060372 - Translating Wing Stub Fairing Assy) were included to remain compatible with the current production configuration. The retrofit configuration is the current (Mar 08) production configuration.

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.

Aircraft Breakdown: Active 15, Reserve 0, ANG 0, Total 15

**Development Status**

Development is complete

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	13.802			7	3.398	30	16.700				
KITS NONRECUR		1.454										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						0.023						
DATA												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07	30						[30]	7.000				
FY-09			7									
FY-10	30											
TOTAL INSTALL							30	7.000				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	30	15.256			7	3.421	30	23.700				
INSTALLATION QTY							22					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									67	33.900
KITS NONRECUR										1.454
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.023
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-07									[30]	7.000
FY-09										
FY-10										
TOTAL INSTALL									30	7.000
TOTAL COST (BP-1100)									67	42.377
(Totals may not add due to rounding)										
INSTALLATION QTY									22	

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>
Contract Date (Month/CY)		02/08		12/09	12/10
Delivery Date (Month/CY)		02/10		12/11	12/12

**Installation Schedule**

	<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
Quarter																				
Input																	7	8	7	
Output																	7	8		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Modification Title and No: ELT Frequency Change MN-\_2590

Models of Aircraft Affected: C-17

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.

This program has associated Research, Development, Test & Evaluation (RDT&E) funding in PE 41130F.  
This is a new start in FY10.

Project Plan: AF/AFC-084

**ELT Frequency**

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	Prior	FY08	FY09	FY10
Active	0	0	0	25
Reserve	0	0	0	4
ANG	0	0	0	4

**Installation Schedule**

Active	0	0	0	0
Reserve	0	0	0	0
ANG	0	0	0	0

Aircraft Breakdown: Active 25, Reserve 4, ANG 4, Total 33

**Development Status**

On contract June 08 - developmental activities

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							33	0.311				
KITS NONRECUR												
EQUIPMENT												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								2.861				
INSTALLATION OF HARDWARE												
FY-10            33 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							33	3.172				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									33	0.311
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										2.861
INSTALLATION OF HARDWARE										
FY-10										
TOTAL INSTALL										
TOTAL COST (BP-1100)									33	3.172
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-07</u>				<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																																
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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17                      Class P

Modification Title and No: IFF GATM Enhanced Mode S MN-\_2703

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F                      Team MOBIL

**Description/Justification**

This project will equip C-17 aircraft with an upgraded Identification Friend or Foe (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 Enhanced Surveillance (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 EHS 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 avionics deficiency reports (ADRs) & Product Improvement Change Requests (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 Time Compliant Technical Orders (TCTO). 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.

This program has associated Research, Development, Test & Evaluation (RDT&E) funding in PE 41130F.

The C-17 Program Office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/AFC-081

**IFF GATM MODE S**

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	Prior	FY08	FY09	FY10	Total
Active	0	0	0	0	0
Reserve	0	0	0	0	0
ANG	0	0	0	0	0

**Installation Schedule**

Active	0	0	188	0	188
Reserve	0	0	8	0	8
ANG	0	0	8	0	8
					204

Aircraft Breakdown: Active 188, Reserve 8, ANG 8, Total 204

**Development Status**

Preparing for flight test in Oct 08.

**Projected Financial Plan**

PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12
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**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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					[204]	4.500						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				0.800		4.500						
(Totals may not add due to rounding)												
INSTALLATION QTY						204						

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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									[204]	4.500
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										5.300
(Totals may not add due to rounding)										
INSTALLATION QTY									204	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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**

	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Input										72	132	
Output										72	132	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Modification Title and No: C-17 Sim Threat Generator MN-\_359

Models of Aircraft Affected: C-17

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 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.

Note that this modifies current C-17 threat generation systems (hardware and software) to make them compatible with Distributed Mission Operations Center (DMOC - ACC) and Distributed Training Operations Center (DTOC - ANG) for all C-17 Weapon Systems Trainers (WSTs), and Load Master Stations (LMSs). However, visual upgrades are not necessary for the newest devices, nor for those that will be upgraded under obsolescence. Scenario generation will be centrally provided and specific modeling will be accomplished.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Currently in integration and installation phase.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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					[32]	0.730	[44]	0.985				
SUPPORT-EQUIP												
SOFTWARE						3.612		2.257				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						4.342		3.242				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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									[76]	1.715
SUPPORT-EQUIP										
SOFTWARE										5.869
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										7.584
INSTALLATION QTY										

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

	<u>FY-07</u>				<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																																
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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Modification Title and No: Block 13 to 17 Retrofit MN-\_8962

Models of Aircraft Affected: C-17

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.

Previous P3A documents outlining the funding requirements for Block 13-17 retrofit program were predicated on material (retrofit kit) lead times of one year. In October 2008, during the 2009 modernization proposal submittal process, Boeing identified a growth in the lead time (up to 24 months) for some kit components. The growth in the component lead time forced the Air Force to initiate the procurement of the retrofit kits two years in advance of the planned installation. The retrofit kit procurement and installation schedule and the funding profile in this document were adjusted accordingly.

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.

**Description/Justification Continued**

Project Plan: SS/MOD-021

Block 13-17

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	Prior	FY08	FY09	FY10	Total
Active	16	13	33	25	87
Reserve	0	0	0	4	4
ANG	0	0	0	4	4
					95

Installation Schedule

Active	4	12	13	33	62
Reserve	0	0	0	0	0
ANG	0	0	0	0	0
					62

Aircraft Breakdown: Active 54, Reserve 4, ANG 4, Total 62

**Development Status**

Block 14-17 development projects complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	96		104		264		201					
KITS NONRECUR				2.283								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
Install Kits - M2K			[13]	0.508	[33]	1.613	[3]	0.177				
Install Kits - SECOMP-I			[13]	1.605	[33]	5.098	[7]	1.243				
Install Kits - COSA			[13]	16.201	[33]	51.453	[26]	42.853				
Install Kits - Withr Radar			[13]	1.816	[33]	5.768	[33]	5.999				
Install Kits - Stab Struts			[13]	2.912	[33]	9.250	[33]	9.620				
Install Kits - Combat Ltg			[13]	5.417	[33]	15.476	[33]	16.095				
Install Kits - FFS			[13]	2.430	[33]	6.943	[33]	7.221				
Install Kits - GATM RNP-I			[13]	4.955	[33]	14.157	[33]	14.724				
MOD OF SPARES				1.733		1.727		2.502				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
GFE				3.514		9.827		9.898				
Mission Support				1.495		1.674		1.557				
AOC TW4 Printer						0.975		0.866				
INSTALLATION OF HARDWARE												
FY-07			[96]	42.542								
FY-08					[104]	46.000						
FY-09							[264]	115.748				
FY-10												
TOTAL INSTALL				96	42.542	104	46.000	264	115.748			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	96		104	87.412	264	169.960	201	228.503				
INSTALLATION QTY			90		108		224					



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									665	
KITS NONRECUR										2.283
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
Install Kits - M2K									[49]	2.297
Install Kits - SECOMP-I									[53]	7.946
Install Kits - COSA									[72]	110.506
Install Kits - Wthr Radar									[79]	13.583
Install Kits - Stab Struts									[79]	21.782
Install Kits - Combat Ltg									[79]	36.988
Install Kits - FFS									[79]	16.594
Install Kits - GATM RNP-I									[79]	33.837
MOD OF SPARES										5.962
GFE										23.239
Mission Support										4.726
AOC TW4 Printer										1.841
INSTALLATION OF HARDWARE										
FY-07 96 KITS									[96]	42.542
FY-08 104 KITS									[104]	46.000
FY-09 264 KITS									[264]	115.748
FY-10 201 KITS										
TOTAL INSTALL									464	204.290
TOTAL COST (BP-1100)									665	485.875
(Totals may not add due to rounding)										
INSTALLATION QTY									422	

Method of Implementation: COMBINATION

Initial Lead Time: 12 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>
Contract Date (Month/CY)			01/08	01/09	01/10
Delivery Date (Month/CY)			01/09	01/11	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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									30	30	30	30	26	26	26	26	66	66	66	66
Output									30	30	30	30	26	26	26	26	26	66	66	66

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17                      Class P

Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS-COUNTERMEASURES MN-0399

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

This modification upgrades the countermeasures package-missile warning system, flare dispenser, and missile diverting flares.

"Spares" costs are for retrofit of 2 spare repeaters per aircraft being modified. The FY03 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.468		0.030								
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	51	0.581	[5]	0.119								
TOTAL INSTALL	107	1.426	5	0.119								
TOTAL COST (BP-1100)	112	9.387		0.149								
(Totals may not add due to rounding)												
INSTALLATION QTY	99		13									

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										0.498
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	9.536
(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>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)	12/00	01/02	01/03	01/04	01/05	01/06	01/07	01/08	
Delivery Date (Month/CY)	12/01	10/02	10/03	10/04	10/05	10/06	10/07	10/08	

**Installation Schedule**

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
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				9	9	9	8	9	9	9	8	9	9	9	8
Output													1				1				9	9	9	8	9	9	9	8	9	9	9	8
Quarter	1	2	3	4																												
Input	8	5																														
Output	9	8	5																													

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Modification Title and No: OBIGGS II MN-6402

Models of Aircraft Affected: C-17

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 is 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 Mean Time Between Maintenance Scheduled (MTBMs).

The installations will be performed at Boeing Support Systems - San Antonio (BSS-SA) to help satisfy 50/50 requirements.

Previous P3-A documents outlining the funding requirements for the OBIGGS II retrofit program were predicated on material (retrofit kit) lead times of one year. In Oct 2008, during the 2009 Modernization proposal submittal process Boeing identified a growth in the lead time (up to 24 months) for some kit components. The growth in the component lead time forced the AF to initiate the procurement of the retrofit kits two years in advance of the planned installation. The retrofit kit procurement and installation schedule and the funding profile in this document were adjusted accordingly. The lead time for FY06, FY07 and FY08 is 12 months and the lead time for FY09 and beyond is 24 months.

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

**OBIGGS II**

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	Prior	FY08	FY09	FY10	Total
Active	4	2	4	6	43
ANG	0	0	0	0	0

**Installation Schedule**

Active	1	3	2	2	8
ANG	0	0	0	0	0

Aircraft Breakdown: Active 43, Reserve 0, ANG 0, Total 43

**Development Status**

Development complete Sep 07.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	14.371	2	4.336	4	13.500	6	19.200				
KITS NONRECUR		11.037										
EQUIPMENT		6.012										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 1 KITS	1	3.600										
FY-07 3 KITS			[3]	7.673								
FY-08 2 KITS					[2]	7.300						
FY-09 4 KITS							[2]	7.700				
FY-10 6 KITS												
TOTAL INSTALL	1	3.600	3	7.673	2	7.300	2	7.700				
TOTAL COST (BP-1100)	4	35.020	2	12.009	4	20.800	6	26.900				
(Totals may not add due to rounding)												
INSTALLATION QTY			3		2		2					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	51.407
KITS NONRECUR										11.037
EQUIPMENT										6.012
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06	1								[1]	3.600
FY-07	3								[3]	7.673
FY-08	2								[2]	7.300
FY-09	4								[2]	7.700
FY-10	6									
TOTAL INSTALL									8	26.273
TOTAL COST (BP-1100)									16	94.729
(Totals may not add due to rounding)										
INSTALLATION QTY									7	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 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>
Contract Date (Month/CY)				01/08	01/09	01/10
Delivery Date (Month/CY)				01/09	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>			
	1	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		
Output													1	1	1		1	1			1	1		

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

Modification Title and No: EXTENDED RANGE RETROFIT MN-6412

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

**Description/Justification**

This program combines two retrofits, Extended Range and On Board Inert Gas Generating System II (OBIGGS II), into one combined effort to minimize cost and schedule. This is achieved programmatically by opening the wing sections once and accomplishing both efforts. Retrofit will be implemented on P-1 through P-70.

The Extended Range Fuel Containment System (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, tooling design effort, and time compliant technical orders (TCTO's).

The installations will be performed at Warner Robins - Air Logistics Center (WR-ALC) to satisfy 50/50 requirements.

Previous P3-A documents outlining the funding requirements for the ER/OBIGGS II retrofit program were predicated on material (retrofit kit) lead times of one year. In Oct 2008, during the 2009 Modernization proposal submittal process Boeing identified a growth in the lead time (up to 24 months) for some kit components. The growth in the component lead time forced the AF to initiate the procurement of the retrofit kits two years in advance of the planned installation. The retrofit kit procurement and installation schedule and the funding profile in this document were adjusted accordingly. The lead time for FY06, FY07 and FY08 is 12 months and the lead time for FY09 and beyond is 24 months.

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 11, Reserve 0, ANG 0, Total 11

**Development Status**

Development complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.485	4	19.500	6	27.800				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												



**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-07		0 KITS	[2]	15.884								
FY-08		1 KITS			[1]	10.400						
FY-09		4 KITS					[2]	22.700				
FY-10		6 KITS										
TOTAL INSTALL			2	15.884	1	10.400	2	22.700				
TOTAL COST (BP-1100)			1	19.369	4	29.900	6	50.500				
(Totals may not add due to rounding)												
INSTALLATION QTY			2		1		2					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									11	50.785
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-07	0	KITS							[2]	15.884
FY-08	1	KITS							[1]	10.400
FY-09	4	KITS							[2]	22.700
FY-10	6	KITS								
TOTAL INSTALL									5	48.984
TOTAL COST (BP-1100)									11	99.769
(Totals may not add due to rounding)										
INSTALLATION QTY									5	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 24 Months

**Milestones**

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

**Installation Schedule**

	Quarter	<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
Input						1	1			1				1	1		
Output				1				1	1			1					1

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 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; along with 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).

Notes

1. Two C-17s were provided with LAIRCM using RDT&E.
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 '08 have been adjusted to reflect actuals incurred on the program within those years. FY08 also includes \$66.349M in GWOT Supplemental funding. This adds 8 full-up configured a/c and AAR-54 Sensors. Also, FY09 received \$17M in supplemental funding from the FY08 Supplemental Bill.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	Prior	FY08	FY09	FY10	Total
Active	116	4	0	0	120
Reserve	0	6	2	0	8
ANG	0	0	4	0	4
					132

Installation Schedule

Active	71	18	15	16	120
Reserve	0	0	6	2	8
ANG	0	0	0	4	4
					132

Aircraft Breakdown: Active 120, Reserve 8, ANG 4, Total 132

**Development Status**

Development complete.

**Projected Financial Plan**

PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12
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**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	116	116.501	10	11.165	6	6.714						
KITS NONRECUR		22.759				4.500						
EQUIPMENT	112	221.661	[10]	69.744	[2]	31.133	[0]	93.179				
EQUIP NONREC												
CHANGE ORDERS		22.814		1.279		27.110		5.717				
DATA		1.496										
SIM/TRAINER												
SUPPORT-EQUIP		14.361		1.079		0.140		0.026				
INITIAL SPARES		46.663		27.967		0.128		10.269				
ICS		18.527		4.158		8.000						
ENG SUPPORT		7.149		0.000		0.000		3.323				
CONTRACTOR SUPPORT		2.674		1.650		0.000		0.789				
DEPOT STAND-UP		13.705		2.538		6.254		0.000				
TRAINING		0.054		0.040		0.168		0.057				
RETROFIT KITS	13	2.210	[7]	1.251	[16]	2.997	[37]	9.756				
PROGRAM MNGMT		0.562		0.815		2.100		2.567				
OGC		7.828		0.000		0.000		4.023				
RETROFIT INSTALLATION			[13]	0.430	[22]	1.442	[28]	2.591				
INSTALLATION OF HARDWARE												
FY-03 10 KITS	10	13.114										
FY-04 18 KITS	18	18.000										
FY-05 32 KITS	32	29.540										
FY-06 18 KITS	11	29.490	[7]									
FY-07 38 KITS			[11]	12.902	[19]		[8]					
FY-08 10 KITS				6.392	[2]	1.879	[8]					
FY-09 6 KITS					[0]	4.929	[6]	1.796				
TOTAL INSTALL	71	90.144	18	19.294	21	6.808	22	1.796				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	116	589.108	10	141.410	6	97.494		134.093				
INSTALLATION QTY	71		18		21		22					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									132	134.380
KITS NONRECUR										27.259
EQUIPMENT									[124]	415.717
EQUIP NONREC										
CHANGE ORDERS										56.920
DATA										1.496
SIM/TRAINER										
SUPPORT-EQUIP										15.606
INITIAL SPARES										85.027
ICS										30.685
ENG SUPPORT										10.472
CONTRACTOR SUPPORT										5.113
DEPOT STAND-UP										22.497
TRAINING										0.319
RETROFIT KITS									[73]	16.214
PROGRAM MNGMT										6.044
OGC										11.851
RETROFIT INSTALLATION									[63]	4.463
INSTALLATION OF HARDWARE										
FY-03	10	KITS							[10]	13.114
FY-04	18	KITS							[18]	18.000
FY-05	32	KITS							[32]	29.540
FY-06	18	KITS							[18]	29.490
FY-07	38	KITS							[38]	12.902
FY-08	10	KITS							[10]	8.271
FY-09	6	KITS							[6]	6.725
TOTAL INSTALL									132	118.042
TOTAL COST (BP-1100)									132	962.105
(Totals may not add due to rounding)										
INSTALLATION QTY									132	

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>	<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)	10/02	12/03	01/05	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)		06/03	12/04	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16

**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					4	4	4	4	4	4	5	5	7	7	7	6	5	5	4	4	5	4	4	5	6	5	5	5
Output									3	3	2	2					4	4	4	4	4	4	5	5	7	7	7	6	5	5	4	4	5	6	5	5
	<u>FY-10</u>				<u>FY-11</u>																															
Quarter	1	2	3	4	1	2	3	4																												
Input	6	6	5	5																																
Output	5	6	6	5	5																															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-17 Class P

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

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**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						2.000		2.000				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										4.000
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)										4.000
(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-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

	<u>FY-07</u>				<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																																
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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-21					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.945	\$0.750	\$0.562						

This line item funds low-cost modifications and service bulletins for 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 FY10 is to fund service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.3	0.5	0.1							1.0
	99999X	LOW COST MODIFICATION	0.6	0.3	0.4							1.3
<b>TOTAL FOR CLASS P</b>			0.9	0.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.3
<b>TOTAL FOR WEAPON SYSTEM C-21</b>			0.9	0.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.3

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-21 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.317		0.500		0.141				
OTHER												
TOTAL COST (BP-1100)				0.317		0.500		0.141				
(Totals may not add due to rounding)												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.958
OTHER										
TOTAL COST (BP-1100)	<hr/>									0.958
(Totals may not add due to rounding)										0.958

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-21 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
				0.628		0.250		0.421				
TOTAL COST (BP-1100)				0.628		0.250		0.421				
(Totals may not add due to rounding)												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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)	<hr/>									1.299
(Totals may not add due to rounding)										1.299

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</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 May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-32					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$41.260	\$7.353	\$10.644						

FY2008 funding total includes \$39.625M in supplemental funding.

This line item funds modifications to the C-32 aircraft, commercial equivalent Boeing 757. The C-32 is a long-range jet transport designed to transport VIPSAM passengers. The modifications will enhance operational capability while improving flight safety, reliability, and maintainability. The primary modification for FY10 is the communications modification. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	0707	COMM MOD	41.2	7.3	8.9							57.5
	99999S	SERVICE BULLETINS	0.0	0.1	0.0							0.1
	99999SG	SERVICE BULLETINS - ANG			0.9							0.9
	99999X	LOW COST MODIFICATION		0.0	0.0							0.0
	99999XG	LOW COST MODS - ANG			0.8							0.8
<b>TOTAL FOR CLASS P</b>			41.3	7.4	10.6	0.0	0.0	0.0	0.0	0.0	0.0	59.3
<b>TOTAL FOR WEAPON SYSTEM C-32</b>			41.3	7.4	10.6	0.0	0.0	0.0	0.0	0.0	0.0	59.3

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32 Class P

Modification Title and No: COMM MOD MN-0707

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 System (SCS), integration of the SCS on the aircraft, procurement of supporting communications infrastructure, and removal of obsolete 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 Overseas Contingency Operations. 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.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	6.137				
KITS NONRECUR					[4]	7.279						
EQUIPMENT								0.814				
EQUIP NONREC			[4]	41.249								
CHANGE ORDERS												
DATA								0.900				
SIM/TRAINER												
SUPPORT-EQUIP								1.094				
INSTALLATION OF HARDWARE												
FY-10 1 KITS							[1]					
TOTAL INSTALL							1					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				41.249		7.279	1	8.945				
INSTALLATION QTY							1					



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.137
KITS NONRECUR									[4]	7.279
EQUIPMENT										0.814
EQUIP NONREC									[4]	41.249
CHANGE ORDERS										
DATA										0.900
SIM/TRAINER										
SUPPORT-EQUIP										1.094
INSTALLATION OF HARDWARE										
FY-10 1 KITS									[1]	
TOTAL INSTALL									1	
TOTAL COST (BP-1100)									1	57.473
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

**Milestones**

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

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.011		0.059		0.005				
AWAITING BTR												
TOTAL COST (BP-1100)				0.011		0.059		0.005				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.075
AWAITING BTR										
TOTAL COST (BP-1100)										0.075
(Totals may not add due to rounding)										0.075

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32 Class P

Modification Title and No: SERVICE BULLETINS - ANG MN-99999SG

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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								0.923				
TOTAL COST (BP-1100)								0.923				
(Totals may not add due to rounding)								0.923				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.923
TOTAL COST (BP-1100)										0.923
(Totals may not add due to rounding)										0.923

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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							0.015	0.005				
TOTAL COST (BP-1100)							0.015	0.005				
(Totals may not add due to rounding)							0.015	0.005				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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
TOTAL COST (BP-1100)										0.020
(Totals may not add due to rounding)										0.020

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-32 Class P

Modification Title and No: LOW COST MODS - ANG MN-99999XG

Models of Aircraft Affected: C-32B

Center: ASC - Wright Patterson AFB, OH

PE 0504314F

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-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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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								0.765				
TOTAL COST (BP-1100)								0.765				
(Totals may not add due to rounding)								0.765				



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.765
TOTAL COST (BP-1100)										0.765
(Totals may not add due to rounding)										0.765

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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UNCLASSIFIED

<b>BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)</b>								<b>DATE</b> May 2009	
<b>APPROPRIATION/BUDGET ACTIVITY</b> <b>AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications</b>					<b>P-1 ITEM NOMENCLATURE: C-37</b>				
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$10.554	\$1.404	\$4.336						

FY2008 funding total includes \$10.137M in supplemental funding.

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 primary modification for FY10 is the communications modification. Other efforts in FY10 include 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-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>COST TO GO</u>	<u>TOTAL PROG</u>
P	0707	COMM MOD	10.1	1.0	3.9							67.3
	99999S	SERVICE BULLETINS	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0		0.9
	99999X	LOW COST MODIFICATION	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0		0.3
<b>TOTAL FOR CLASS P</b>			10.6	1.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	68.6
<b>TOTAL FOR WEAPON SYSTEM C-37</b>			10.6	1.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	68.6

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-37 Class P

Modification Title and No: COMM MOD MN-0707

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 System (SCS), integration of the SCS on the aircraft, procurement of supporting communications infrastructure, and removal of obsolete 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 Overseas Contingency Operations. 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.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0, Total 10

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		8.989					2	2.647				
KITS NONRECUR EQUIPMENT		3.314			[1]	0.976						
EQUIP NONREC CHANGE ORDERS		34.425	[10]	10.137								
DATA		2.378						0.700				
SIM/TRAINER SUPPORT-EQUIP		3.198						0.552				
INSTALLATION OF HARDWARE												
FY-10 2 KITS							[2]					
TOTAL INSTALL							2					
TOTAL COST (BP-1100) (Totals may not add due to rounding)		52.304		10.137		0.976	2	3.899				
INSTALLATION QTY							2					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	11.636
KITS NONRECUR									[1]	4.290
EQUIPMENT										
EQUIP NONREC									[10]	44.562
CHANGE ORDERS										
DATA										3.078
SIM/TRAINER										
SUPPORT-EQUIP										3.750
INSTALLATION OF HARDWARE										
FY-10           2 KITS									[2]	
TOTAL INSTALL									2	
TOTAL COST (BP-1100)									2	67.316
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-37 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.298		0.314		0.321		0.000		0.000
INITIAL SPARES (EXEMPT)												
TOTAL COST (BP-1100)				0.298		0.314		0.321				
(Totals may not add due to rounding)				0.298		0.314		0.321				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.000		0.000		0.000				0.933
INITIAL SPARES (EXEMPT)										
TOTAL COST (BP-1100)										0.933
(Totals may not add due to rounding)										0.933

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-37 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.119		0.114		0.116		0.000		0.000
TOTAL COST (BP-1100)				0.119		0.114		0.116				
(Totals may not add due to rounding)				0.119		0.114		0.116				



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.000		0.000		0.000				0.349
TOTAL COST (BP-1100)										0.349
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</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 May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: GLID00					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$1.917	\$0.121	\$0.119						

This line item funds modifications to the TG-10, TG-14 and TG-15 gliders and T-41, T-51 and UV-18 aircraft used at the US Air Force Academy. The primary effort in FY10 is low cost modifications.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999X	LOW COST MODIFICATION	1.9	0.1	0.1							2.8
<b>TOTAL FOR CLASS P</b>			1.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.8
	Z88888	REPROGRAMMINGS	0.0	-0.0								
<b>TOTAL FOR CLASS</b>			0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM GLID00</b>			1.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.8

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: GLID00 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.642		1.917		0.133		0.119				
TOTAL COST (BP-1100)		0.642		1.917		0.133		0.119				
(Totals may not add due to rounding)		0.642		1.917		0.133		0.119				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										2.811
TOTAL COST (BP-1100)										2.811
(Totals may not add due to rounding)										2.811

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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## UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$16.974	\$20.697	\$33.074						

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. The primary modifications in FY10 include the Traffic Alert and Collision Avoidance System as well as efforts to address avionics, propulsion and structural deficiencies. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	37223	Emergency Locator Transmitt	1.2	0.5	0.5							2.4
	37224	Power Control Lever		1.3	0.9							2.2
	37225	OBOGS Low Pressure Switc		0.8	1.5							2.3
	37226	Landing Gear Door Spring Ho			0.5							0.9
	37227	IDARS-MFOQA			2.2							2.2
	9847	Avionics Obsolesence	6.2	1.1	0.8							8.3
	9848	Trim Actuator Redesign	0.3	0.8	0.2							1.8
	9854	Oil Pressure Annunciation Sy	0.2	0.0								1.0
	9857	Traffic Advisory System	5.7	11.8	19.2							36.7
	9858	INTER-SEAT SEQUENCER	0.3									0.7
	9871	COCKPIT UPGRADES	0.9	0.8	1.1							8.6
	9872	Anti-Suffocation Valve (ASV)	0.2									2.4
	9873	Canopy Fracture Initiation Sy		1.6	2.2							3.9
	9874	T-6 ENGINE MODIFICATIO			1.7							1.7
	9875	LANDING GEAR HANDLE R			0.7							0.7

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 May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$16.974	\$20.697	\$33.074						

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. The primary modifications in FY10 include the Traffic Alert and Collision Avoidance System as well as efforts to address avionics, propulsion and structural deficiencies. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST	TOTAL
											TO GO	PROG
	9876	AIRFRAME STRUCTURAL I	1.9	1.2	0.7							6.6
	99999X	LOW COST MODIFICATION	0.1	0.7	0.9							2.1
<b>TOTAL FOR CLASS P</b>			17.0	20.7	33.1	0.0	0.0	0.0	0.0	0.0	0.0	84.5
<b>TOTAL FOR WEAPON SYSTEM T-6</b>			17.0	20.7	33.1	0.0	0.0	0.0	0.0	0.0	0.0	84.5

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: Emergency Locator Transmitter MN-37223

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSEO

**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.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 361, Reserve , ANG , Total 361

**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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	158	0.258	75	1.193	75	0.471	53	0.480				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07 158 KITS	158											
FY-08 75 KITS			[75]									
FY-09 75 KITS					[75]							
FY-10 53 KITS							[53]					
TOTAL INSTALL	158		75		75		53					
TOTAL COST (BP-1100)	158	0.258	75	1.193	75	0.471	53	0.480				
(Totals may not add due to rounding)												
INSTALLATION QTY	158		75		75		53					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									361	2.403
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-07	158	KITS							[158]	
FY-08	75	KITS							[75]	
FY-09	75	KITS							[75]	
FY-10	53	KITS							[53]	
TOTAL INSTALL									361	
TOTAL COST (BP-1100)									361	2.403
(Totals may not add due to rounding)										
INSTALLATION QTY									361	

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

**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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					55	55	48	19	19	19	18	19	19	19	18	19	19	19	15					
Output									55	55	48	19	19	19	18	19	19	19	18	19	15			

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: Power Control Lever MN-37224

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

The USAF experienced an unintended engine shutdown in flight that resulted in the loss of the aircraft. The Safety Board recommended that a guard be installed on the engine Power Control Lever (PCL). Additionally, there have been discrepancies with the PCL design allowing Foreign Object Debris (FOD) to fall into the PCL opening within the cockpit. Power Quadrant Assembly will implement the retrofit and upgrade activities of the PCL. The design changes the PCL from a one piece assembly to a two piece assembly.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 450, Reserve , ANG , Total 450

**Development Status**

Corrective Action: Upgrade the PCL design to include Cut-Off Protection device and to include a FOD Guard.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					140	1.260	140	0.900				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09           140 KITS												
FY-10           140 KITS												
TOTAL INSTALL								105				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					140	1.260	140	0.900				
INSTALLATION QTY								105				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.160
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09		140 KITS							[105]	
FY-10		140 KITS								
TOTAL INSTALL									105	
TOTAL COST (BP-1100)									280	2.160
(Totals may not add due to rounding)										
INSTALLATION QTY									105	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

Quarter	<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
Input													35	35	35	
Output													35	35	35	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: OBOGS Low Pressure Switch and Concentrator MN-37225

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Issue: There are two projects affecting the On-Board Oxygen Generating System (OBOGS). One is the low pressure switch and the other involves the concentrator to correct deficiencies with OBOGS warning light in the cockpit.

Corrective Action: Procure new low pressure switch for the OBOGS. Change software and add outlet filter to the OBOGS concentrator. Procure new OBOGS concentrator for aircraft, cut into production, authorize retrofit, and develop Technical Manual (TM) changes.

Kits and installations not separately priced.

Aircraft Breakdown: Active 450, Reserve , ANG , Total 450

**Development Status**

Development began in FY07 with related RDT&E funding in Program Element 0604233F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.794	144	1.540				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS												
INSTALLATION OF HARDWARE												
FY-09					72 KITS							
FY-10												
TOTAL INSTALL								[144]				
TOTAL COST (BP-1100)					72	0.794	144	1.540				
(Totals may not add due to rounding)												
INSTALLATION QTY					72		144					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									216	2.334
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALL KITS										
INSTALLATION OF HARDWARE										
FY-09           72 KITS									[72]	
FY-10           144 KITS									[144]	
TOTAL INSTALL									216	
TOTAL COST (BP-1100)									216	2.334
(Totals may not add due to rounding)										
INSTALLATION QTY									216	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<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)			04/09	12/09

**Installation Schedule**

	Quarter	<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	
Input																		
Output																		

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: Landing Gear Door Spring Housing, Bellcrank & Pushrods MN-37226

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 P3A such as landing gear handles, rudder position sensors, pushrods, and bellcranks.

Note: Total number of aircraft to be modified may exceed fleet total (448) since some aircraft will go on mod line more than one time as various parts of the total landing gear upgrade are completed.

Note 2: Prior project finished in FY2007 with the final kit installs. The fix did not solve the problem and an improved solution is planned to start in FY2010, as a FY2010 new start.

Kits and installs not separately priced.

Aircraft Breakdown: Active 448, Reserve , ANG , Total 448

**Development Status**

Development began in the 1st Qtr FY2007 with related RDT&E funding in Program Element 0604233F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							0	0.318				
KITS NONRECUR								0.200				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS		0.343										
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.343						0.518				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										0.318
KITS NONRECUR										0.200
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALL KITS										0.343
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										0.861
INSTALLATION QTY										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 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)		01/07			06/10
Delivery Date (Month/CY)		07/07			06/10

**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																																



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: IDARS-MFOQA MN-37227

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Military Flight Operations Quality Assurance (MFOQA) is a comprehensive program initiated by the airlines to improve flight safety and operational efficiency through the routine collection and analysis of digital flight operational data. The primary goal of MFOQA is to reduce preventable mishaps. MFOQA data are analyzed to identify operational and safety problems, correct the root cause of problems, and measure the effectiveness of implemented solutions. Analysis of MFOQA data enables early identification of trends that indicate deteriorations of operational integrity and signal the need for operational changes. During summer 2000, funding and implementation for MFOQA was endorsed in a Memorandum of Agreement among the Joint Service Safety Chiefs (JSSC). Air Force Safety Center (AFSC) is the lead in the Air Force MFOQA program. AFSC did an initial evaluation of the data available on the T-6 aircraft and identified deficiencies in the data available from the Integrated Data Acquisition Recording System (IDARS). AFSC directly contracted with Smiths Aerospace to correct these deficiencies and to generate a new MFOQA data file on a removable flash memory card. Air Education and Training Command conducted a test in Mar 06 to evaluate the IDARS Update. After this IDARS Update successfully completes flight test, the Joint Primary Aircraft Training System Squadron (JPATSS), will contract with Raytheon Aircraft Company to integrate this IDARS update into the T-6 aircraft. AFSC and AETC will develop the analysis tools to be used by AETC in the analysis of the collected MFOQA data.

Kits and installations not separately priced.

Although previously approved as a FY2009 new start, this effort will begin in FY2010.

Aircraft Breakdown: Active 450, Reserve , ANG , Total 450

**Development Status**

Development began in FY07 with RDT&E funding from Air Force Safety Center reprogrammed into Program Element 0604233F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				0.744								
PROCUREMENT (3010)												
INSTALL KITS							225	2.210				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 225 KITS							[56]					
TOTAL INSTALL							56					
TOTAL COST (BP-1100)							225	2.210				
(Totals may not add due to rounding)												
INSTALLATION QTY							56					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										0.744
PROCUREMENT (3010)										
INSTALL KITS									225	2.210
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10 225 KITS									[56]	
TOTAL INSTALL									56	
TOTAL COST (BP-1100)									225	2.210
(Totals may not add due to rounding)										
INSTALLATION QTY									56	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input																56
Output																56

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6                      Class P

Modification Title and No: Avionics Obsolescence MN-9847

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) & DME, VHF COM, and VHF NAV. We expect to have continuous avionics obsolescence issues and will replace parts as needed over the life of the system.

Note: Total aircraft number exceeds fleet total (448) 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 448, Reserve , ANG , Total 448

**Development Status**

Development is ongoing and will recur as obsolescence issues occur.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.170	90	1.141	90	0.778				
KITS NONRECUR		0.258										
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]					
TOTAL INSTALL			90		90		90					
TOTAL COST (BP-1100)		0.258	90	6.170	90	1.141	90	0.778				
(Totals may not add due to rounding)												
INSTALLATION QTY			90		90		90					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									270	8.089
KITS NONRECUR										0.258
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]	
TOTAL INSTALL									270	
TOTAL COST (BP-1100)									270	8.347
(Totals may not add due to rounding)										
INSTALLATION QTY									270	

Method of Implementation: CONTRACTOR FACILITY

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)			06/07	06/08	06/10
Delivery Date (Month/CY)			12/07	12/08	12/10

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									22	23	23	22	22	23	23	22	22	23	23	22
Output									22	23	23	22	22	23	23	22	22	23	23	22

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: Trim Actuator Redesign MN-9848

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. Three (3) trim actuators per aircraft: rudder, elevator, and aileron. New actuators include force limiting clutches in all three locations. Elevator actuator is a faster rate than the other two. Project includes rudder trim mod as Depot level (mod line) work, and field retro for elevator.

Kits and installations not separately priced.

Aircraft Breakdown: Active 300, Reserve , ANG , Total 300

**Development Status**

Development is complete. As of July 2008, awaiting FAA certification.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	101	0.604	74	0.285	65	0.779	60	0.181				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-07 101 KITS	101											
FY-08 74 KITS			[74]									
FY-09 65 KITS					[65]							
FY-10 60 KITS							[60]					
TOTAL INSTALL	101		74		65		60					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	101	0.604	74	0.285	65	0.779	60	0.181				
INSTALLATION QTY	101		74		65		60					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	1.849
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										
INSTALLATION OF HARDWARE										
FY-07	101	KITS							[101]	
FY-08	74	KITS							[74]	
FY-09	65	KITS							[65]	
FY-10	60	KITS							[60]	
TOTAL INSTALL									300	
TOTAL COST (BP-1100)									300	1.849
(Totals may not add due to rounding)										
INSTALLATION QTY									300	

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

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					34	34	33	18	19	18	19	17	16	16	16	15	15	15	15	15
Output					34	34	33	18	19	18	19	17	16	16	16	15	15	15	15	15

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6                      Class P

Modification Title and No: Oil Pressure Annunciation System MN-9854

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F              Team PERSO

**Description/Justification**

Funds Oil Pressure Warning System. There was originally no caution or warning given in the pilot's field of view (FOV) if oil pressure dropped below 40 psi. That situation was difficult for pilots to recognize during aerobatics and was first identified by the Safety Investigation Board in a Class B mishap in September 2001. The report subject name is (U) T-6A, Class B, Aircraft Flight, Engine Confined Non-FOD, Final Evaluation 20010801TYMX001B.

The original oil pressure warning system completed in FY08.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 442, Reserve 0, ANG 0, Total 442

**Development Status**

Development complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	103	0.757	339	0.220		0.040						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS												
INSTALLATION OF HARDWARE												
FY-07            103 KITS	103											
FY-08            339 KITS			[339]									
TOTAL INSTALL	103		339									
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	103	0.757	339	0.220		0.040						
INSTALLATION QTY	103		339									

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									442	1.018
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALL KITS										
INSTALLATION OF HARDWARE										
FY-07			103	KITS					[103]	
FY-08			339	KITS					[339]	
TOTAL INSTALL									442	
TOTAL COST (BP-1100)									442	1.018
(Totals may not add due to rounding)										
INSTALLATION QTY									442	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

	<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					35	35	33	85	85	85	84	
Output					35	35	33	85	85	85	84	



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: Traffic Advisory System MN-9857

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. FY2008 includes upgrade of the Ground Based Training System (GBTS) to reflect TAS changes.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 319, Reserve , ANG , Total 319

**Development Status**

Program direction and acquisition strategy are complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			48	2.130	92	11.841	107	19.178				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING				3.570								
INSTALLATION OF HARDWARE												
FY-08			48 KITS		[30]		[18]					
FY-09			92 KITS				[72]		[20]			
FY-10			107 KITS						[72]			
TOTAL INSTALL					30		90		92			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			48	5.700	92	11.841	107	19.178				
INSTALLATION QTY			30				90		92			

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									247	33.149
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TRAINING										3.570
INSTALLATION OF HARDWARE										
FY-08		48 KITS							[48]	
FY-09		92 KITS							[92]	
FY-10		107 KITS							[72]	
TOTAL INSTALL									212	
TOTAL COST (BP-1100)									247	36.719
(Totals may not add due to rounding)										
INSTALLATION QTY									235	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 1 Months

Milestones

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

Installation Schedule

Quarter	<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
Input					7	23	23	23	22	22	23	23	23	23	23	23				
Output						7	23	23	23	22	22	23	23	23	23	23				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: INTER-SEAT SEQUENCER SWITCH (ISS) MN-9858

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 an 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 220, Reserve 0, ANG 0, Total 220

**Development Status**

Development and acquisition strategy are complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	116	0.353	104	0.308								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07           116 KITS	116											
FY-08           104 KITS			[104]									
TOTAL INSTALL	116		104									
TOTAL COST (BP-1100)	116	0.353	104	0.308								
(Totals may not add due to rounding)												
INSTALLATION QTY	116		104									

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									220	0.661
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-07		116 KITS							[116]	
FY-08		104 KITS							[104]	
TOTAL INSTALL									220	
TOTAL COST (BP-1100)									220	0.661
(Totals may not add due to rounding)										
INSTALLATION QTY									220	

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>
Contract Date (Month/CY)		10/06	03/07
Delivery Date (Month/CY)		10/06	03/07

**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					29	29	29	29	29	29	29	17
Output					29	29	29	29	29	29	29	17

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: COCKPIT UPGRADES MN-9871

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. Second, seven of the circuit breakers that must be pulled in certain emergency situations need collars to do so easily with gloved hands. Third, 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	51	5.745	16	0.901	5	0.208						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT							0.608	1.088				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05	19											
FY-06	16											
FY-07	16											
FY-08	16		[4]									
FY-09	5		[12]									
TOTAL INSTALL	47		16		9							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	51	5.745	16	0.901	5	0.816		1.088				
INSTALLATION QTY	47		16		9							

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.854
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										1.696
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	8.550
(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

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: Anti-Suffocation Valve (ASV) MN-9872

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

This modification enhances safety by addressing the excessive force required to breathe utilizing the current Anti Suffocation Valve. The correction will solve unconcious aircrew air supply requirements. In addition, a safety modification will replace the current Electro Luminescence (EL) Panel to increase the oxygen regulator blinker visibility at night. This deficiency was noted during OPEVAL. Hose and Communication Cord upgrades will be completed at a different time.

Kits and installations not separately priced.

Aircraft Breakdown: Active 239, Reserve , ANG , Total 239

**Development Status**

Development is complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	223	2.228	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			93									
FY-07            94 KITS			23									
FY-08            16 KITS												
TOTAL INSTALL			152				87					
TOTAL COST (BP-1100)			223	2.228	16	0.197						
(Totals may not add due to rounding)												
INSTALLATION QTY			152				87					



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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**

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									18	18	23	23	23	24	23	24	23	24	23	24
Output									12	18	21	23	23	23	24	23	24	24	24	24

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: Canopy Fracture Initiation System MN-9873

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Modify the production configuration to remove and replace the current Canopy Fracturing Initiation System (CFIS). The new CFIS will improve the reliability, reduce maintenance and significantly reduce cost of the ejection CFIS. The T-6A aircrew escape system uses a laser-based canopy initiation system. The existing initiation system has proven to be costly for fleet replenishment of expired items and for maintenance issues. The current system is less reliable than initially anticipated relative to performance over the four-year installed life for the three laser initiators. Seat movement detection laser (SMDL) initiator failure investigation, report Doc. No. STR04-001 dated 27 June 05, estimates its useful life is about half the desired four-year installed life.

Kits and installations not separately priced.

Aircraft Breakdown: Active 387, Reserve , ANG , Total 387

**Development Status**

Development began in FY2008 with related RDT&E funding in Program Element 0604233F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					36	1.635	46	2.244				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09           36 KITS					[36]							
FY-10           46 KITS								[46]				
TOTAL INSTALL					36			46				
TOTAL COST (BP-1100)					36	1.635		46	2.244			
(Totals may not add due to rounding)												
INSTALLATION QTY					36			46				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.879
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09		36 KITS							[36]	
FY-10		46 KITS							[46]	
TOTAL INSTALL									82	
TOTAL COST (BP-1100)									82	3.879
(Totals may not add due to rounding)										
INSTALLATION QTY									82	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 4 Months

Follow-On Lead Time: 4 Months

**Milestones**

	<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)			05/09	05/10

**Installation Schedule**

	<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
Input									18	18	12	11	11	12	11	
Output									18	18	12	11	11	12	11	

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: T-6 Class P

Modification Title and No: T-6 ENGINE MODIFICATION MN-9874

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 84740F

Team

**Description/Justification**

T-6A engine RA0086 had a PT2 blade libration 11 August 2005. Event findings revealed that PT2 blades in T-6A PT6A-68 engines are subject to cracking and possible failure before the first engine overhaul and that blades and engines may not reach the 9,000 hour safety limit. Engine/blade redesign is expected.

Kits and installations are not separately priced.

This is a FY2010 new start.

Aircraft Breakdown: Active 448, Reserve , ANG , Total 448

**Development Status**

Development will commence once a root cause solution is determined.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							60	1.700				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10           60 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)							60	1.700				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									60	1.700
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10		60 KITS								
TOTAL INSTALL										
TOTAL COST (BP-1100)									60	1.700
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: LANDING GEAR HANDLE REDESIGN MN-9875

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

This modification corrects a number of identified deficiencies in the T-6A landing gear handle. Changes include:

1. Redesign of the switch activating cams
2. Replacement of incandescent lamps with LED lamps
3. Change the Programmable Logic input structure to use comparators for improved voltage thresholds
4. Replacement of annunciator lamps with LED lamps for reduced maintenance
5. Add handle slot cover to prevent Foreign Object Damage (FOD)
6. Redesign of the down lock solenoid
7. Change the material of cams to a non-magnetic type

In addition, the prime contractor and program office are investigating:

1. Addition of a redundant path for gear activation
2. Use of LED lighting for text panel
3. Addition of a redundant power input for the down lock solenoid

Kits and installations are not separately priced.

This is a FY2010 new start.

Aircraft Breakdown: Active 413, Reserve , ANG , Total 413

**Development Status**

Development started in FY2007.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.721				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-10            90 KITS							[90]					
TOTAL INSTALL							90					
TOTAL COST (BP-1100)							90	0.721				
(Totals may not add due to rounding)												
INSTALLATION QTY							90					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.721
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10 90 KITS									[90]	
TOTAL INSTALL									90	
TOTAL COST (BP-1100)									90	0.721
(Totals may not add due to rounding)										
INSTALLATION QTY									90	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input													22	22	23	23
Output													22	22	23	23



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

Modification Title and No: AIRFRAME STRUCTURAL IMPROVEMENTS MN-9876

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

**Description/Justification**

Modify, upgrade and replace various airframe structural components and/or aircraft skins due to unforeseen fatigue and wear issues.

Kits and installations not separately priced.

Aircraft Breakdown: Active 448, Reserve , ANG , Total 448

**Development Status**

Development will occur as required.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	2.692	45	1.870	45	1.242	90	0.659				
KITS NONRECUR EQUIPMENT		0.133										
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 1 KITS	1											
FY-08 45 KITS			[45]									
FY-09 45 KITS					[45]							
FY-10 90 KITS							[90]					
TOTAL INSTALL	1		45		45		90					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	1	2.825	45	1.870	45	1.242	90	0.659				
INSTALLATION QTY	1		45		45		90					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									181	6.463
KITS NONRECUR										0.133
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06		1 KITS								[1]
FY-08		45 KITS								[45]
FY-09		45 KITS								[45]
FY-10		90 KITS								[90]
TOTAL INSTALL										181
TOTAL COST (BP-1100)									181	6.596
(Totals may not add due to rounding)										
INSTALLATION QTY									181	

Method of Implementation: COMBINATION

Initial Lead Time: 3 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)	12/05			12/07	12/08	12/09
Delivery Date (Month/CY)	03/06			12/08	12/09	12/10

**Installation Schedule**

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>							
	1	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							23	22	22	23							22	23	23	22
Output								1							23	22	22	23							22	23	23	22

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-6 Class P

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

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.

Aircraft Breakdown: Active 448, Reserve 0, ANG 0, Total 448

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.429		0.130		0.678		0.877				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		0.429		0.130		0.678		0.877				
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										2.114
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)										2.114
(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																																

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-1					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$18.769	\$10.245	\$0.035						

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) and in Combat Systems Officer (CSO) training 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. Aircraft modified for CSO training will include a Global Positioning System (GPS)-driven synthetic radar and simulated Radar Warning Receiver (RWR) in the right seat flight deck position to be utilized by the student CSO. The primary effort in FY10 is low cost modifications.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	8996	COMBAT SYSTEMS OFFIC	18.7	10.2	0.0							29.0
	99999X	LOW COST MODIFICATION	0.0	0.0	0.0							0.3
<b>TOTAL FOR CLASS P</b>			18.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.3
<b>TOTAL FOR WEAPON SYSTEM T-1</b>			18.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	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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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: COMBAT SYSTEMS OFFICER (CSO) TRAINING MN-8996

Models of Aircraft Affected: T-1A

Center: ASC - Wright Patterson AFB, OH

PE 84741F

Team

**Description/Justification**

The T-1A Combat Systems Officer (CSO) modification program fulfills Air Education and Training Command (AETC) requirements to replace the existing T-43 Training System and redesign navigation training to produce aviators skilled in advanced navigation systems, electronic warfare, and weapons employment through modification of 21 existing T-1A aircraft. This modification provides for a Global Positioning System (GPS)-driven synthetic radar and simulated Radar Warning Receiver (RWR) which will be added to the flight deck right seat to be utilized by the student CSO. This station is to have configurable displays that will allow display of navigation instruments, related equipment, and a moving map system. Installation of an instructor's control panel at the jump seat will allow monitoring and instruction of the right seat student CSO as well as the capability of injecting simulated weather conditions to the front and rear CSO students. Installation of a second dedicated electronic warfare CSO student position and instructor controls in the rear passenger compartment will enable the simulation of the Countermeasures Dispensing System and the Self Protection Jammer (SPJ) controls and indicators.

Concurrent with, but separate from, the modification of 21 T-1A aircraft into the CSO configuration, Ground Based Training Systems (GBTS) devices will be procured. These devices will complement the CSO aircrew training conducted in the aircraft by emulating the front flight deck and CSO functions. Both the GBTS and the modified aircraft will be fielded at Naval Air Station (NAS) Pensacola consistent with the Base Realignment and Closure (BRAC) directive to relocate Navigation/Combat System Officer training from Randolph Air Force Base to NAS Pensacola.

Separately funded, this modification effort funds the establishment of the required full Contractor Operated and Managed Base Supply (COMBS) at NAS Pensacola to replace the partial COMBS that presently exists.

Recently completed Source Selection resulted in final definitization of Firm Fixed Price for the 21 Aircraft fleet with work to commence ASAP.

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

**Development Status**

Not applicable.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			7	3.412	14	8.827						
KITS NONRECUR				6.178		0.083						
EQUIPMENT				6.460								
EQUIP NONREC												
CHANGE ORDERS				0.095		0.990						
DATA				1.400								
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT												
SOFTWARE												
TRAINING												
OGC				1.200		0.323		0.019				

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08			7				[7]					
FY-09			14									
TOTAL INSTALL							7					
TOTAL COST (BP-1100)								0.019				
(Totals may not add due to rounding)			7	18.745	14	10.223						
INSTALLATION QTY							7					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	12.239
KITS NONRECUR										6.261
EQUIPMENT										6.460
EQUIP NONREC										
CHANGE ORDERS										1.085
DATA										1.400
SIM/TRAINER										
SUPPORT-EQUIP										
PROGRAM MNGMT										
SOFTWARE										
TRAINING										
OGC										1.542
INSTALLATION OF HARDWARE										
FY-08		7 KITS							[7]	
FY-09		14 KITS								
TOTAL INSTALL									7	
TOTAL COST (BP-1100)									21	28.987
(Totals may not add due to rounding)										
INSTALLATION QTY									7	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

Quarter	<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
Input															3	4
Output																3



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.222		0.024		0.022		0.016				
TOTAL COST (BP-1100)		0.222		0.024		0.022		0.016				
(Totals may not add due to rounding)		0.222		0.024		0.022		0.016				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.284
TOTAL COST (BP-1100)	<hr/>									0.284
(Totals may not add due to rounding)										0.284

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-38				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$129.920	\$59.764	\$75.274					

The T-38 is a twin engine, two seat (tandem), supersonic jet trainer used by Air Education Training Command as an advanced trainer in Specialized Undergraduate Pilot Training. Modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The primary modifications budgeted in FY10 are the Escape System Upgrade Program (ESUP), Propulsion Modernization Program (PMP) and Improved Brake System Program (IBSP) and Pacer Classic III (a FY10 new start to ensure the structural service life of the T-38 to 2020). The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIF	0.0	0.0	0.0							0.1
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
P	37228	T-38 IMPROVED BRAKE SY		5.3	14.2							19.5
	6029	AVIONICS UPGRADE	0.8	0.0								510.6
	6034	T-38 PROPULSION MODER	104.7	25.5	13.8							667.6
	6087	T-38 ESCAPE SYSTEM UP	24.4	24.5	16.6							149.7
	6088	Pacer Classic III			30.7							30.7
	99999X	LOW COST MODIFICATION	0.0	0.0	0.0							2.0
	Z88888	REPROGRAMMINGS	0.0	4.4								
<b>TOTAL FOR CLASS P</b>			129.9	59.8	75.3	0.0	0.0	0.0	0.0	0.0	0.0	1380.2
<b>TOTAL FOR WEAPON SYSTEM T-38</b>			129.9	59.8	75.3	0.0	0.0	0.0	0.0	0.0	0.0	1380.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 44	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P  
PE 84741F Team

Modification Title and No: T-38 IMPROVED BRAKE SYSTEM PROGRAM MN-37228

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

**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 Aircrew Training Devices (ATD), all integration issues including field support, and any required studies and analyses. Other Government Costs (OGC) include Program Management and Administration (PMA) costs such as training, travel, support contracts, supplies and computer support. Change Orders/Low Cost Modifications 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: improves stopping performance, service life, aircraft availability, and 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. Additionally, 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." Increased 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. Request for Proposal (RFP) release is planned for February 2009, with source selection to be completed in July 2009. The Improved Brake System Program effort will be a competitive contract award and will utilize a non-developmental approach to the greatest extent possible. The selected contractor 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 451 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. These NATO funds are not included in the FY09-FY15 Air Force baseline. Aircraft quantities depict a 420 aircraft program and represent the planned 451 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 October of each fiscal year will cause award of contract options at less than planned quantities.

Install Kits below include the wheel, brake, and anti-skid system.

Aircraft Breakdown: Active 420, Reserve 0, ANG 0, Total 420

**Development Status**

This program is in the Milestone B pre-development phase currently receiving Research Development Test and Evaluation (RDT&E) funding in PE 64233F.

**Projected Financial Plan**

PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12
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**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)				7.996		3.563		2.365				
PROCUREMENT (3010)												
INSTALL KITS					54	3.803	72	13.341				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						0.551		0.394				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						0.571						
OGC						0.405		0.482				
INITIAL SPARES												
INSTALLATION OF HARDWARE												
FY-09			54	KITS								
FY-10			72	KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					54	5.330	72	14.217				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										13.924
PROCUREMENT (3010)										
INSTALL KITS									126	17.144
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.945
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.571
OGC										0.887
INITIAL SPARES										
INSTALLATION OF HARDWARE										
FY-09		54 KITS								
FY-10		72 KITS								
TOTAL INSTALL										
TOTAL COST (BP-1100)									126	19.547
(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-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38                      Class P

Modification Title and No: AVIONICS UPGRADE MN-6029

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

PE 0804741F

Team PERSEO

**Description/Justification**

The T-38 Avionics Upgrade Program (AUP) completed in FY2008.

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. The previous T-38 avionics suite had low reliability and maintainability rates. The T-38 AUP installed 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 included 37 Aircrew Training Devices (ATDs - 3 types) for a complete training system. ATD Deliveries were completed in July 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 included training, travel, support contracts, supplies and computer support. Change Orders/Low Cost Modifications/V-tips (labeled 'Other' below) were 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 \$52.479M from participating NATO countries in FY2003-FY2007 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. The NATO funds are not included in the Air Force baseline. Aircraft quantities shown below depict a 413 aircraft program and represent a planned total 456 aircraft program minus a 35% NATO cost share of Sheppard AFB aircraft.

(TY\$M)

FY03	FY04	FY05	FY06	FY07	ENJJPT Total
2.776	2.464	20.526	22.963	3.766	52.479

Aircraft Breakdown: Active 413, Reserve 0, ANG 0, Total 413

**Development Status**

Production ended in August 2007. However, the RDT&E funding shown in this P3A includes additional software block upgrades planned for FY2007 through FY2010.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		88.509		1.372		1.598		1.608				
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										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
*** See Remarks ***		13.308		0.776								
WARRANTY		6.398										
OGC		14.106										
INSTALLATION OF HARDWARE												
FY-99	25 KITS	14.847										
FY-00	13 KITS	2.142										
FY-01	73 KITS	10.623										
FY-02	79 KITS	10.803										
FY-03	94 KITS	12.494										
FY-04	59 KITS	7.198										
FY-05	41 KITS	5.838										
FY-06	29 KITS	4.608										
TOTAL INSTALL	413	68.553										
TOTAL COST (BP-1100)	413	509.815		0.776								
(Totals may not add due to rounding)												
INSTALLATION QTY	413											



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										93.087
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 ***										14.084
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	510.591
(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																									5	8	6	8	12	13	12	13	12	20	20	22
Quarter	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	12	13	13	13	12	9	16	4																	
Output	23	18	22	21	20	16	16	16	15	18	17	13	12	13	13	13	12	9	16	4																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38                      Class P

Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034

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 risks to pilot production throughput, 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-FY10 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	NATO Total
	\$ 7.0	\$31.4	\$8.7	\$1.8	\$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 were developed under the Component Improvement Program (CIP).

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS	325	81.762	43	11.824	57	15.143	0	0.000				
KITS NONRECUR EQUIPMENT	844	356.788	[164]	77.092	[0]	0.000	[0]	0.000				
EQUIP NONREC CHANGE ORDERS		5.168		2.700		0.228		0.327				
DATA		0.086		0.014		0.000		0.015				
SIM/TRAINER SUPPORT-EQUIP		0.266										
OGC		6.780		1.919		0.678		0.365				
TOOLING		0.435										
TEST		9.706										
OTHER		9.819		0.289		0.245		3.685				
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	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	281	52.858	55	10.881	44	9.172	45	9.397				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	325	523.668	43	104.719	57	25.466		13.789				
INSTALLATION QTY	281		55		44		45					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	108.729
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										14.038
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	667.642
(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>
Contract Date (Month/CY)			12/00	12/01	12/02	10/03	10/04	10/05	10/06	10/07	10/08	10/09
Delivery Date (Month/CY)			08/01	06/02	06/03	04/04	04/05	04/06	04/07	04/08	04/09	04/10

**Installation Schedule**

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													0	2	1	5	3	9	13	13	12	12	12	15	15	18	18	16	16	15	13					
Output													0	0	2	0	1	7	8	16	14	13	13	12	14	15	16	18	17	17	15	14				
	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>																			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P

Modification Title and No: T-38 ESCAPE SYSTEM UPGRADE MN-6087

Models of Aircraft Affected: T-38C

Center: ASC - Wright Patterson AFB, OH

PE 0804741F Team PERSEO

**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 Operational Requirements Document (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 420 (four T-38C operational locations plus 124 aircraft for Sheppard Air Force Base ) of 451 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. Due to delays in test and certification of Cartridge/Propellant Activated Device (CAD/PAD) energetic devices, installations contracted for in FY2005 will not occur until FY2009. Install funding covers January through December each year.

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. These NATO funds are not included in the Air Force baseline. The aircraft quantities shown below depict the currently approved 420 aircraft program and do not include any ENJJPT aircraft at this time. Failure to receive the NATO funds by October of each fiscal year will cause award of contract delivery orders at less than planned quantities.

Aircraft Breakdown: Active 420, Reserve 0, ANG 0, Total 420

**Development Status**

This is a non-developmental program.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	259	68.217	75	20.921	58	17.229	28	8.580				
KITS NONRECUR EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		1.581		1.131		1.105		1.552				
DATA		1.126		0.007		0.006		0.006				
SIM/TRAINER												
SUPPORT-EQUIP		1.008				1.330		0.440				
OGC		2.664		0.368		2.280		1.701				
OTHER		8.647		1.988		1.999		3.200				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05		50 KITS	19	0.943			[31]	0.504				
FY-06		127 KITS					[4]	0.065	[89]	1.123		
FY-07		82 KITS										
FY-08		75 KITS										
FY-09		58 KITS										
FY-10		28 KITS										
TOTAL INSTALL			19	0.943			35	0.569	89	1.123		
TOTAL COST (BP-1100)			259	84.186	75	24.415	58	24.518	28	16.602		
(Totals may not add due to rounding)												
INSTALLATION QTY							54		89			



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									420	114.947
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										5.369
DATA										1.145
SIM/TRAINER										
SUPPORT-EQUIP										2.778
OGC										7.013
OTHER										15.834
INSTALLATION OF HARDWARE										
FY-05		50 KITS							[50]	1.447
FY-06		127 KITS							[93]	1.188
FY-07		82 KITS								
FY-08		75 KITS								
FY-09		58 KITS								
FY-10		28 KITS								
TOTAL INSTALL									143	2.635
TOTAL COST (BP-1100)									420	149.721
(Totals may not add due to rounding)										
INSTALLATION QTY									143	

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

	Quarter	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																	
Output																																	
Quarter																																	
Input	2	12	19	21	21	13	19	36																									
Output	2	12	19	21	21	13	19	36																									

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P

Modification Title and No: Pacer Classic III MN-6088

Models of Aircraft Affected: T-38C

Center: OO-ALC

PE 0804741F

Team PERSO

**Description/Justification**

Pacer Classic is the name given to T-38 sustainment programs that integrate essential aircraft improvements to include key structural replacements all into one modification. Since 1981, there have been two Pacer Classic programs for the T-38. In terms of structural components, Pacer Classic I (1981-1993) addressed replacement of the aluminum dorsal longeron with an improved steel longeron. Pacer Classic II (1992-2000) continued with structural replacement activities such as the Cockpit Enclosure Modification (CEM) and the bulkhead at FS 325.

Pacer Classic III is proposed as a solution for ensuring the structural service life of the T-38 fleet out to 2020. Pacer Classic III will replace the following vital fatigue sensitive structural items: steel dorsal longerons, CEM longerons, and upper/lower center longerons. In addition, associated bulkheads/frames, skins, and floors will be included in this remove and replace effort. Repair efforts for many of these items are technically impractical so removal and replacement is the required and most economical solution.

The T-38 SPO/Engineering developed a kitting approach to Pacer Classic III in collaboration with the T-38's original equipment manufacturer (OEM - Northrop Grumman Corporation, or NGC). Since these structural components are covered under NGC's proprietary data rights agreement with the T-38 SPO, partnering with the OEM is a necessity. Based on this arrangement, NGC will perform the following required kitting functions: engineer and develop the kits, procure the appropriate materials, manufacture the required parts, assemble the kits, and deliver the kits for installation. The T-38 Queen Bee facility located at Randolph AFB, TX, will be the Pacer Classic III installation source.

New start in FY2010.

Aircraft Breakdown: Active 125, Reserve , ANG , Total 125

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	26.590				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								3.066				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST												
OGC								0.500				
INITIAL SPARES												
ENG SUPPORT								0.500				

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-10												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							18	30.656				
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	26.590
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										3.066
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
FLIGHT TEST										
OGC										0.500
INITIAL SPARES										
ENG SUPPORT										0.500
INSTALLATION OF HARDWARE										
FY-10           18 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)									18	30.656
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 20 Months

Follow-On Lead Time: 20 Months

Milestones

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

Installation Schedule

	<u>FY-07</u>				<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																																
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																																

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P-S

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		0.115		0.005		0.005		0.005				
(Totals may not add due to rounding)		0.115		0.005		0.005		0.005				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.130
TOTAL COST (BP-1100)	<hr/>									0.130
(Totals may not add due to rounding)										0.130

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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-38 Class P

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

Models of Aircraft Affected: T-38

Center: OO-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-38 aircraft and associated training systems.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		2.009		0.005		0.005		0.005				
(Totals may not add due to rounding)		2.009		0.005		0.005		0.005				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										2.024
TOTAL COST (BP-1100)										2.024
(Totals may not add due to rounding)										2.024

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-43				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$1.773	\$2.263						

The T-43 is a military derivative of the Boeing 737 used by Air Education and Training Command as an airborne training platform in Undergraduate Navigator Training. The T-43 aircraft are programmed for retirement in FY10 with no planned modifications in FY10. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	99999S	SERVICE BULLETINS	0.0	0.2								2.4
	99999X	LOW COST MODIFICATION	0.0	0.0								1.0
	Z88888	REPROGRAMMINGS	1.8	2.0								
<b>TOTAL FOR CLASS P</b>			1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
<b>TOTAL FOR WEAPON SYSTEM T-43</b>			1.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4

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

	P-1 SHOPP LIST ITEM NO. 45	PAGE NO. 1	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-43 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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)		2.271		0.000		0.175						
(Totals may not add due to rounding)		2.271				0.175						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										2.446
TOTAL COST (BP-1100)										2.446
(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-00</u>	<u>FY-01</u>	<u>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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: T-43 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		0.931		0.000		0.047						
(Totals may not add due to rounding)		0.931				0.047						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.978
TOTAL COST (BP-1100)										0.978
(Totals may not add due to rounding)										0.978

Method of Implementation: ORG/INTERMEDIATE

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)															

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: KC-10					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$1.911	\$1.894	\$9.441						

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 modifications budgeted in FY10 are for Service Bulletins that enhance operational capability while improving flight safety, reliability, and maintainability and for modern Image Generator (IG) and projector systems for four Weapons System Trainers. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIF	0.0	0.0	0.0							0.0
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
P	7727	Boom Control Unit (BCU)			0.1							0.1
	7729	Vis Display Sys Repl			6.3							6.3
	99999S	SERVICE BULLETINS	1.9	1.7	3.1							52.6
	99999X	LOW COST MODIFICATION	0.0	0.2	0.0							4.1
<b>TOTAL FOR CLASS P</b>			1.9	1.9	9.4	0.0	0.0	0.0	0.0	0.0	0.0	63.1
<b>TOTAL FOR WEAPON SYSTEM KC-10</b>			1.9	1.9	9.4	0.0	0.0	0.0	0.0	0.0	0.0	63.1

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

	P-1 SHOPP LIST ITEM NO. 46	PAGE NO. 1	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Boom Control Unit (BCU) MN-7727

Models of Aircraft Affected: KC-10

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

PE 0401219F

Team MOBIL

**Description/Justification**

The KC-10 Boom Control Unit (BCU), responsible for the operation of the KC-10's primary air refueling mission, will begin to become unsupportable due to parts obsolescence starting in FY10. Once the BCU spares pool is exhausted, any KC-10 requiring BCU repair and replacement will not be capable of performing its air refueling mission until a replacement unit is fielded. This modification effort replaces the current BCU to overcome this parts obsolescence issue. The replacement BCU will be form, fit, function, and interface identical to the existing unit so as to be fully interchangeable.

The BCU is a new start program (Procurement) in FY10.

Aircraft Breakdown: Active 59, Reserve , ANG , Total 59

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)				10.578				5.000				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.056				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								0.056				
(Totals may not add due to rounding)												
INSTALLATION QTY												



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										15.578
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.056
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										0.056
INSTALLATION QTY										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

Installation Schedule

	<u>FY-07</u>				<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																																
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																																

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: Vis Display Sys Repl MN-7729

Models of Aircraft Affected: KC-10

Center: OO-ALC - Hill AFB, UT

PE 0401897F Team MOBIL

**Description/Justification**

Due to limitations in the current KC-10 flight simulator Visual Display System processing power and projection capabilities, the scene projection does not allow sufficient detail to duplicate all available visual references associated with aircraft models used during formation training (receiver air refueling) and is insufficient to add aerodynamically correct classified threat models to support tactical aircrew training scenarios. Current high cost Cathode Ray Tube (CRT) technology requires significant maintenance manpower costs for manual visual alignments degrading simulator availability. Funds will be used to purchase 4 KC-10 Weapon System Trainers (WST) simulators and 2 Flight Training Devices (FTD) part task training devices including: replace Image Generators (IG), replace high-powered heavy weight projector systems with low-power, low weight, auto aligning system, upgrade display systems and visual data base imagery, and add secure site classified training capabilities.

This effort will be a new start program (Procurement) in FY10.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	6.286				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								6.286				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	6.286
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										6.286

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: KC-10

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

PE 0401219F

Team MOBIL

**Description/Justification**

Low cost 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.001		0.001		0.001				
TOTAL COST (BP-1100)		0.004		0.001		0.001		0.001				
(Totals may not add due to rounding)		0.004		0.001		0.001		0.001				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.007
TOTAL COST (BP-1100)	<hr/>									0.007
(Totals may not add due to rounding)										0.007

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)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

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

Modification Title and No: SERVICE BULLETINS MN-99999S

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		45.965		1.885		1.690		3.078				
TOTAL COST (BP-1100)		45.965		1.885		1.690		3.078				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										52.618
TOTAL COST (BP-1100)										52.618
(Totals may not add due to rounding)										52.618

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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		3.889		0.025		0.203		0.020				
TOTAL COST (BP-1100)		3.889		0.025		0.203		0.020				
(Totals may not add due to rounding)		3.889		0.025		0.203		0.020				



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										4.137
TOTAL COST (BP-1100)										4.137
(Totals may not add due to rounding)										4.137

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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<b>BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)</b>								<b>DATE</b> May 2009	
<b>APPROPRIATION/BUDGET ACTIVITY</b> <b>AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications</b>				<b>P-1 ITEM NOMENCLATURE: C-12</b>					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.456	\$0.467	\$0.472						

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 FY10 is for service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999S	SERVICE BULLETINS	0.3	0.4	0.3							1.0
	99999X	LOW COST MODIFICATION	0.1	0.1	0.2							0.4
<b>TOTAL FOR CLASS P</b>			0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4
<b>TOTAL FOR WEAPON SYSTEM C-12</b>			0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4

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

	P-1 SHOPP LIST ITEM NO. 47	PAGE NO. 1	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-12 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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 C-12 is an 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.348		0.356		0.317				
TOTAL COST (BP-1100)				0.348		0.356		0.317				
(Totals may not add due to rounding)				0.348		0.356		0.317				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										1.021
TOTAL COST (BP-1100)										1.021
(Totals may not add due to rounding)										1.021

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-12 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)				0.108		0.111		0.155				
(Totals may not add due to rounding)				0.108		0.111		0.155				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.374
TOTAL COST (BP-1100)										0.374
(Totals may not add due to rounding)										0.374

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</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 May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: MC-12W					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$61.600	\$179.511	\$63.000						

FY2009 funding totals do not include \$89M requested for Overseas Contingency Operations

This line item funds low-cost modifications and service bulletins for the MC-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 FY10 is for service bulletins necessary for FAA certification while improving flight safety, reliability, and maintainability.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	9144	C-12 ISR Modifications	61.6	179.5	63.0							304.1
<b>TOTAL FOR CLASS P</b>			61.6	179.5	63.0	0.0	0.0	0.0	0.0	0.0	0.0	304.1
<b>TOTAL FOR WEAPON SYSTEM MC-12W</b>			61.6	179.5	63.0	0.0	0.0	0.0	0.0	0.0	0.0	304.1

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: MC-12W                      Class P

Modification Title and No: C-12 ISR Modifications MN-9144

Models of Aircraft Affected: MC-12W

Center: ASC - Wright Patterson AFB, OH

PE 0305230F

Team

**Description/Justification**

Liberty Project Aircraft (LPA) is a multi-role, medium altitude, manned aircraft system performing an intelligence, surveillance, and reconnaissance (ISR) role coupled with a target acquisition (TA) capability. LPA was initiated through the SECDEF-directed ISR Task Force to address the ever-increasing Combatant Commander's requirements to satisfy full motion video (FMV) capability shortfalls in Overseas Contingency Operations. Capabilities to be integrated by the 645th Aeronautical Systems Group (AESG, a.k.a. BIG SAFARI Program Office) on the first seven platforms of choice, the Hawker-Beech King Air 350 model aircraft, include FMV line-of-sight (LOS) data link for Remote Operations Video Enhanced Receiver (ROVER) and One System Remote Video Terminal (OSRVT) receivers; limited SIGINT collection capability; and narrowband INMARSAT data link for beyond line-of-sight (BLOS) connectivity. LPA #8 and beyond will have an enhanced FMV with laser designator capability; a more robust SIGINT capability; and a Ku-band data link for BLOS connectivity. Initial FY08 funding was provided via the SECDEF mandated ISR Reprogramming Initiative.

In summary:

- + 7 MC-12Ws provided for in FY08 with PA-33
  - + 24 MC-12Ws provided for in FY09 Base Appropriations
  - + 6 MC-12Ws submitted for in FY09 Overseas Contingency Operations Request (OCOR)
- Grand total of 37 MC-12W aircraft is the planned program of record fleet size

Aircraft Breakdown: Active 37, Reserve , ANG , Total 37

**Development Status**

Initial contract to purchase the first seven previously owned Hawker-Beech King Air 350 model aircraft was put in effect on 15 August 2008. Contract to modify LPA #1 through #7 was awarded on 30 September 2008. Contract to purchase a previously owned Hawker-Beech King Air 350ER model aircraft, designated as LPA #8, was awarded on 25 November 2008 and the contract to modify this aircraft was awarded on 22 December 2008. Delivery of the first two 350 model LPAs occurred in April 2009 and the remaining five of the initial seven 350 model aircraft will deliver by May 2009. LPA #8, the first 350ER model aircraft, is scheduled to deliver in 4th Quarter FY09 and will be the baseline configuration for follow-on 350ER model aircraft with the enhanced FMV, SIGINT and BLOS capabilities. LPA #9 and beyond are projected to be new Hawker-Beech King Air 350ER model aircraft purchased directly from the Hawker-Beech plant.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	45.584	[17]	132.838						
KITS NONRECUR												
EQUIPMENT				16.016		46.673		63.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				61.600		179.511		63.000				
(Totals may not add due to rounding)												
INSTALLATION QTY			7		24							

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[24]	178.422
KITS NONRECUR										
EQUIPMENT										125.689
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										304.111
(Totals may not add due to rounding)										
INSTALLATION QTY									31	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

**Milestones**

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

**Installation Schedule**

	<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
Quarter																
Input									7	1	3	13	7			
Output											7	1	2	12	9	

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-20					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$30.020	\$1.531	\$0.734						

FY2008 funding totals include \$32M of appropriated supplemental funding.

This line item funds low-cost modifications and service bulletins for the C-20 aircraft, commercial equivalent Gulfstream III/IV. The C-20 aircraft is a twin-engine, turboprop aircraft used to airlift DoD officials and high-ranking government personnel over long distances (3,000 miles and greater). The primary modification budgeted in FY10 is communications upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	0707	COMM MOD	35.5	1.0	0.2							36.7
	99999S	SERVICE BULLETINS	0.2	0.2	0.1							0.4
	99999X	LOW COST MODIFICATION	0.4	0.3	0.5							1.2
	Z88888	REPROGRAMMINGS	-6.0	0.0								
<b>TOTAL FOR CLASS P</b>			30.0	1.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	38.3
<b>TOTAL FOR WEAPON SYSTEM C-20</b>			30.0	1.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	38.3

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-20 Class P

Modification Title and No: COMM MOD MN-0707

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 unsupported 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 interoperable with the VC-25 Airborne Information Management System (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 systems.

Aircraft Breakdown: Active 5, Reserve , ANG , Total 5

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	0.200				
KITS NONRECUR						0.986						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				35.489								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 2 KITS							[2]					
TOTAL INSTALL							2					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				35.489		0.986	2	0.200				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	0.200
KITS NONRECUR										0.986
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										35.489
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10           2 KITS									[2]	
TOTAL INSTALL									2	
TOTAL COST (BP-1100)									2	36.675
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-07</u>				<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																																
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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-20 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

Models of Aircraft Affected: C-20B/H

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

PE 0401314F

Team MOBIL

**Description/Justification**

The C-20 is an 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.171		0.196		0.077				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				0.171		0.196		0.077				
(Totals may not add due to rounding)												
INSTALLATION QTY												



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.444
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										0.444
(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-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-20 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.360		0.349		0.457				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				0.360		0.349		0.457				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AWAITING BTR										
AIRCRAFT										1.166
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										1.166
(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-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-25				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$39.224	\$60.703	\$15.610					

This line item funds modifications, low-cost modifications, and service bulletins 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). FY10 modifications budgeted involve extensive upgrades of communications systems (Airborne Information Management System (AIMS)). The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_6638	Airborne Information Manage	37.8	59.7	15.0							112.6
	99999S	SERVICE BULLETINS	1.4	0.7	0.5							3.7
	99999X	LOW COST MODIFICATION	0.0	0.2	0.1							0.3
<b>TOTAL FOR CLASS P</b>			39.2	60.7	15.6	0.0	0.0	0.0	0.0	0.0	0.0	116.6
<b>TOTAL FOR WEAPON SYSTEM C-25</b>			39.2	60.7	15.6	0.0	0.0	0.0	0.0	0.0	0.0	116.6

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-25 Class P

Modification Title and No: Airborne Information Management System (AIMS) MN-6638

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	15.000				
KITS NONRECUR			[1]	9.318		44.019						
EQUIPMENT				28.484	[1]	12.048						
EQUIP NONREC					[0]	0.000						
CHANGE ORDERS												
DATA						3.649						
SIM/TRAINER												
SUPPORT-EQUIP												
PMA				0.015		0.020						
INSTALLATION OF HARDWARE												
FY-10 1 KITS							[1]					
TOTAL INSTALL							1					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				37.817		59.736	1	15.000				
INSTALLATION QTY							1					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	15.000
KITS NONRECUR									[1]	53.337
EQUIPMENT									[1]	40.532
EQUIP NONREC										
CHANGE ORDERS										
DATA										3.649
SIM/TRAINER										
SUPPORT-EQUIP										
PMA										0.035
INSTALLATION OF HARDWARE										
FY-10           1 KITS									[1]	
TOTAL INSTALL									1	
TOTAL COST (BP-1100)									1	112.553
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<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
Quarter																
Input																
Output													1			

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-25 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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)												
PMA				0.107								
SVC BULLETINS		1.018		1.299		0.742		0.514				
TOTAL COST (BP-1100)		1.018		1.406		0.742		0.514				
(Totals may not add due to rounding)		1.018		1.406		0.742		0.514				



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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)										
PMA										0.107
SVC BULLETINS										3.573
TOTAL COST (BP-1100)										<hr/> 3.680
(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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-25 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.005		0.001		0.225		0.096				
TOTAL COST (BP-1100)		0.005		0.001		0.225		0.096				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.327
TOTAL COST (BP-1100)										0.327
(Totals may not add due to rounding)										0.327

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-40				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$36.147	\$5.895	\$9.162					

FY2008 funding total includes \$35.939M in supplemental funding.

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 FY10 will improve communications as well as flight safety, reliability, and maintainability. The primary modification for FY10 is the communications upgrade. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	0707	COMM MOD	35.9	5.7	8.9							50.6
	99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0		0.3
	99999X	LOW COST MODIFICATION	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0		2.2
<b>TOTAL FOR CLASS P</b>			36.1	5.9	9.2	0.0	0.0	0.0	0.0	0.0	0.0	53.1
<b>TOTAL FOR WEAPON SYSTEM C-40</b>			36.1	5.9	9.2	0.0	0.0	0.0	0.0	0.0	0.0	53.1

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-40 Class P

Modification Title and No: COMM MOD MN-0707

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 System (SCS), integration of the SCS on the aircraft, procurement of supporting communications infrastructure, and removal of obsolete 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 Overseas Contingency Operations. 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.

Aircraft Breakdown: Active 4, Reserve , ANG , Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	5.700				
KITS NONRECUR						5.682						
EQUIPMENT								1.408				
EQUIP NONREC			[4]	35.939								
CHANGE ORDERS												
DATA								0.900				
SIM/TRAINER												
SUPPORT-EQUIP								0.933				
INSTALLATION OF HARDWARE												
FY-10 2 KITS							[2]					
TOTAL INSTALL							2					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				35.939		5.682	2	8.941				
INSTALLATION QTY							2					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	5.700
KITS NONRECUR										5.682
EQUIPMENT										1.408
EQUIP NONREC									[4]	35.939
CHANGE ORDERS										
DATA										0.900
SIM/TRAINER										
SUPPORT-EQUIP										0.933
INSTALLATION OF HARDWARE										
FY-10           2 KITS									[2]	
TOTAL INSTALL									2	
TOTAL COST (BP-1100)									2	50.562
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	<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
Input													1			
Output																1

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-40 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.108		0.108		0.116		0.000		0.000
TOTAL COST (BP-1100)				0.108		0.108		0.116				
(Totals may not add due to rounding)				0.108		0.108		0.116				



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.000		0.000		0.000				0.332
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										0.332

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-40 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.900		0.100		0.105		0.105		0.000		0.000
TOTAL COST (BP-1100)		1.900		0.100		0.105		0.105				
(Totals may not add due to rounding)		1.900		0.100		0.105		0.105				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.000		0.000		0.000				2.210
TOTAL COST (BP-1100)										2.210
(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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$357.598	\$434.612	\$354.421					

FY2008 funding total includes \$140.661M in supplemental funding.

FY2009 funding does not include \$189.910M requested for Overseas Contingency Operations

FY2010 funding totals do not include \$210.8M requested for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission 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 primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	9.815	42.945	37.232
ANG	24.456	56.489	60.230

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIF	0.1	0.0	1.9							2.0
<b>TOTAL FOR CLASS P-S</b>			0.1	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.0
P	11130	PODDED RECONNAISSAN	0.5	0.4	0.0							7.1
	17605B	AUTOPILOT/GCAS	0.5									249.2
	18600B	ELECTRICAL SYSTEM UPG	0.7									97.8
	8220	ALR-69 (RWR)	14.8	23.7								99.7
	8455	INSTALLATION OF AN/APN-	17.2	17.6	0.7							126.8
	8517	C-130 AVIONICS MODERNI	28.1	184.1	209.5						0.0	421.7

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$357.598	\$434.612	\$354.421					

FY2008 funding total includes \$140.661M in supplemental funding.  
 FY2009 funding does not include \$189.910M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$210.8M requested for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission 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 primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	9.815	42.945	37.232
ANG	24.456	56.489	60.230

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	8526	ENHANCED TCAS (TCAS II)	10.5		0.7							202.4
	8561	SYNCHROPHASER WIRE (	0.1									23.3
	8577	ALE-47 CHAFF AND FLARE	1.1									41.2
	8578	C-130 SYSTEMS/STRUCTU	182.7	75.7	109.6							558.3
	8591	ALR-69 UPGRADE	10.3	10.5	1.6							28.7
	8629	LARGE AIRCRAFT INFRAR	44.0	62.6	1.0							485.3
	8678	HC-130 SIMULATOR	6.2	0.2								35.6
	9123	AC-130 KILL CHAIN ARC-23	0.5									6.7
	9126	AC-130 LINK 16 GUNSHIP	2.7	0.6								33.4

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

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 2	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$357.598	\$434.612	\$354.421					

FY2008 funding total includes \$140.661M in supplemental funding.  
 FY2009 funding does not include \$189.910M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$210.8M requested for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission 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 primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	9.815	42.945	37.232
ANG	24.456	56.489	60.230

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	9130	AERIAL SPRAY SYSTEM	0.1									2.6
	9131	ASAR FOR 109th AW	7.0									10.9
	9134	NOISE CANCELLATION SY	1.6	1.6								8.4
	9135	AC-130 OUTER WING REPL			0.8							0.8
	9136	AIRBORNE RECONN SYST		43.5								43.5
	9137	HC-130 8.33 RADIOS			12.7							12.7
	9140	C-130 DUAL RAILS	11.3									11.3
	9141	HC/MC-130 CRASHWORTH	1.2									1.2
	9142	Tactics/Threat Generation Sy			9.0							9.0

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

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 3	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$357.598	\$434.612	\$354.421					

FY2008 funding total includes \$140.661M in supplemental funding.  
 FY2009 funding does not include \$189.910M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$210.8M requested for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission 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 primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	9.815	42.945	37.232
ANG	24.456	56.489	60.230

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
	9143	MC Combined CARA/ETCAS	6.0									6.0
	92292	C-130 WINDSCREEN	1.4									3.4
	92299	AFSOC SIMULATOR UPGR		0.6								6.0
	99999M	MISC SIMULATOR UPDATE	0.0	0.0	1.9							1.9
	99999S	SERVICE BULLETINS	0.0	0.0	0.0							0.4
	99999X	LOW COST MODIFICATION	1.8	1.9	1.1							15.3
	SCOUT	ANG SENIOR SCOUT	7.3	11.7	4.0							113.7
<b>TOTAL FOR CLASS P</b>			357.5	434.6	352.6	0.0	0.0	0.0	0.0	0.0	0.0	2664.1

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

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 4	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$357.598	\$434.612	\$354.421					

FY2008 funding total includes \$140.661M in supplemental funding.  
 FY2009 funding does not include \$189.910M requested for Overseas Contingency Operations  
 FY2010 funding totals do not include \$210.8M requested for Overseas Contingency Operations

This line item funds modifications to the C-130 and Special Mission 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 primary modifications budgeted in FY10 are the Avionics Modernization Program (AMP) and the Systems/Structure modification (Center Wing Replacement). The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	9.815	42.945	37.232
ANG	24.456	56.489	60.230

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
<b>TOTAL FOR WEAPON SYSTEM C-130</b>			357.6	434.6	354.5	0.0	0.0	0.0	0.0	0.0	0.0	2666.1

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

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 5	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: PODDED RECONNAISSANCE SYSTEM MN-11130

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 27217F. 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), 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. SCATHE VIEW also provides real-time streaming video to USNORTHCOM, States and first time responders supporting CONUS humanitarian relief/disaster operations. 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 FY07 funding is for a non-directional Secure Triple Modem Assembly (STMA) capability. The FY08 and FY09 funding is primarily for sensor and communications enhancement.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	0.486				0.000		0.000				
KITS NONRECUR EQUIPMENT		1.800										
EQUIP NONREC CHANGE ORDERS		3.925		0.046		0.099						
DATA				0.055								
SIM/TRAINER SUPPORT-EQUIP				0.021		0.100						
OTHER				0.387		0.200						
INSTALLATION OF HARDWARE												
FY-07 8 KITS				[6]		[2]						
TOTAL INSTALL				6		2						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	8	6.211		0.509		0.399						
INSTALLATION QTY				6		2						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									8	0.486
KITS NONRECUR										
EQUIPMENT										1.800
EQUIP NONREC										
CHANGE ORDERS										4.070
DATA										0.055
SIM/TRAINER										
SUPPORT-EQUIP										0.121
OTHER										0.587
INSTALLATION OF HARDWARE										
FY-07           8 KITS									[8]	
TOTAL INSTALL									8	
TOTAL COST (BP-1100)									8	7.119
(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: 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)			02/08

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													2	2	2	2				
Output													2	2	2	2				

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: AUTOPILOT/GCAS MN-17605B

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 21 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).

Final aircraft installation in FY08 is an active aircraft. All other aircraft installations are complete.

**Description/Justification Continued**

Aircraft Breakdown: Active 264, Reserve 133, ANG 213, Total 610

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												
OTHER		2.180		0.180								
PMA		8.590										
ICS		0.725		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]	0.120								
TOTAL INSTALL	609	52.185	1	0.120								
TOTAL COST (BP-1100)	631	248.726		0.455								
(Totals may not add due to rounding)												
INSTALLATION QTY	609		1									

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										
OTHER										2.360
PMA										8.590
ICS										0.880
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]	15.229
TOTAL INSTALL									610	52.305
TOTAL COST (BP-1100)									631	249.181
(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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: ELECTRICAL SYSTEM UPGRADE MN-18600B

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 USAF: 4E's. Total buy was 437; revised installation total is 387 based on HQ AMC decision to not modify C-130E aircraft scheduled for retirement. Additional kits were put into the supply system for spares. Implementation is a combination of Contract Field Teams and for the EC-130Hs, a contractor's facility.

Aircraft Breakdown: Active 136, Reserve 92, ANG 159, Total 387

**Development Status**

N/A..

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	[19]	0.714								
DATA		3.460										
SIM/TRAINER												
SUPPORT-EQUIP		0.079										
FLIGHT TEST		0.110										
REFURB												
WARRANTY												
OGC		3.366										
DEPOT		0.897										
OTHER		0.209										
PMA		4.690										
Withhold Adjustments												



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-92	2	0.101										
FY-93	2	0.109										
FY-94	62	2.202										
FY-95	22	0.962										
FY-96	42	2.401										
FY-97	54	3.900										
FY-99	73	2.214										
FY-00	180	2.738										
TOTAL INSTALL	387	14.627										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	437	97.059		0.714								
INSTALLATION QTY	387											

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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									[19]	2.825
DATA										3.460
SIM/TRAINER										
SUPPORT-EQUIP										0.079
FLIGHT TEST										0.110
REFURB										
WARRANTY										
OGC										3.366
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	97.773
(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																					1	1							1	1	9	9	9	9	9	
Output																					1	1							1	1	9	9	9	9	9	
Quarter		<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>						
Input	20	20	20	20	20	20	21	21	28				25	26	15	15	14	14	8	8	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	8	8					6	6	6	7				

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: ALR-69 (RWR) MN-8220

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 installed the ALR-69 on 87 aircraft. The ALR-69 program has evolved to the ALR-69A , or more commonly referred to as PLAID (Position Location & Identification). PLAID is to be installed on 26 Active Duty AMC aircraft at this time.

Aircraft Breakdown: Active 48, Reserve 39, ANG 26, Total 113

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	4.497	5	1.975	19	5.776						
KITS NONRECUR	2	7.458	2	5.000								
EQUIPMENT	83	16.202	[5]	4.261	[19]	12.517						
EQUIP NONREC	2	0.640	[2]	1.500								
CHANGE ORDERS		2.935										
DATA		1.903		0.600		0.278						
SIM/TRAINER	2	2.784										
SUPPORT-EQUIP		8.771		0.573		0.200						
OGC		2.404		0.858		0.740						
FLT TEST		0.005										
T.O. Printing		0.011										
SPARES		6.436										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-94	39	3.944										
FY-95	27	1.428										
FY-96	16	1.529										
FY-98	1	0.065										
FY-99	3	0.148										
FY-00	1	0.044										
FY-08						0.875	[7]					
FY-09						3.325	[19]					
TOTAL INSTALL	87	7.158				4.200	26					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	87	61.204	7	14.767	19	23.711						
INSTALLATION QTY	87						26					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS									109	12.248	
KITS NONRECUR									4	12.458	
EQUIPMENT									[107]	32.980	
EQUIP NONREC									[4]	2.140	
CHANGE ORDERS										2.935	
DATA										2.781	
SIM/TRAINER									[2]	2.784	
SUPPORT-EQUIP										9.544	
OGC										4.002	
FLT TEST										0.005	
T.O. Printing										0.011	
SPARES										6.436	
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-08	7	KITS							[7]	0.875	
FY-09	19	KITS							[19]	3.325	
TOTAL INSTALL										113	11.358
TOTAL COST (BP-1100)										113	99.682
(Totals may not add due to rounding)											
INSTALLATION QTY										113	

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>												
Contract Date (Month/CY)	12/07	12/08	12/09												
Delivery Date (Month/CY)	12/08	12/09	12/10												

**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									
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																									
Quarter	1	2	3	4	1	2	3	4																													
Input						4	7	7	8																												
Output						4	7	7	8																												

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: C-130 Class P

Modification Title and No: INSTALLATION OF AN/APN-241 MN-8455

Models of Aircraft Affected: C-130H, HC130P, LC-130H,  
 C-130H(2)

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

FY2008 funding totals include \$6.451M of appropriated supplemental funding

The AN/APN-241 Low Power Color Radar replaced the antiquated AN/APN-59 radar on selected C-130 aircraft. Radars were procured for 6 HC-130P conversion aircraft; however, the program was cancelled by AFSOC after only three (3) aircraft. This accounts for the disconnect between the aircraft breakouts and the installs, in FY00 and FY01. 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) Pope - 2
- C-130H(2) Savannah - 8
- C-130H (2) Delaware - 3
- C-130H(2) Niagria - 3
- C-130H (1) Yokota - 14
- C-130H (1) Dyess - 33

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 Kit Procurement

	Prior	FY08	FY09	FY10	TOTAL
Active	40	18	15		73
Reserve	20				20
ANG	40	3			43

Kit Install

	Prior	FY08	FY09	FY10	TOTAL
Active	23	14			37
Reserve	20				20
ANG	32	11			43

Aircraft Breakdown: Active 70, Reserve 20, ANG 43, Total 133



**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	93	7.212	21	2.032	15	1.502						
KITS NONRECUR	7	1.675										
EQUIPMENT	93	51.990	[21]	11.848	[15]	8.871						
EQUIP NONREC	7	6.138										
CHANGE ORDERS							0.299		0.344			
DATA		1.672		0.048								
SIM/TRAINER												
SUPPORT-EQUIP		11.528										
SPARES			[2]	1.188	[6]	3.548						
OGC		1.152				0.010		0.344				
PMA		2.445		0.777		0.567						
T.O. Printing		0.062				0.034						
ICS		2.741										
BTR												
FLIGHT TEST		0.160										
DEPOT STAND-UP						2.719						
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 18 KITS	18	0.950										
FY-03 4 KITS	4	0.168										
FY-04 10 KITS	10	0.494										
FY-05 10 KITS	10	0.703										
FY-06 9 KITS		0.600										
FY-07 26 KITS		0.240	[1]	1.140	[8]			[17]				
FY-08 21 KITS				0.180				[3]				
FY-09 15 KITS												
TOTAL INSTALL	62	4.572	10	1.320	8		20					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	100	91.347	21	17.213	15	17.550		0.688				
INSTALLATION QTY	62		10		8		20					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									129	10.746
KITS NONRECUR									7	1.675
EQUIPMENT									[129]	72.709
EQUIP NONREC									[7]	6.138
CHANGE ORDERS										0.643
DATA										1.720
SIM/TRAINER										
SUPPORT-EQUIP										11.528
SPARES									[8]	4.736
OGC										1.506
PMA										3.789
T.O. Printing										0.096
ICS										2.741
BTR										
FLIGHT TEST										0.160
DEPOT STAND-UP										2.719
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	18	KITS							[18]	0.950
FY-03	4	KITS							[4]	0.168
FY-04	10	KITS							[10]	0.494
FY-05	10	KITS							[10]	0.703
FY-06	9	KITS							[9]	0.600
FY-07	26	KITS							[26]	1.380
FY-08	21	KITS							[3]	0.180
FY-09	15	KITS								
TOTAL INSTALL									100	5.892
TOTAL COST (BP-1100)									136	126.798
(Totals may not add due to rounding)										
INSTALLATION QTY									100	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 16 Months

**Milestones**

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

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: C-130 AVIONICS MODERNIZATION PROGRAM (AMP) MN-8517

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 Air Mobility Command (AMC), Air Force Reserve Command (AFRC), and the Air National Guard (ANG)'s intratheater airlift mission requirements. AMP's new architecture takes advantage of commercially available technologies in Communication/Navigation/Surveillance (CNS) and 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 in today's and tomorrow's airspace. In addition to meeting CNS/ATM and Navigation/Safety requirements, AMP will also lower the cost of ownership and increase survivability of the Mobility Air Force's (MAF) C-130 Combat Delivery Fleet.

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, improve precision airdrop capabilities, and integrate real time information in the cockpit. Resolution of future diminishing manufacturing source requirements, block upgrade requirements, and the source familiarization phase (to enhance options for follow-on production competition) will be addressed during AMP's Low Rate Initial/Full Rate Production phases. This upgrade also involves major modifications and/or buys of new C-130 aircrew and maintenance training systems and courseware. In total, 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 cockpit configurations.

The C-130 AMP Pre-Milestone C hardware buy was authorized in Jul 08 with option awards for subsequent lots. The Lot 1 aircraft will be inducted in parallel with the first kit delivery in Oct 09.

This will support advanced de-modification of kit proof aircraft that will be used for Initial Operational Test & Evaluation (IOT&E) in March 2011.

This program has associated Research Development Test & Evaluation (RDT&E) funding in PE 41115F.

**Kit Procurement**

	FY08	FY09	FY10	TOTAL
Active	0	0	0	0
Reserve	0	0	6	6
ANG	2	6	2	10

**Kit Install**

	FY08	FY09	FY10	TOTAL
Active	0	0	0	0
Reserve	0	0	0	0
ANG	0	2	6	8

Aircraft Breakdown: Active 14, Reserve 71, ANG 133, Total 218

**Development Status**

The Engineering and Manufacturing Development contract was awarded to The Boeing Company on 30 Jul 01. An Integrated Baseline Review was conducted in 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 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 review, USD recertified AMP to Congress, albeit for a reduced number of aircraft (221). 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 is being addressed as a separate modification program.

C-130 AMP is currently undergoing developmental activities. Three aircraft were modified with RDT&E funding. The first aircraft, a C-130H2 (AMP 1), began ground tests in FY06 and first flight occurred in Sep 06. In Mar 07, a second aircraft C-130H2.5 (AMP 2) joined the test fleet after its successful modification. The third model, a C-130H3 (AMP 3), was inducted for trial installation in

**Development Status**

Nov 07. The first flight for C130 H3 is scheduled for Feb 09. Per the latest integrated program schedule, all aircraft flight test Development Test and Evaluation (DT&E) requirements will be complete in the Jun/Jul 09 timeframe and in support of a planned Jan 11 Initial Operational Test & Evaluation (IOT&E) phase.

To date, AMP has completed Critical Design Reviews (CDR) for hardware and majority of the software requirements. Boeing completed initial software production build with first flight in Aug 08. Several Flight Test Build (FTB) upgrades will continue into 2009. Data for the updated H2/H2.5 wiring configurations is set for delivery NLT May 09.

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. This effort will modify a portion of the various Training Programs, Courses, Weapons System Trainers and Maintenance Training Devices to the AMP configuration.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		941.170		229.732		172.092		124.907				
PROCUREMENT (3010)												
INSTALL KITS			2	1.936	6	7.961	8	8.182				
KITS NONRECUR												
EQUIPMENT			[2]	11.177	[6]	37.660	[8]	38.463				
EQUIP NONREC												
CHANGE ORDERS				0.989		20.231		12.173				
DATA				0.333		8.923		1.587				
SIM/TRAINER			[0]	0.500	[1]	4.100	[2]	8.200				
SUPPORT-EQUIP				2.100		4.914		1.632				
OGC				3.220		35.815		43.923				
PROGRAM MNGMT				2.684		12.685		12.781				
CONTRACTOR SUPPORT				4.070		10.899		11.238				
DEPOT				0.000		15.000		9.000				
TRAINING				0.000		4.100		4.200				
PMA				1.060		12.637		15.406				
OTHER												
INSTALLATION OF HARDWARE												
FY-08			2	KITS	0.000	[2]	9.148					
FY-09			6	KITS				[6]	42.724			
FY-10			8	KITS								
TOTAL INSTALL						2	9.148	6	42.724			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	28.069	6	184.073	8	209.509				
INSTALLATION QTY							6		2			

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										1467.901
PROCUREMENT (3010)										
INSTALL KITS									16	18.079
KITS NONRECUR										
EQUIPMENT									[16]	87.300
EQUIP NONREC										
CHANGE ORDERS										33.393
DATA										10.843
SIM/TRAINER									[3]	12.800
SUPPORT-EQUIP										8.646
OGC										82.958
PROGRAM MNGMT										28.150
CONTRACTOR SUPPORT										26.207
DEPOT										24.000
TRAINING										8.300
PMA										29.103
OTHER										
INSTALLATION OF HARDWARE										
FY-08	2									
FY-09	6									
FY-10	8									
TOTAL INSTALL									8	51.872
TOTAL COST (BP-1100)									16	421.651
(Totals may not add due to rounding)										
INSTALLATION QTY									8	

Method of Implementation: COMBINATION

Initial Lead Time: 13 Months

Follow-On Lead Time: 13 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)											09/08	05/09	02/10
Delivery Date (Month/CY)											10/09	06/10	03/11

**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	
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>					
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input													2	0	3	1	2								
Output																	2	0	2	3	0	1			

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: ENHANCED TCAS (TCAS II) MN-8526

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. 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.

FY08 buys are for the C-130 MC aircraft units which require Non Recurring Engineering and flight testing prior to installation, and thus the delay in installation.

**Kit Procurement**

	Prior	FY08	FY09	FY10	TOTAL
Active	165	10			175
Reserve	87				87
ANG	178	1			179

**Kit Install**

	Prior	FY08	FY09	FY10	TOTAL
Active	165	5	5		175
Reserve	87				87
ANG	178	1			179

Aircraft Breakdown: Active 175, Reserve 87, ANG 179, Total 441

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	414	24.356	10	1.500								
KITS NONRECUR	16	16.221	1	1.000								
EQUIPMENT	414	84.006	[10]	6.000								
EQUIP NONREC	16	4.210	[1]	0.250								
CHANGE ORDERS		8.572										
DATA		4.745		0.500								
SIM/TRAINER	6	3.575										
SUPPORT-EQUIP	48	0.998										
FLIGHT TEST		1.417										
OGC		6.937		0.555			0.660					



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
ICS												
RETROFIT		8.025										
WARRANTY												
INSTALLATION OF HARDWARE												
FY-98	70	4.484										
FY-99	49	2.900										
FY-00	32	1.950										
FY-01	36	0.819										
FY-02	26	1.423										
FY-03	59	3.540										
FY-04	67	6.087										
FY-05	15	1.228										
FY-06	56	4.643										
FY-07	20	1.100										
FY-08	11											
TOTAL INSTALL	430	28.174	[6]	0.650	[5]							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	430	191.236	11	10.455			0.660					
INSTALLATION QTY	430		6		5							

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									424	25.856
KITS NONRECUR									17	17.221
EQUIPMENT									[424]	90.006
EQUIP NONREC									[17]	4.460
CHANGE ORDERS										8.572
DATA										5.245
SIM/TRAINER									[6]	3.575
SUPPORT-EQUIP									[48]	0.998
FLIGHT TEST										1.417
OGC										8.152
ICS										
RETROFIT										8.025
WARRANTY										
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
FY-08	11	KITS							[11]	0.650
TOTAL INSTALL									441	28.824
TOTAL COST (BP-1100)									441	202.351
(Totals may not add due to rounding)										
INSTALLATION QTY									441	

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

**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									1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	15	15	15	14	17	16	17	17					
Output									1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	14	16	15	14	17	16	17	17					
	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>															
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input	4	4	4	3	10	16	16	14	5	7	5	3	1	2	1	2	1	1	2	1	1	2	1													
Output	4	4	4	3	10	16	16	14	5	7	5	3	1	2	1	2	1	1	2	1																

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561

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.

The number has further been reduced from 607 to 528 due to early retirements of C-130s due to excess hours on structural airframe components.

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Procurement - Group A and Group B kits

	Prior	FY08	FY09	FY10	TOTAL
Active	248				248
Reserve	106				106
ANG	174				174

Kit Install

	Prior	FY08	FY09	FY10	TOTAL
Active	247	0	1		248
Reserve	105	1			106
ANG	172	1			174

Aircraft Breakdown: Active 248, Reserve 106, ANG 174, Total 528

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	606	6.267										
KITS NONRECUR	1	0.401										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.673										
DATA		1.611		0.101								
SIM/TRAINER												
SUPPORT-EQUIP		2.109										
FLIGHT TEST												
OGC		1.640										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-00	1											
FY-01	311	7.569										
FY-02	295		[2]		[2]							
TOTAL INSTALL	524	10.516	2		2							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	607	23.217		0.101								
INSTALLATION QTY	524		2		2							

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									606	6.267
KITS NONRECUR									1	0.401
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.673
DATA										1.712
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							[216]	2.947
TOTAL INSTALL									528	10.516
TOTAL COST (BP-1100)									607	23.318
(Totals may not add due to rounding)										
INSTALLATION QTY									528	

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	13
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	1	2	3	4																					
Input						2				2																							
Output	13					2				2																							

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: ALE-47 CHAFF AND FLARE DISPENSER MN-8577

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 procurement and installation qtys are due to Group B lead time for procurement and the block modification approach of installation.

All Aircraft installations are complete.

Aircraft Breakdown: Active 106, Reserve 14, ANG 4, Total 124

**Development Status**

Contract Awarded 4QFY01.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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		0.210								
SUPPORT-EQUIP		0.058										
FLIGHT TEST		0.534										
OGC		1.467		0.630								
SOFTWARE		1.186										
SPARES				0.250								
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	40.138		1.090								
INSTALLATION QTY	124											

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	5.217
SUPPORT-EQUIP										0.058
FLIGHT TEST										0.534
OGC										2.097
SOFTWARE										1.186
SPARES										0.250
INSTALLATION OF HARDWARE										
FY-01	1								[1]	0.091
FY-02	16								[16]	0.837
FY-03	28								[28]	0.941
FY-04	79								[79]	2.300
TOTAL INSTALL									124	4.169
TOTAL COST (BP-1100)									124	41.228
(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**

	<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



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: C-130 SYSTEMS/STRUCTURE (PHASE II MODERNIZATION) MN-8578

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**

FY2008 funding totals include \$109.329M of appropriated supplemental funding

Replaces the center wing box (CWB) on MC-130H, HC-130N/P, C-130H, EC-130H, C-130J, and AC-130U aircraft whose center wing's service life expires between 2005-2020. Kit costs vary by Mission Design Series (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.

Kit Procurement -

	Prior	FY08	FY09	FY10	TOTAL
Active	44	37	8	9	98
Reserve					
ANG					

Kit Install

	Prior	FY08	FY09	FY10	TOTAL
Active	2	7	14	22	45
Reserve					
ANG					

Aircraft Breakdown: Active 113, Reserve 1, ANG 1, Total 115

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	38	138.828	36	146.506	8	32.424	9	42.846				
KITS NONRECUR	6	43.369	1	15.362								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		2.010		4.059				1.100				
OGC		0.950		1.030		1.150		1.150				
OTHER												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05			9	KITS	2	5.150	[7]	15.787				
FY-06			6	KITS			[6]	18.054				
FY-07			29	KITS			[8]	24.078	[21]	61.544		
FY-08			37	KITS					[1]	2.930		
FY-09			8	KITS								
FY-10			9	KITS								
TOTAL INSTALL			2	5.150	7	15.787	14	42.132	22	64.474		
TOTAL COST (BP-1100)			44	190.307	37	182.744	8	75.706	9	109.570		
(Totals may not add due to rounding)												
INSTALLATION QTY			2		7		14		22			

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									91	360.604
KITS NONRECUR									7	58.731
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										7.169
OGC										4.280
OTHER										
INSTALLATION OF HARDWARE										
FY-05	9								[9]	20.937
FY-06	6								[6]	18.054
FY-07	29								[29]	85.622
FY-08	37								[1]	2.930
FY-09	8									
FY-10	9									
TOTAL INSTALL									45	127.543
TOTAL COST (BP-1100)									98	558.327
(Totals may not add due to rounding)										
INSTALLATION QTY									45	

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>
Contract Date (Month/CY)	04/05	04/06	12/06	12/07	12/08	12/09	
Delivery Date (Month/CY)	04/07	04/08	12/08	12/09	12/10	12/11	

**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								1				1				1				2	2	1	2	3	3	4	4	4	6	6	5	5
Output											1				1					2	2	1	2	3	3	4	3	4	4	4	6	6

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: ALR-69 UPGRADE MN-8591

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 8, Reserve 0, ANG 0, Total 8

**Development Status**

The RDT&E funds (PE 64270S BPAC 654832) will be used for design/development activities associated with the SOF modification.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					6	1.800						
KITS NONRECUR	2	3.529										
EQUIPMENT					[6]	3.515						
EQUIP NONREC	2	1.841										
CHANGE ORDERS				5.784		2.395		0.359				
DATA				1.000		0.100						
SIM/TRAINER			[1]	0.786	[1]	0.200						
SUPPORT-EQUIP				0.173		0.692						
OGC		0.025		0.858		1.000		0.316				
SPARES	1	0.920	[2]	1.170								
FLT TEST				0.300		0.700						
T.O. Printing				0.200		0.100						
INSTALLATION OF HARDWARE												
FY-07		2 KITS			[1]		[1]					
FY-09		6 KITS					[2]	0.948				
TOTAL INSTALL					1		3	0.948				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	6.315		10.271	6	10.502		1.623				
INSTALLATION QTY					1		3					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									6	1.800
KITS NONRECUR									2	3.529
EQUIPMENT									[6]	3.515
EQUIP NONREC									[2]	1.841
CHANGE ORDERS										8.538
DATA										1.100
SIM/TRAINER									[2]	0.986
SUPPORT-EQUIP										0.865
OGC										2.199
SPARES									[3]	2.090
FLT TEST										1.000
T.O. Printing										0.300
INSTALLATION OF HARDWARE										
FY-07		2 KITS							[2]	
FY-09		6 KITS							[2]	0.948
TOTAL INSTALL									4	0.948
TOTAL COST (BP-1100)									8	28.711
(Totals may not add due to rounding)										
INSTALLATION QTY									4	

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

	<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							
Output													1							

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 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; along with associated logistics support.

One hundred seventy four (174) of the C-130 Aircraft fleet (Active Air Force, Guard and Reserve) are funded and will be modified with LAIRCM.

AFRC funding is as follows: FY 08 (\$17.5) FY 09 (\$55.114) FY 10 (\$1.055)

\$26.1M in FY 08 includes funding for seven AC-130Hs.

"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, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "Change Orders" includes NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainability of LAIRCM Group B LRU/SRU components as identified during the Fiscal Year.

This program has associated Research Development Test and Evaluation (RDT&E) in PE 41134F.

**C-130 Kit Procurement - Does not Include AFSOC AC - Group A kits**

	Prior	FY08	FY09	FY10	TOTAL
Active	141	7			148
Reserve			16		16
ANG	10				10

**Kit Install**

	Prior	FY08	FY09	FY10	TOTAL
Active	15	12	12	10	49
Reserve	28	6	22	15	71
ANG	25	4	14	11	54

**C-130 Kit Procurement - Does not Include AFSOC AC - Group B kits**

	Prior	FY08	FY09	FY10	TOTAL
Active	83	8			91
Reserve		3	8		11
ANG	5				5

**Kit Install**

	Prior	FY08	FY09	FY10	TOTAL
Active			18	19	37
Reserve	5	1	12	6	24
ANG	6	2	2	9	19

**Description/Justification Continued**

Aircraft Breakdown: Active 49, Reserve 71, ANG 54, Total 174

**Development Status**

Integration efforts (3600 funded) for the AC-130U are planned for FY 09-FY 10 .

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	15.644		0.400	[1]	6.000	[1]	6.000				
PROCUREMENT (3010)												
INSTALL KITS	151	44.659	7	3.534	16	4.756						
KITS NONRECUR EQUIPMENT	88	210.393	[11]	28.923	[8]	36.590						
EQUIP NONREC CHANGE ORDERS		13.007		2.753		8.226		1.036				
DATA SIM/TRAINER												
SUPPORT-EQUIP		3.032		0.498		0.582						
CONTRACTOR SUPPORT		1.341		1.140		0.968						
SPARES		49.877		0.000		0.000						
ENG SUPPORT		11.402				0.000						
ICS		2.054				0.150						
TRAINING		0.219		0.045		0.257						
OGC		2.420		0.416		1.120						
DEPOT STAND-UP		4.499		1.001		4.000						
INSTALLATION OF HARDWARE												
FY-03 2 KITS	2	2.032										
FY-04 13 KITS	13	3.234										
FY-05 56 KITS	33	3.010	[13]		[10]							
FY-06 11 KITS	7	3.185	[4]									
FY-07 69 KITS	16	20.449	[6]		[22]		[25]					
FY-08 7 KITS			[7]	5.708								
FY-09 16 KITS					[4]	5.905	[5]					
TOTAL INSTALL	71	31.910	30	5.708	36	5.905	30					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	151	377.649	7	44.018	16	62.554		1.036				
INSTALLATION QTY	71		30		36		30					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	28.044
PROCUREMENT (3010)										
INSTALL KITS									174	52.949
KITS NONRECUR										2.836
EQUIPMENT									[107]	275.906
EQUIP NONREC										
CHANGE ORDERS										25.022
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										4.112
CONTRACTOR SUPPORT										3.449
SPARES										49.877
ENG SUPPORT										11.402
ICS										2.204
TRAINING										0.521
OGC										3.956
DEPOT STAND-UP										9.500
INSTALLATION OF HARDWARE										
FY-03	2								[2]	2.032
FY-04	13								[13]	3.234
FY-05	56								[56]	3.010
FY-06	11								[11]	3.185
FY-07	69								[69]	20.449
FY-08	7								[7]	5.708
FY-09	16								[9]	5.905
TOTAL INSTALL									167	43.523
TOTAL COST (BP-1100)									174	485.257
(Totals may not add due to rounding)										
INSTALLATION QTY									167	

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	01/09	01/10
Delivery Date (Month/CY)			07/03	05/04	06/05	06/06	06/07	08/08	08/09	08/10



**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																																				
Output									2				2	2	4	2	2	1	2	3	7	6	8	8	8	7	7	6	6	9	9					
									2				2	5	2	3			1	2	5	7	9	8	7	7	7	7	6	7	10					
Quarter	1	2	3	4	1	2	3	4																												
Input	8	9	9	10	8	9	7	6																												
Output	8	8	9	10	8	9	7	6																												

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: HC-130 SIMULATOR MN-8678

Models of Aircraft Affected: HC-130P/N

Center: WR-ALC

PE 0207224F

Team AIR

**Description/Justification**

Procures 2 HC-130N/P simulators. 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. FY08 funds used to upgrade simulators.

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-08		FY-09		FY-10		FY-11		FY-12	
	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	2	28.342	[0]	6.211								
SUPPORT-EQUIP												
OGC		0.790				0.208						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		29.132		6.211		0.208						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	34.553
SUPPORT-EQUIP										
OGC										0.998
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										35.551

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: AC-130 KILL CHAIN ARC-231 MN-9123

Models of Aircraft Affected: AC-130U

Center: WRALC Robins AFB GA

PE 0404011F

Team INFO

**Description/Justification**

Procures and installs new high-speed radio system on AC-130Us enabling large data transfer over UHF SATCOM. Replaces URC-187 with the ARC-231 adds Demand Access Multiple Assigned (DAMA) and 8.33KHz VHF capability.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0, Total 17

**Development Status**

This funds the permanent installation of the ARC-231 group A & B systems as well as hardware and software integration for AC-130U aircraft.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	17	0.010										
KITS NONRECUR EQUIPMENT	17	1.485										
EQUIP NONREC CHANGE ORDERS		3.603		0.450								
DATA SIM/TRAINER												
SUPPORT-EQUIP SPARES	1	0.144										
OTHER												
INSTALLATION OF HARDWARE												
FY-06 17 KITS	2	1.000	[15]									
TOTAL INSTALL	2	1.000	15									
TOTAL COST (BP-1100) (Totals may not add due to rounding)	17	6.242		0.450								
INSTALLATION QTY	2		15									

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[17]	0.010
KITS NONRECUR									17	1.485
EQUIPMENT										4.053
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES									[1]	0.144
OTHER										
INSTALLATION OF HARDWARE										
FY-06           17 KITS									[17]	1.000
TOTAL INSTALL									17	1.000
TOTAL COST (BP-1100)									17	6.692
(Totals may not add due to rounding)										
INSTALLATION QTY									17	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: AC-130 LINK 16 GUNSHIP MN-9126

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.

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	25	2.049										
KITS NONRECUR		12.376		0.278								
EQUIPMENT		7.593										
EQUIP NONREC		0.152										
CHANGE ORDERS		0.806				0.598						
DATA				1.153								
SIM/TRAINER	2	3.200										
SUPPORT-EQUIP		0.228										
TEST		1.401		0.175								
PROGRAM MNGMT		2.317		1.066								
INSTALLATION OF HARDWARE												
FY-06				[2]		[2]						
FY-07						[14]		[7]				
TOTAL INSTALL				2		16		7				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	25	30.122		2.672		0.598						
INSTALLATION QTY				2		16		7				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										1.404
DATA										1.153
SIM/TRAINER									[2]	3.200
SUPPORT-EQUIP										0.228
TEST										1.576
PROGRAM MNGMT										3.383
INSTALLATION OF HARDWARE										
FY-06		4 KITS								[4]
FY-07		21 KITS								[21]
TOTAL INSTALL									25	
TOTAL COST (BP-1100)									25	33.392
(Totals may not add due to rounding)										
INSTALLATION QTY									25	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 22 Months

Follow-On Lead Time: 14 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	02/09

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: AERIAL SPRAY SYSTEM MN-9130

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. System fully procured with FY08 funding.

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

**Development Status**

AFRC effort supported through WR-ALC

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.100								
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		0.100								



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										0.406
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	2.580

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: ASAR FOR 109th AW MN-9131

Models of Aircraft Affected: LC-130H

Center: WR-ALC

PE 0401115F

Team MOBIL

**Description/Justification**

109th AW Schenectady NY for polar missions. ANG LC-130Hs only. 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		7.000								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		3.947		7.000								
(Totals may not add due to rounding)		3.947		7.000								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										10.947
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									10.947
(Totals may not add due to rounding)										10.947

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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: NOISE CANCELLATION SYSTEM MN-9134

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)

All requirements are strictly for ANG aircraft.

Aircraft Breakdown: Active 0, Reserve 0, ANG 23, Total 23

**Development Status**

This is an ANG COTS procurement.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	14	1.344	5	0.480	3	0.288						
KITS NONRECUR	1	0.760										
EQUIPMENT	14	2.240	[5]	0.800	[3]	0.480						
EQUIP NONREC	1	0.085										
CHANGE ORDERS												
DATA		0.357										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.380		0.195		0.228						
T.O. Printing												
INSTALLATION OF HARDWARE												
FY-06 12 KITS		0.030	[1]		[9]	0.330	[2]					
FY-07 3 KITS						0.090	[3]					
FY-08 5 KITS				0.150		0.000	[5]					
FY-09 3 KITS						0.180	[3]					
TOTAL INSTALL		0.030	1	0.150	9	0.600	13					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	15	5.196	5	1.625	3	1.596						
INSTALLATION QTY			1		9		13					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.112
KITS NONRECUR									1	0.760
EQUIPMENT									[22]	3.520
EQUIP NONREC									[1]	0.085
CHANGE ORDERS										
DATA										0.357
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.803
T.O. Printing										
INSTALLATION OF HARDWARE										
FY-06           12 KITS									[12]	0.360
FY-07           3 KITS									[3]	0.090
FY-08           5 KITS									[5]	0.150
FY-09           3 KITS									[3]	0.180
TOTAL INSTALL									23	0.780
TOTAL COST (BP-1100)									23	8.417
(Totals may not add due to rounding)										
INSTALLATION QTY									23	

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>	<u>FY-09</u>
Contract Date (Month/CY)	09/07	09/07	09/08	09/08	09/09
Delivery Date (Month/CY)	03/08	03/08	12/08	12/08	12/09

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: AC-130 OUTER WING REPLACEMENT MN-9135

Models of Aircraft Affected: AC-130H

Center: WRALC Robins AFB GA

PE 44011F

Team

**Description/Justification**

Program replaces outer wings which have reached the end of their service life on 8 AC-130Hs. C-130 Aircraft Structural Integrity Program (ASIP) has identified the AC-130H as requiring outer wing replacement starting in FY11.

This is a New Start in FY10.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							8	0.787				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							8	0.787				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									8	0.787
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10	8	KITS								
TOTAL INSTALL										
TOTAL COST (BP-1100)									8	0.787
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: DEPOT/ALC

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: AIRBORNE RECONN SYSTEMS MN-9136

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 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 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 1, Reserve , ANG , Total 1

**Development Status**

Sensor suite and associated architecture are under development; potential manned/unmanned aircraft alternatives are operational.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						34.000						
PROCUREMENT (3010)												
INSTALL KITS					[3]	33.537						
KITS NONRECUR												
EQUIPMENT					1	10.000						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09           1 KITS					[1]							
TOTAL INSTALL						1						
TOTAL COST (BP-1100)						1	43.537					
(Totals may not add due to rounding)												
INSTALLATION QTY						1						



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		12.000								46.000
PROCUREMENT (3010)										
INSTALL KITS									[3]	33.537
KITS NONRECUR										
EQUIPMENT									1	10.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09 1 KITS									[1]	
TOTAL INSTALL									1	
TOTAL COST (BP-1100)									1	43.537
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

**Milestones**

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

**Installation Schedule**

	Quarter	<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	
Input																		
Output																		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130                      Class P

Modification Title and No: HC-130 8.33 RADIOS MN-9137

Models of Aircraft Affected: HC-130

Center: WR-ALC

PE 0207224F

Team AIR

**Description/Justification**

The CSAR HC-130P/N and MC-130P aircraft require Tx/Rcvr capable of 8.33 kHz and VHF freq spacing along with compatibility with existing 25 kHz VHF. VHF is the primary means of communication throughout Eastern Europe. Travel to and from the AOR via CSAR C-130 aircraft will be severely impacted and would be increased up to 5 days when deploying/redeploying into or from theater. Travel through European airspace is already becoming restricted without 8.33kHz VHF capability. 8.33kHz will be mandated in FY09 throughout Europe.

This is a New Start in FY10.

**Kit Procurement**

	Prior	FY08	FY09	FY10	TOTAL
Active				5	5
Reserve				5	5
ANG				13	13

**Kit Install**

	Prior	FY08	FY09	FY10	TOTAL
Active	0	0		5	5
Reserve				5	5
ANG				13	13

Aircraft Breakdown: Active 5, Reserve 5, ANG 13, Total 23

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							22	2.200				
KITS NONRECUR							1	0.380				
EQUIPMENT							[22]	7.040				
EQUIP NONREC							[1]	0.320				
CHANGE ORDERS								0.230				
DATA								0.500				
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES							[2]	0.411				
OGC								0.200				
TEST								0.300				

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-10           23 KITS							[23]	1.100				
TOTAL INSTALL							23	1.100				
TOTAL COST (BP-1100)							23	12.681				
(Totals may not add due to rounding)												
INSTALLATION QTY							23					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.200
KITS NONRECUR									1	0.380
EQUIPMENT									[22]	7.040
EQUIP NONREC									[1]	0.320
CHANGE ORDERS										0.230
DATA										0.500
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES									[2]	0.411
OGC										0.200
TEST										0.300
INSTALLATION OF HARDWARE										
FY-10           23 KITS									[23]	1.100
TOTAL INSTALL									23	1.100
TOTAL COST (BP-1100)									23	12.681
(Totals may not add due to rounding)										
INSTALLATION QTY									23	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 7 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input															12	11
Output															12	11

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130                      Class P

Modification Title and No: C-130 DUAL RAILS MN-9140

Models of Aircraft Affected: HC-130

Center: WR-ALC Warner Robins AFB Warner Robins, GA

PE 0207224F

Team AIR

**Description/Justification**

FY2008 funding total include \$10.413M of appropriated supplemental funding.

The installation of Dual Rails increases cargo capacity while reducing ground loading time, and decreases dependence on airlift support. In addition, the Dual Rails system increases HC-130 airdrop capacity with an increase in usable CDS/CRL positions. The installation of this system will provide a much greater degree of flexibility and performance in the execution of Combat Search and Rescue taskings. FY2008 funding total includes \$11.3M in supplemental funding.

**Kit Procurement**

	Prior	FY08	FY09	FY10	TOTAL
Active	0	19	0	0	19
Reserve	0	0	0	0	0
ANG	0	2	0	0	2

**Kit Install**

	Prior	FY08	FY09	FY10	TOTAL
Active	0	0	4	15	19
Reserve	0	0	0	0	0
ANG	0	0	0	2	2

Aircraft Breakdown: Active 19, Reserve , ANG 2, Total 21

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			20	6.000								
KITS NONRECUR			1	2.000								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.300								
SIM/TRAINER												
SUPPORT-EQUIP												
TESTING				0.100								
OGC				0.100								

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08           21 KITS				2.800	[4]		[17]					
TOTAL INSTALL				2.800	4		17					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			21	11.300								
INSTALLATION QTY					4		17					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									20	6.000
KITS NONRECUR									1	2.000
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.300
SIM/TRAINER										
SUPPORT-EQUIP										
TESTING										0.100
OGC										0.100
INSTALLATION OF HARDWARE										
FY-08           21 KITS									[21]	2.800
TOTAL INSTALL									21	2.800
TOTAL COST (BP-1100)									21	11.300
(Totals may not add due to rounding)										
INSTALLATION QTY									21	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	Quarter	<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	
Input														4	4	4	4	5
Output														4	4	4	4	5

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: HC/MC-130 CRASHWORTHY LOADMASTER SEAT MN-9141

Models of Aircraft Affected: HC-130

Center: WR-ALC

PE 0207224F

Team AIR

**Description/Justification**

FY2008 funding total includes \$1.105M of appropriated supplemental funding.

Crashworthy seats required for safety during critical flying missions

**Kit Procurement**

	Prior	FY08	FY09	FY10	TOTAL
Active	0	7	0	0	7
Reserve	0	0	0	0	0
ANG	0	0	0	0	0

**Kit Install**

	Prior	FY08	FY09	FY10	TOTAL
Active	0	0	4	3	7
Reserve	0	0	0	0	0
ANG	0	0	0	0	0

Aircraft Breakdown: Active 7, Reserve , ANG , Total 7

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			6	0.042								
KITS NONRECUR			1	0.270								
EQUIPMENT			[6]	0.180								
EQUIP NONREC			[1]	0.030								
CHANGE ORDERS												
DATA				0.300								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08				0.378	[4]		[3]					
TOTAL INSTALL				0.378	4		3					
TOTAL COST (BP-1100)			7	1.200								



**Projected Financial Plan**

(Totals may not add due to rounding)

INSTALLATION QTY

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY					4		3					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									6	0.042
KITS NONRECUR									1	0.270
EQUIPMENT									[6]	0.180
EQUIP NONREC									[1]	0.030
CHANGE ORDERS										
DATA										0.300
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08           7 KITS									[7]	0.378
TOTAL INSTALL									7	0.378
TOTAL COST (BP-1100)									7	1.200
(Totals may not add due to rounding)										
INSTALLATION QTY									7	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input									1	3	3					
Output									1	3	3					

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: Tactics/Threat Generation System MN-9142

Models of Aircraft Affected: C-130

Center: OO-ALC

PE 0401897F

Team MOBIL

**Description/Justification**

Provides funds to modify/enhance aircrew and maintenance trainers for the Mobility Air Forces (MAF). Upgraded trainers provide for improved combat readiness and reduce utilization of aircraft for training. Additional aircraft formerly used for training are made available to the warfighting commanders. Critical tactical and distributed mission operation training in these simulators increases MAF combat effectiveness and reduce aircraft losses.

This is a New Start in FY10.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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							[10]	9.037				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								9.037				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[10]	9.037
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										9.037

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: MC Combined CARA/ETCAS MN-9143

Models of Aircraft Affected: MC-130

Center: WR-ALC

PE 0404011F

Team INFO

**Description/Justification**

FY2008 funding total includes \$13.362M in supplemental funding.

MC-130Es currently employ inadequate, outdated APN-171 Radar Altimeters resulting in unsafe flight and SOF mission degradation. The terrain following system fails until the aircraft descends to 5000 ft AGL. Procures two CARA systems in FY08 (one trial install plus one kit proofing) and 8 CARA Systems in FY09 to modify 10 MC-130E acft. CARA is a prerequisite to install the Enhanced Traffic Collision Avoidance System (ETCAS). FY2008 funding total includes \$6.00M in supplemental funding.

**Kit Procurement**

	Prior	FY08	FY09	FY10	TOTAL
Active	0	10			10
Reserve	0				0
ANG	0	4			4

**Kit Install**

	Prior	FY08	FY09	FY10	TOTAL
Active	0			10	10
Reserve	0				0
ANG	0			4	4

**Program Funding (\$K)**

	FY08	FY09	FY10	FY11
Active	4.3			
Reserve	0.0			
ANG	1.7			

Aircraft Breakdown: Active , Reserve 10, ANG 4, Total 14

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			13	0.264								
KITS NONRECUR			1	0.445								
EQUIPMENT			[13]	2.780								
EQUIP NONREC			[1]	0.298								
CHANGE ORDERS												
DATA				0.61								

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SIM/TRAINER			[1]	0.500								
SUPPORT-EQUIP												
SOFTWARE				0.178								
PMA				0.050								
OGC				0.295								
TESTING				0.140								
INSTALLATION OF HARDWARE												
FY-08			14 KITS	0.440			[14]					
TOTAL INSTALL				0.440			14					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			14	6.000								
INSTALLATION QTY							14					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									13	0.264
KITS NONRECUR									1	0.445
EQUIPMENT									[13]	2.780
EQUIP NONREC									[1]	0.298
CHANGE ORDERS										
DATA										0.610
SIM/TRAINER									[1]	0.500
SUPPORT-EQUIP										
SOFTWARE										0.178
PMA										0.050
OGC										0.295
TESTING										0.140
INSTALLATION OF HARDWARE										
FY-08           14 KITS									[14]	0.440
TOTAL INSTALL									14	0.440
TOTAL COST (BP-1100)									14	6.000
(Totals may not add due to rounding)										
INSTALLATION QTY									14	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

Quarter	<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
Input													1	1	6	6
Output													1	1	6	6

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: C-130 WINDSCREEN MN-92292

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. Meets ASC/ENFC 9601 requirements, on 53 C-130H aircraft.

Aircraft Breakdown: Active , Reserve 53, ANG , Total 53

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	38	1.596	14	0.588								
EQUIP NONREC	1	0.050										
CHANGE ORDERS												
DATA		0.029										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.093		0.036								
SPARES	4	0.168	[4]	0.168								
INSTALLATION OF HARDWARE												
FY-07	39 KITS	0.020		0.445	[1]		[38]					
FY-08	14 KITS			0.163			[14]					
TOTAL INSTALL		0.020		0.608	1		52					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	39	1.956	14	1.400								
INSTALLATION QTY					1		52					



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									52	2.184
EQUIP NONREC									1	0.050
CHANGE ORDERS										
DATA										0.029
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.129
SPARES									[8]	0.336
INSTALLATION OF HARDWARE										
FY-07           39 KITS									[39]	0.465
FY-08           14 KITS									[14]	0.163
TOTAL INSTALL									53	0.628
TOTAL COST (BP-1100)									53	3.356
(Totals may not add due to rounding)										
INSTALLATION QTY									53	

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>				<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					18	18	16
Output													1						18	18	16

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: AFSOC SIMULATOR UPGRADE MN-92299

Models of Aircraft Affected: MC-130P

Center: OO-ALC

PE 0404011F

Team INFO

**Description/Justification**

The Aircrew Training and Rehearsal Systems (ATARS) contract acquires, sustains and supports mission qualification training and rehearsal system hardware, software and courseware (including instructors).

These efforts will address obsolescence/recapitulation of MC-130P and MC-130H simulators including: updating control loading, replacing host computer, interface computer and input-output medium, replacing and updating instructor operator stations, and updating Digital Radar Land Mass for MC-130H and MC-130P simulators. Funding may be used to alleviate DMS issues.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		5.322			[0]	0.628						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		5.322				0.628						
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										5.950
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										5.950
(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	03/08	03/09
Delivery Date (Month/CY)	03/07	03/08	03/08	03/09	03/10

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P-S

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		0.003		0.147		0.001		1.868				
(Totals may not add due to rounding)		0.003		0.147		0.001		1.868				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										2.019
TOTAL COST (BP-1100)										2.019
(Totals may not add due to rounding)										2.019

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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: MISC SIMULATOR UPDATES MN-99999M

Models of Aircraft Affected: C-130

Center: WRALC Robins AFB GA

PE 0401115F

Team MOBIL

**Description/Justification**

Misc low cost mods under \$2M. Includes Solid State Synchrophaser, Dual Power Source for the Attitude Direction Indicators (ADI), Interphone Improvements, Ramp Mounting Hold, Enhanced Station Keeping Equipment (E-SKE) Recieve lighting and communication/interphone panel.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		1.868				
FLT LINE LOADER												
TOTAL COST (BP-1100)				0.001		0.001		1.868				
(Totals may not add due to rounding)				0.001		0.001		1.868				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										1.870
FLT LINE LOADER										
TOTAL COST (BP-1100)										1.870
(Totals may not add due to rounding)										1.870

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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

Models of Aircraft Affected: C-130

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

**Description/Justification**

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.027				
MN 8191		0.415										
OTHER												
TOTAL COST (BP-1100)		0.415		0.001		0.001		0.027				
(Totals may not add due to rounding)												



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.029
MN 8191										0.415
OTHER										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										0.444

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>													
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		7.213		1.797		1.850		1.115				
PLS		1.487										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		10.543		1.797		1.850		1.115				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										11.975
PLS										1.487
TOTAL COST (BP-1100)										15.305
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130 Class P

Modification Title and No: ANG SENIOR SCOUT MN-SCOUT

Models of Aircraft Affected: Multiple

Center: ASC - Wright Patterson AFB, OH

PE 0503115F

Team INFO

**Description/Justification**

FY2009 funding totals do not include \$46.956M requested for Overseas Contingency Operations

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-08		FY-09		FY-10		FY-11		FY-12	
	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		42.087		3.888		11.697		3.952				
DATA SIM/TRAINER SUPPORT-EQUIP												
CONGRESSIONAL		22.900		3.400								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100) (Totals may not add due to rounding)		90.757		7.288		11.697		3.952				
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										61.624
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
CONGRESSIONAL										26.300
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										113.694
(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>
Contract Date (Month/CY)	01/03	01/04	01/05	01/06	01/07	01/08	01/09	01/10	
Delivery Date (Month/CY)	10/03	07/04	07/05	07/06	07/07	07/08	07/09	07/10	

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																																				
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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## UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130J				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$58.269	\$43.253	\$13.627					

FY2009 funding totals include \$9M of appropriated supplemental "Bridge" funding.

The C-130J is a medium-size transport aircraft capable of performing a variety of combat delivery (tactical airlift) operations across a broad range of mission environments. The primary modifications budgeted in FY10 are Block 7.0 Upgrade, which procures and installs Communication, Navigation and Surveillance Air Traffic Management (CNS/ATM) navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems; and Large Aircraft Infrared Countermeasures System (LAIRCM), which provides a significantly improved defense capability for the C-130J to counter the proliferating IR Man-Portable Air Defense Systems (MANPADS) missile threats. The specific modifications budgeted and programmed are below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	2.490	8.111	1.697
ANG	3.343	21.756	2.291

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_1701	C-130J BLOCK 6.0 UPGRAD	3.9	0.3								18.4
	_2529	Pure Airblast Fuel Nozzle	4.9	0.0								4.9
	_2612	Avionics System and Structur	35.2	23.9	0.2							59.3
	_5296	Wind Gust Brake	6.2	8.0	7.3							21.6
	8629	LARGE AIRCRAFT INFRAR			5.1							5.1
	99999X	LOW COST MODIFICATION	2.0	2.0	1.0							6.8
	Z88888	REPROGRAMMINGS	6.0	9.0								
<b>TOTAL FOR CLASS P</b>			58.3	43.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	116.0
<b>TOTAL FOR WEAPON SYSTEM C-130J</b>			58.3	43.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	116.0

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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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J Class P

Modification Title and No: C-130J BLOCK 6.0 UPGRADES MN-\_1701

Models of Aircraft Affected: C-130J, C-130J(short), WC-130J,  
EC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F Team MOBIL

**Description/Justification**

Funds the procurement and installation of Communication, Navigation, and Surveillance Air Traffic Management (CNS/ATM) 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 18, Reserve 17, ANG 29, Total 64

**Development Status**

Mod Complete in Dec 09.

Development of the Block 6.0 upgrade using RDT&E funds in PE 41132F began in 2Q/FY04. Development was completed in FY07. This was the first development contract on the commercially procured C-130J.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	4	48.718										
PROCUREMENT (3010)												
INSTALL KITS	44	4.700	20	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			44 KITS	0.637								
FY-08			20 KITS		20]	0.312						
TOTAL INSTALL			44	0.637	20	0.312						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	44	14.110	20	3.937		0.312						
INSTALLATION QTY			44		20							



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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)									64	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           44 KITS									[44]	0.637
FY-08           20 KITS									[20]	0.312
TOTAL INSTALL									64	0.949
TOTAL COST (BP-1100)									64	18.359
(Totals may not add due to rounding)										
INSTALLATION QTY									64	

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																																

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J Class P

Modification Title and No: Pure Airblast Fuel Nozzle MN-\_2529

Models of Aircraft Affected:

Center: WR-ALC Warner Robins AFB Warner Robins, GA

PE 0401132F

Team MOBIL

**Description/Justification**

Funds modification to the C-130J engine nozzles to prevent engine contamination/coking of C-130J aircraft components and passages off high pressure bleed air system as a result of fuel backflow.

Program modifies: 47 aircraft (188 Engines) plus 15 Spare engines

There are 16 nozzles per engine that will be replaced in the field resulting in a total procurement of 3248 Fuel Nozzles for the 203 engines.

Aircraft Breakdown: Active 7, Reserve 17, ANG 23, Total 47

**Development Status**

The improved nozzles have been developed commercially by the engine manufacturer.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.536		0.000						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES			[15]	0.362								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			47	4.898								

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.536
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES									[15]	0.362
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									47	4.898

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

**Milestones**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J Class P  
PE 0401132F Team MOBIL

Modification Title and No: Avionics System and Structural Modifications MN-\_2612

Models of Aircraft Affected: AFE000

Center: ASC - Wright Patterson AFB, OH

**Description/Justification**

Funds the procurement and installation of Air Mobility Command's approved initiatives not associated with the international block upgrade program.

Aircraft Breakdown: Active 48, Reserve 8, ANG 16, Total 72

**Development Status**

Incorporates previously developed equipment not associated with the international block upgrade program. Project includes two crashworthy loadmaster seats per combat delivery aircraft, the improvement of the loadmaster's ability to detect surface-to-air fire behind the aircraft, and a high altitude ramp and door. Contract award will be Sep 09.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active		43	5								48
Reserve		0	8								8
ANG		0	16								16
Insatallation											
Active				48							48
Reserve											8
ANG											16

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			40	31.081	32	23.917						
KITS NONRECUR				4.153								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS								0.191				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ATD INTEGRATION												
SPARES												
ABIDES Alignment												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			40	35.234	32	23.917		0.191				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	54.998
KITS NONRECUR										4.153
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.191
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
ATD INTEGRATION										
SPARES										
ABIDES Alignment										
TOTAL COST (BP-1100)									72	59.342
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)	03/09	03/09	
Delivery Date (Month/CY)	10/09	10/09	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J Class P

Modification Title and No: Wind Gust Brake MN-\_5296

Models of Aircraft Affected: C-130J, C-130J(short), EC-130J,  
WC-130J

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-08		FY-09		FY-10		FY-11		FY-12	
	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	4.930				
KITS NONRECUR												
EQUIPMENT			[12]	2.160								
EQUIP NONREC												
CHANGE ORDERS				1.950								
DATA				0.250								
SIM/TRAINER												
SUPPORT-EQUIP				0.180								
SPARES			[4]	0.200	[22]	1.638	[18]	0.905				
INSTALLATION OF HARDWARE												
FY-08				9 KITS	[9]	0.400						
FY-09				36 KITS			[36]	1.500				
FY-10				37 KITS								
TOTAL INSTALL						9	0.400	36	1.500			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				9	6.200	36	8.024	37	7.335			
INSTALLATION QTY						9		36				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	12.376
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										
TOTAL INSTALL										45   1.900
TOTAL COST (BP-1100)										82   21.559
(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-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-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
Input									2	2	2	3	9	9	9	9
Output									2	2	2	3	9	9	9	9



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J Class P

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

Models of Aircraft Affected: C-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401134F

Team MOBIL

**Description/Justification**

FY2009 funding totals include \$9M of appropriated supplemental "Bridge" funding.

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides a significantly improved defense capability for the C-130J 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; along with associated logistics support.

A total of 19 of the C-130J Aircraft Fleet will be modified with LAIRCM over the FYDP. One aircraft is to be configured with LAIRCM hardware during the RDT&E phase of the C-130J program. The remaining 18 are funded with procurement. This program operates under a "buy to budget" profile.

NOTE: Congress added \$9M in FY09 to put LAIRCM on ANG EC-130Js. This funding is early to need as the baseline C-130J R&D effort will not be completed until FY10.

"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, identification of alternatives for items having high DMS risks, and non-recurring engineering (NRE)/replacement costs for DMS components. Additionally, "Change Orders" includes NRE/replacement costs for equipment updates designed to increase Reliability/Availability/Maintainability of LAIRCM Group B LRU/SRU components as identified during the Fiscal Year.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

LAIRCM development of the C-130J platform will commence with contract award with RDT&E funds in PE 41134F in FY09 and will continue into FY11. First production kit buy will be in FY11. The C-130J LAIRCM system will incorporate the GLTA and the AAR-54 Missile Warning sub-systems.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.700		2.915	[1]	9.568		10.100				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
CONTRACTOR SUPPORT												
ENG SUPPORT												
OGC								5.101				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
TRAINING												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								5.101				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	24.283
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										
CONTRACTOR SUPPORT										
ENG SUPPORT										
OGC										5.101
TRAINING										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										5.101
(Totals may not add due to rounding)										
INSTALLATION QTY										

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>	<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																																				

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-130J Class P

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

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**

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		1.782		2.000		2.000		1.000				
CONGRESSIONAL												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		1.782		2.000		2.000		1.000				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										6.782
CONGRESSIONAL										
INSTALLATION OF HARDWARE										
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										6.782
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**

	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																																	
Input																																	
Output																																	

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-135				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$124.911	\$133.809	\$150.425					

FY2010 funding totals do not include \$16.916M requested for Overseas Contingency Operations.

The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY10 are for Global Air Traffic Management (GATM) Phase II, Enhanced Mode S and Mode 5 that enhance operational capability by improving aircraft tracking, identification and ability to operate in restrictive global civil airspace. Other modifications are budgeted to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	30.009	1.111	32.505
ANG	31.955	40.661	64.729

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIF	0.0	0.0	0.0							0.3
<b>TOTAL FOR CLASS P-S</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
P	8654	ENHANCED MODE S	6.6	7.9	16.4							30.9
	9709	GATM PHASE II	108.2	120.2	116.9	0.0	0.0					925.6
	9738	CONTROL COLUMN ACTU	9.4	5.3								42.0
	9817	MODE 5			1.5							1.5
	9818	VOR/ILS ANTENNAE			2.0							2.0
	9819	Visual System Dis Repl			11.6							11.6
	99999X	LOW COST MODIFICATION	0.7	0.4	2.0							18.0

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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-135				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$124.911	\$133.809	\$150.425					

FY2010 funding totals do not include \$16.916M requested for Overseas Contingency Operations.

The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY10 are for Global Air Traffic Management (GATM) Phase II, Enhanced Mode S and Mode 5 that enhance operational capability by improving aircraft tracking, identification and ability to operate in restrictive global civil airspace. Other modifications are budgeted to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	30.009	1.111	32.505
ANG	31.955	40.661	64.729

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
<b>TOTAL FOR CLASS P</b>			124.9	133.8	150.4	0.0	0.0	0.0	0.0	0.0	0.0	1031.6
<b>TOTAL FOR WEAPON SYSTEM C-135</b>			124.9	133.8	150.4	0.0	0.0	0.0	0.0	0.0	0.0	1031.9

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Modification Title and No: ENHANCED MODE S MN-8654

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, ground speed, 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 and APX-119 which includes a Mode 5 card that will make the APX-119 partially Mode 5 ready. Mode 5 capability will be achieved under a separate program through the installation of a Mode 5 crypto module and software.

This 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.

Projected allocations by component EHS (subject to Total Force mission priorities and aircraft availability)

**Kit Procurement**

	FY08	FY09	FY10	FY11	Total
Active	52	60	86		198
Reserve	12	8	52		72
ANG	35	39	75		149
Totals	99	107	213		419

**Installation Schedule**

	FY08	FY09	FY10	FY11	Total
Active	52	60			198
Reserve		12	8		72
ANG		35	39		149
Totals		99	107		419

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			99	6.065	107	6.232	213	13.310				
KITS NONRECUR												
EQUIPMENT												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.074				0.232				
SIM/TRAINER			[1]	0.241								
SUPPORT-EQUIP				0.239		0.242						
OGC				0.029		1.426		2.852				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			99	6.648	107	7.900	213	16.394				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	25.607
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.306
SIM/TRAINER									[1]	0.241
SUPPORT-EQUIP										0.481
OGC										4.307
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									419	30.942

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Modification Title and No: GATM PHASE II MN-9709

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F

Team MOBIL

**Description/Justification**

The Global Air Traffic Management (GATM) modification will allow the KC-135 R/T to continue operating in the increasingly restrictive global civil airspace environment. It 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 and dual Communication Management Units (CMUs) prevent a single point of failure in the Air Traffic Control (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.

Kit Procurement	To Complete					Total
	Prior	FY08	FY09	FY10	FY11	
Active	140	24	34			198
Reserve	37	19		16		72
ANG	77	17	25	30		149
Totals	254	60	59	46		419

Installation Schedule	To Complete					Total
	Prior	FY08	FY09	FY10	FY11	
Active	141	23	34			198
Reserve	39	17		16		72
ANG	71	17	25	36		149
Totals	251	57	59	52		419

Aircraft Breakdown: Active 198, Reserve 72, ANG 149, Total 419

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	254	51.312	60	13.917	59	11.970	46	9.982				
KITS NONRECUR		9.110		3.500		8.500		5.658				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
EQUIPMENT	254	166.522	[60]	42.248	[59]	42.632	[46]	54.280				
EQUIP NONREC		27.246										
CHANGE ORDERS		54.002				0.200		1.200				
DATA		5.941						1.000				
SIM/TRAINER	18	32.039					[0]	1.200				
SUPPORT-EQUIP		3.433										
MILSTRIP		15.764		1.863		1.500		2.500				
MOD Prep		20.360	[0]	7.300		13.685		0.754				
WARRANTY		6.297										
Mode S		5.920										
OGC		33.664		5.832		7.379		8.146				
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										
FY-06	42	26.229	[9]									
FY-07	50	23.452	[28]									
FY-08	60		[20]	33.550	[24]		[16]					
FY-09	59				[35]	34.305	[12]					
FY-10	46						[24]	32.200				
TOTAL INSTALL	217	148.682	57	33.550	59	34.305	52	32.200				
TOTAL COST (BP-1100)	254	580.292	60	108.210	59	120.171	46	116.920				
(Totals may not add due to rounding)												
INSTALLATION QTY	217		57		59		52					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	87.181
KITS NONRECUR										26.768
EQUIPMENT									[419]	305.682
EQUIP NONREC										27.246
CHANGE ORDERS										55.402
DATA										6.941
SIM/TRAINER									[18]	33.239
SUPPORT-EQUIP										3.433
MILSTRIP										21.627
MOD Prep										42.099
WARRANTY										6.297
Mode S										5.920
OGC										55.021
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]	26.229
FY-07	50	KITS							[50]	23.452
FY-08	60	KITS							[60]	33.550
FY-09	59	KITS							[47]	34.305
FY-10	46	KITS							[24]	32.200
TOTAL INSTALL									385	248.737
TOTAL COST (BP-1100)									419	925.593
(Totals may not add due to rounding)										
INSTALLATION QTY									385	

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	10			14	14		13
Output																					4	2	8		8	13			12	10			10	14		13				
	<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	14	14	14	14	14	14	14	13	14	15	15	14	15	15	15	14	13	13	12																					
Output	14	15	15	14	14	14	14	13	14	14	15	14	15	14	15	15	14	13	13	12																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Modification Title and No: CONTROL COLUMN ACTUATOR BRAKE (CCAB) MN-9738

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 -- an emergency situation experienced by the KC-135 fleet on occasion. 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, a KC-135 aircraft crashed at Manas AB which dropped requirement to 447 aircraft. Extra kit will be used for spare parts.)

Projected allocations by component for CCAB (subject to Total Force mission priorities and aircraft availability)

**Kit Procurement**

	Prior	FY08	FY09	FY10	Total
Active	191	35			226
Reserve	56	17			73
ANG	95	54			149
Totals	342	106			448

**Installation Schedule**

	Prior	FY08	FY09	FY10	Total
Active	47	56	94	29	226
Reserve	16	28	27	2	73
ANG	52	67	30	0	149
Totals	115	151	151	31	448

Aircraft Breakdown: Active 226, Reserve 73, ANG 149, Total 448

**Development Status**

N/A

**Projected Financial Plan**

PRIOR FY-08 FY-09 FY-10 FY-11 FY-12



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	342	14.208	106	2.746								
KITS NONRECUR EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.147				0.200						
SIM/TRAINER	19	0.561										
SUPPORT-EQUIP		0.193										
OGC		3.364		1.021		1.511						
INSTALL	115	8.802	[151]	5.617	[151]	3.609	[1]					
INSTALLATION OF HARDWARE												
FY-05 62 KITS	62											
FY-06 120 KITS	53		[67]									
FY-07 160 KITS			[84]		[76]							
FY-08 106 KITS					[75]		[31]					
TOTAL INSTALL	115		151		151		31					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	342	27.275	106	9.384		5.320						
INSTALLATION QTY	115		151		151		31					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	16.954
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.347
SIM/TRAINER									[19]	0.561
SUPPORT-EQUIP										0.193
OGC										5.896
INSTALL									[418]	18.028
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	41.979
(Totals may not add due to rounding)										
INSTALLATION QTY									448	

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	31		
Output													3	16	21	36	39	36	36	39	40	36	36	39	40	31						

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Modification Title and No: MODE 5 MN-9817

Models of Aircraft Affected: C/KC-135

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

PE 0401218F Team MOBIL

**Description/Justification**

The Mode 5 modification is a DoD mandated (IOC by 2014, FOC by 2020) upgrade to the KC-135 Identify Friend or Foe (IFF) system (the primary means of aircraft identification during Air Defense operations). It will increase anti-spoofing/exploitation capabilities and lower the possibility of aircraft/aircrew loss due to misidentification of friendly aircraft. The EHS APX-119 is partially Mode 5 ready. This modification will include a new Mode 5 crypto applique module (KIV-77) and software.

Aircraft Breakdown: 415 KC-135 R/T and 4 special purpose

Mode 5 will be a new start program in FY10.

Projected allocations by component Mode V (subject to Total Force mission priorities and aircraft availability)

Aircraft Breakdown: Active 198, Reserve 72, ANG 149, Total 419

**Development Status**

NSA Certified April 08, Production contract award expected Feb 09, AIMSPO certification Apr 09

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
TESTING												
OGC								1.500				
TOTAL COST (BP-1100)								1.500				
(Totals may not add due to rounding)								1.500				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
TESTING										
OGC										1.500
TOTAL COST (BP-1100)										1.500
(Totals may not add due to rounding)										1.500

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135                      Class P

Modification Title and No: VOR/ILS ANTENNAE MN-9818

Models of Aircraft Affected: C/KC-135

Center: OC-ALC

PE 0401218F                      Team MOBIL

**Description/Justification**

The Very High Frequency Omni-Directional Radio (VOR) Antenna modification is a commercial-off-the-shelf (COTS) replacement for the current VOR navigation antenna on the KC-135R and OC-135 fleet. The manufacturing process for the old antenna is obsolete and there are no assets left in supply. The field units are filling Mission Impaired Capability Awaiting Parts (MICAP) requests with assets pulled from the Aerospace Maintenance and Regeneration Group (AMARG). Based on current failure rate, the supply from AMARG will run out by FY10 resulting in MICAPs due to a loss of navigational capability.

An Engineering Analysis was accomplished to prove the operational capability of the COTS antenna on a NC-135W. The modification was a success and drawings were delivered for manufacturing the structural support for the vertical tail where the antenna will be installed.

VOR Antennae will be a new start program in FY10.

Aircraft Breakdown: 415 KC-135R/T aircraft and 3 special purpose aircraft. Test Tanker 2 will not be accomplished through this funding.

Projected allocations by component VOR/ILS Antenna (subject to Total Force mission priorities and aircraft availability)

**Kit Procurement**

	FY10	Total
Active	24	24
Reserve	10	10
ANG	22	22
Totals	56	56

**Installation Schedule**

	FY10	Total
Active	1	1
Reserve		
ANG		
Totals	1	1

Aircraft Breakdown: Active 183, Reserve 64, ANG 171, Total 418

**Development Status**

See above remarks.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							56	1.285				
KITS NONRECUR												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.021				
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
OGC								0.668				
INSTALLATION OF HARDWARE												
FY-10           56 KITS							[1]	0.026				
TOTAL INSTALL							1	0.026				
TOTAL COST (BP-1100)							56	2.000				
(Totals may not add due to rounding)												
INSTALLATION QTY							1					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									56	1.285
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.021
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										
OGC										0.668
INSTALLATION OF HARDWARE										
FY-10           56 KITS									[1]	0.026
TOTAL INSTALL									1	0.026
TOTAL COST (BP-1100)									56	2.000
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: DEPOT/ALC

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	Quarter	<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	
Input																		1
Output																		1

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Modification Title and No: Visual System Dis Repl MN-9819

Models of Aircraft Affected: C/KC-135

Center: OO-ALC - Hill AFB, UT

PE 0401897F Team MOBIL

**Description/Justification**

Due to limitations in the current KC-135 flight simulator Visual Display System processing power and projection capabilities, the scene projection does not allow sufficient detail to duplicate all available visual references associated with aircraft models used during formation training and is insufficient to add aerodynamically correct classified threat models to support tactical aircrew training scenarios. Current high cost Cathode Ray Tube (CRT) technology requires significant maintenance manpower costs for manual visual alignments degrading simulator availability. Funds will be used to purchase and install commercial off-the-shelf (COTS) hardware sub-systems aboard 19 KC-135 Operational Flight Training (OFT) simulators including: replace Image Generators (IG), replace high-powered heavy weight projectors systems with low-power, low weight, auto aligning system, upgrade display systems and visual data base imagery, and add secure site classified training capabilities.

KC-135 Visual System Displays Replacement (VSR) will be a new start program in FY10.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[1]	11.591				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								11.591				



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	11.591
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										11.591

Method of Implementation:

Initial Lead Time: 17 Months

Follow-On Lead Time: 17 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P-S

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

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 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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		0.256		0.000		0.025		0.025				
TOTAL COST (BP-1100)		0.264				0.025		0.025				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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										0.306
TOTAL COST (BP-1100)										0.314
(Totals may not add due to rounding)										

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>													
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

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

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 must cost less than \$2M to qualify for Low Cost Mod funding.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		14.981		0.669		0.393		1.995				
TOTAL COST (BP-1100)		14.981		0.669		0.393		1.995				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										18.038
TOTAL COST (BP-1100)										18.038
(Totals may not add due to rounding)										18.038

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>											
Delivery Date (Month/CY)															

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CCALL					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$50.977	\$24.535	\$29.187						

FY2008 funding total includes \$5.990M of supplemental funding.

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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	1001	COMPASS CALL	51.0	24.5	29.2							104.7
<b>TOTAL FOR CLASS P</b>			51.0	24.5	29.2	0.0	0.0	0.0	0.0	0.0	0.0	104.7
<b>TOTAL FOR WEAPON SYSTEM CCALL</b>			51.0	24.5	29.2	0.0	0.0	0.0	0.0	0.0	0.0	104.7

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: CCALL Class P

Modification Title and No: COMPASS CALL MN-1001

Models of Aircraft Affected: EC-130H/TC-130H

Center: ASC - Wright Patterson AFB, OH

PE 0207253F Team INFO

**Description/Justification**

FY08 Supp Note: FY2008 funding totals includes \$5.99M in FY08 Supplemental funding approved for EC-130H T-56 Engine QEC Common Configuration.

FY09 OCO Note: FY2009 funding totals do not include \$15.136M in FY09 Supplemental funding requirements requested for COMPASS CALL Baseline 1 mission equipment test sets, which is still pending Congressional consideration and approval.

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 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 30 and Block 35/Baseline 0 configurations are currently fielded. The Baseline 1 configuration will begin delivery in second quarter of 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 2 configuration of the COMPASS CALL is currently under development.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.919	2	7.021	2	6.544				
KITS NONRECUR												
EQUIPMENT			[2]	42.858	[2]	16.314	[2]	21.343				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												



**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08			[2]	1.200								
FY-09					[2]	1.200						
FY-10							[2]	1.300				
TOTAL INSTALL			2	1.200	2	1.200	2	1.300				
TOTAL COST (BP-1100)			2	50.977	2	24.535	2	29.187				
(Totals may not add due to rounding)												
INSTALLATION QTY			2		2		2					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									6	20.484
KITS NONRECUR										
EQUIPMENT									[6]	80.515
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08	2	KITS							[2]	1.200
FY-09	2	KITS							[2]	1.200
FY-10	2	KITS							[2]	1.300
TOTAL INSTALL									6	3.700
TOTAL COST (BP-1100)									6	104.699
(Totals may not add due to rounding)										
INSTALLATION QTY									6	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<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)		06/08	06/09	06/10

Installation Schedule

	<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
Quarter																
Input					1		1		1		1		1		1	
Output						1		1		1		1		1		1

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: DARP				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$142.251	\$106.698	\$107.859					

FY2008 funding total includes \$36.861M of supplemental funding.  
 FY2009 funding does not include \$6.250M requested for Overseas Contingency Operations  
 FY2010 funding does not include \$10.3M requested for Overseas Contingency Operations

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY10 is Rivet Joint.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_2504	COBRA BALL	19.9	14.5	14.7							49.1
	4263	RIVET JOINT	112.5	82.3	83.4							278.3
	4265	COMBAT SENT	9.8	9.8	9.8							29.5
<b>TOTAL FOR CLASS P</b>			142.3	106.7	107.9	0.0	0.0	0.0	0.0	0.0	0.0	356.8
<b>TOTAL FOR WEAPON SYSTEM DARP</b>			142.3	106.7	107.9	0.0	0.0	0.0	0.0	0.0	0.0	356.8

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: DARP Class P

Modification Title and No: COBRA BALL MN-\_2504

Models of Aircraft Affected: RC-135S, TC-135S

Center: ASC - Wright Patterson AFB, OH

PE 0305207F

Team INFO

**Description/Justification**

Procures and installs various classified modifications for RC-135S aircraft. This modification plan has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed. Due to the rapidly changing threat environment of the long Overseas Contingency Operations (OCO), the acquisition program manager has the authority to redirect funding as necessary to meet the requirements.

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

**Development Status**

Aircraft, sensor systems, and associated ground support system modifications planned for FY09-FY15 include the procurement, fielding and logistical support for two distinct baselines for RC-135S COBRA BALL. Additional information is available within the classified Congressional budget exhibits.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	4.627	1	4.701	1	4.651				
KITS NONRECUR												
EQUIPMENT				5.320		2.564		2.542				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08		1 KITS	[1]	9.947								
FY-09		1 KITS			[1]	7.264						
FY-10		1 KITS					[1]	7.476				
TOTAL INSTALL			1	9.947	1	7.264	1	7.476				
TOTAL COST (BP-1100)			1	19.893	1	14.529	1	14.669				
(Totals may not add due to rounding)												
INSTALLATION QTY			1		1		1					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	13.979
KITS NONRECUR										
EQUIPMENT										10.426
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		1 KITS							[1]	9.947
FY-09		1 KITS							[1]	7.264
FY-10		1 KITS							[1]	7.476
TOTAL INSTALL									3	24.686
TOTAL COST (BP-1100)									3	49.091
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<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
Quarter																
Input					1				1				1			
Output							1				1				1	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: DARP Class P

Modification Title and No: RIVET JOINT MN-4263

Models of Aircraft Affected: RC-135V, W & TC-135W

Center: ASC - Wright Patterson AFB, OH

PE 0305207F

Team INFO

**Description/Justification**

FY08 Supp Note: FY2008 funding totals include \$36.861M in Supplemental funding approved for the following three initiatives: Mobile Comms Exploitation Receivers (\$9.2M), Wideband Inflight Reachback Capability (\$4.6M), and Avionics Modernization to Comply with CNS/ATM Standards (\$23.0M).

FY09 OCO Note: FY2009 funding totals do not include \$6.25M in OCO Requested funding requirements request for ten RC-135 Commercial Aircraft Air Conditioning Units.

Procures and installs various classified modifications for RC-135V/W aircraft. This modification plan has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed. Due to the rapidly changing threat environment of long Overseas Contingency Operations, the acquisition program manager has the authority to redirect funding as necessary to meet the requirements.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0, Total 17

**Development Status**

Aircraft, sensor systems, and associated ground support system modifications planned for FY09-FY15 include the procurement, fielding and logistical support for three distinct RC-135V/W RIVET JOINT baseline configurations.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	9.993	2	10.300	2	10.153				
KITS NONRECUR EQUIPMENT				44.752		29.207		30.361				
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP				3.054		3.317		2.347				
INSTALLATION OF HARDWARE												
FY-08 2 KITS			[2]	54.745								
FY-09 2 KITS					[2]	39.507						
FY-10 2 KITS							[2]	40.514				
TOTAL INSTALL			2	54.745	2	39.507	2	40.514				
TOTAL COST (BP-1100) (Totals may not add due to rounding)			2	112.544	2	82.331	2	83.376				
INSTALLATION QTY			2		2		2					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									6	30.446
KITS NONRECUR										
EQUIPMENT										104.321
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										8.718
INSTALLATION OF HARDWARE										
FY-08		2 KITS							[2]	54.745
FY-09		2 KITS							[2]	39.507
FY-10		2 KITS							[2]	40.514
TOTAL INSTALL									6	134.766
TOTAL COST (BP-1100)									6	278.250
(Totals may not add due to rounding)										
INSTALLATION QTY									6	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<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
Quarter																
Input					1		1		1		1		1		1	
Output						1		1		1		1		1		1

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: DARP Class P

Modification Title and No: COMBAT SENT MN-4265

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-135U aircraft. This modification plan has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed. Due to the rapidly changing threat environment of long Overseas Contingency Operations, the acquisition program manager has the authority to redirect funding as necessary to meet the requirements.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

**Development Status**

Aircraft, sensor systems, and associated ground support system modifications planned for FY09-FY15 include the procurement, fielding and logistical support for two distinct baselines for RC-135U COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	4.391	1	4.376	1	4.215				
KITS NONRECUR												
EQUIPMENT				0.606		0.543		0.539				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08		1 KITS		4.817								
FY-09		1 KITS	[1]		[1]	4.919						
FY-10		1 KITS					[1]	5.059				
TOTAL INSTALL			1	4.817	1	4.919	1	5.059				
TOTAL COST (BP-1100)			1	9.814	1	9.838	1	9.814				
(Totals may not add due to rounding)												
INSTALLATION QTY			1		1		1					



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	12.982
KITS NONRECUR										
EQUIPMENT										1.688
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		1 KITS							[1]	4.817
FY-09		1 KITS							[1]	4.919
FY-10		1 KITS							[1]	5.059
TOTAL INSTALL									3	14.796
TOTAL COST (BP-1100)									3	29.466
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<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
Quarter																
Input					1				1				1			
Output							1				1				1	

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<b>BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)</b>								<b>DATE</b> May 2009	
<b>APPROPRIATION/BUDGET ACTIVITY</b> <b>AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications</b>				<b>P-1 ITEM NOMENCLATURE: E-3</b>					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$76.834	\$86.155	\$79.263						

FY2008 funding totals include \$23.038M in supplemental funding.

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 FY10 is the Block 40/45 Upgrade. Other modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	50001P	TSI	2.8	3.3	2.5							40.4
	50001T	BLOCK 40/45 UPGRADE	2.6	56.5	61.5							120.6
	7267	NAVWAR	7.8	5.5	1.4							16.4
	7268	INTEGRATED DAMA GATM	17.5	6.0	3.5							129.4
	8662	AETC MTD UPGRADES-FIE			2.5							3.0
	9707	RM&A MODS	46.2	14.8	7.9							153.0
<b>TOTAL FOR CLASS P</b>			76.8	86.2	79.3	0.0	0.0	0.0	0.0	0.0	0.0	462.8
<b>TOTAL FOR WEAPON SYSTEM E-3</b>			76.8	86.2	79.3	0.0	0.0	0.0	0.0	0.0	0.0	462.8

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

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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-3 Class P

Modification Title and No: TSI MN-50001P

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 Training, Support, and Infrastructure (TSI) associated with the E-3 weapon system. The modifications and support to the training systems, 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 (GFP and GFE)
- infrastructure maintenance, operations, and analysis
- training product support and concurrency analysis
- Procurement of equipment and systems to ensure that AWACS can respond to urgent wartime/contingency acquisition requirements (e.g. Urgent Operational Needs (UONs) and Wartime Urgent and Compelling Needs (WUCNs)).

These modifications are necessary to sustain the weapon system until and beyond 2035.

This modification has related RDT&E funding in PE 0207417F.

There are a total of 33 E-3 aircraft - 32 operational and 1 Developmental Test and Evaluation (DT&E) aircraft, designated Test System-3 (TS-3).

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.307		6.398		5.106		5.321				
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		2.139	0.255		0.466		0.276					
SUPPORT-EQUIP		5.356	1.612		1.618		1.349					
ICS		0.913										
CONTRACTOR SUPPORT		6.479	0.410		0.426		0.443					
PROGRAM MNGMT		2.408	0.217		0.238		0.211					
GFP												
OGC		2.562	0.294		0.520		0.238					

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-95	0	KITS	1	0.059								
FY-96	1	KITS	1	1.162								
FY-97	29	KITS										
FY-99	0	KITS		2.117								
FY-00	0	KITS		1.257								
FY-01	0	KITS		0.264								
TOTAL INSTALL	2	4.859										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	30	31.852		2.788		3.268		2.517				
INSTALLATION QTY	28											

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										27.132
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										3.136
SUPPORT-EQUIP										9.935
ICS										0.913
CONTRACTOR SUPPORT										7.758
PROGRAM MNGMT										3.074
GFP										
OGC										3.614
INSTALLATION OF HARDWARE										
FY-95	0	KITS							[1]	0.059
FY-96	1	KITS							[1]	1.162
FY-97	29	KITS								
FY-99	0	KITS								2.117
FY-00	0	KITS								1.257
FY-01	0	KITS								0.264
TOTAL INSTALL									2	4.859
TOTAL COST (BP-1100)									30	40.425
(Totals may not add due to rounding)										
INSTALLATION QTY									28	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>
Contract Date (Month/CY)			12/95	12/96
Delivery Date (Month/CY)			09/96	09/97

**Installation Schedule**

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

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: E-3 Class P

Modification Title and No: BLOCK 40/45 UPGRADE MN-50001T

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.

The funded program [through the Budget Year (BY)] includes procurement of 2 of the required 31 systems. The remaining procurement buys and installs are beyond the current BY.

This modification will be installed on multiple simulators and trainers.

This modification has related RDT&E funding in PE 0207417F.

There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 and P-1 will be modified with RDT&E funds as test articles.

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

**Development Status**

- 11/99 - Block 40/45 Risk Reduction initiated. Completed 09/03
- 07/03 - SD&D Awarded
- 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
- 9/08 - Operational Assessment
- 12/08 - Final Airworthiness Flight Test Start
- 11/08 - Milestone C

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		812.293		91.863		61.770		98.016				
PROCUREMENT (3010)												
INSTALL KITS					1	9.961	1	9.473				
KITS NONRECUR						12.731		12.095				
EQUIPMENT					[1]	5.256	[1]	5.104				
EQUIP NONREC						7.629		6.826				
CHANGE ORDERS						0.000		0.470				
DATA						0.779		0.795				
SIM/TRAINER						1.867		2.414				



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP						1.314		1.881				
DMS (Diminished Manufacturing Sources)						11.481		15.267				
ICS								0.000				
OTHER				2.400								
GFE						1.339		1.994				
PROGRAM MNGMT				0.203		4.120		5.157				
OGC						0.000		0.000				
CONTRACTOR SUPPORT						0.000		0.000				
INSTALLATION OF HARDWARE												
FY-09				1 KITS								
FY-10				1 KITS								
TOTAL INSTALL	<hr/>											
TOTAL COST (BP-1100)	<hr/>											
(Totals may not add due to rounding)				2.603		1	56.477		1	61.476		
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										1063.942
PROCUREMENT (3010)										
INSTALL KITS									2	19.434
KITS NONRECUR										24.826
EQUIPMENT									[2]	10.360
EQUIP NONREC										14.455
CHANGE ORDERS										0.470
DATA										1.574
SIM/TRAINER										4.281
SUPPORT-EQUIP										3.195
DMS (Diminished Manufacturing Sources)										26.748
ICS										
OTHER										2.400
GFE										3.333
PROGRAM MNGMT										9.480
OGC										
CONTRACTOR SUPPORT										
INSTALLATION OF HARDWARE										
FY-09			1							
FY-10			1							
TOTAL INSTALL										
TOTAL COST (BP-1100)									2	120.556
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: DEPOT/ALC

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)												05/09	12/09
Delivery Date (Month/CY)												11/10	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	
Input																									
Output																									
Quarter	1	<u>FY-06</u>			<u>FY-07</u>			<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>			<u>FY-11</u>			<u>FY-12</u>					
Input																									
Output																									

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-3 Class P

Modification Title and No: NAVWAR MN-7267

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 includes procurement of 32 kits, comprised of 2 EGIs per aircraft. Production will begin in FY08, with installations occurring FY10 through FY12.

FY08 includes funding for the 64 EGI for the Aircraft Flight-line installation plus the upgrade of the remaining existing inventory totaling 116 EGI upgrades.

This modification has related RDT&E funding in PE 0207417F.

There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is funded with RDT&E funds.

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

**Development Status**

NAVWAR SD&D is complete.  
4Q FY08 - Milestone C

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		12.876		0.026								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	2	0.190	[30]	5.254		0.983						
EQUIP NONREC		0.480		1.129		1.676		0.476				
CHANGE ORDERS								0.261				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						0.743						
TRAINING						1.000						
OGC												
CONTRACTOR SUPPORT		0.888		0.764		0.737		0.542				
ICS												
PROGRAM MNGMT		0.181		0.605		0.404		0.117				
INITIAL SPARES												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.739		7.752		5.543		1.396				
INSTALLATION QTY							24					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										12.902
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[32]	6.427
EQUIP NONREC										3.761
CHANGE ORDERS										0.261
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.743
TRAINING										1.000
OGC										
CONTRACTOR SUPPORT										2.931
ICS										
PROGRAM MNGMT										1.307
INITIAL SPARES										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										16.430
(Totals may not add due to rounding)										
INSTALLATION QTY									32	

Method of Implementation: DEPOT FIELD TEAM

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)					09/08	12/09
Delivery Date (Month/CY)					12/09	01/11

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																																

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-3 Class P

Modification Title and No: INTEGRATED DAMA GATM MN-7268

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).

Lead time for Integrated DAMA/GATM (IDG) equipment is greater than 12 months.

Approved funding will procure the required 32 production kits, and beginning with P-15, installation was accelerated to allow completion in 3Q FY09.

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		55.656										
PROCUREMENT (3010)												
INSTALL KITS	32	7.038										
KITS NONRECUR		4.626		1.472		0.635						
EQUIPMENT	32	22.611										
EQUIP NONREC												
CHANGE ORDERS								0.320				
DATA												
SIM/TRAINER	3	3.625										
SUPPORT-EQUIP		1.845										
PROGRAM MNGMT		11.978		1.365		0.439		0.293				
CONTRACTOR SUPPORT		5.527		2.096		1.754		2.412				
GFE		8.527										
ICS		1.101		0.566		0.473		0.468				
OGC		4.140		1.143		0.452						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04	3	4.316										
FY-05	6	8.230										
FY-06	8	18.785										
FY-07	15		[9]	10.862	[6]	2.264						
TOTAL INSTALL	17	31.331	9	10.862	6	2.264						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	32	102.349		17.504		6.017		3.493				
INSTALLATION QTY	17		9		6							



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	7.038
KITS NONRECUR										6.733
EQUIPMENT									[32]	22.611
EQUIP NONREC										
CHANGE ORDERS										0.320
DATA										
SIM/TRAINER									[3]	3.625
SUPPORT-EQUIP										1.845
PROGRAM MNGMT										14.075
CONTRACTOR SUPPORT										11.789
GFE										8.527
ICS										2.608
OGC										5.735
INSTALLATION OF HARDWARE										
FY-04           3 KITS									[3]	4.316
FY-05           6 KITS									[6]	8.230
FY-06           8 KITS									[8]	18.785
FY-07          15 KITS									[15]	13.126
TOTAL INSTALL									32	44.457
TOTAL COST (BP-1100)									32	129.363
(Totals may not add due to rounding)										
INSTALLATION QTY									32	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<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	3	3	0	2	3	3	2	2	3	3	2	2	3	2	2	3	2
																	1	0	0	2	3	2	2	3	2	3	2	3	2	3	2	3	2	3	2	2
Quarter	1	2	3	4																																
Input	3	3																																		
Output	3	2	2																																	



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[10]	2.456
SUPPORT-EQUIP									[3]	0.577
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										3.033

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-3 Class P

Modification Title and No: RM&A MODS MN-9707

Models of Aircraft Affected: E-3 B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

**Description/Justification**

\*\*\* NOTE: FY2008 funding totals include \$23.038 in Supp funding for Low Power Filters.

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 but are not limited to the following based on emerging requirements: Aircraft DC Power Reliability Improvement, ARC-169 UHF Low Power Filter, Attitude Heading Reference System, Auxiliary Power Unit Insulation Replacement, Dehumidification, Dual Refresh Channel LVPS, Electronic Support Measures (EMS) Avionics Integrated Software Facility (AISF) Integrated Replay Simulator (IRS) Redesign, Electronic Support System (ESS) Removal Phase 2, Emergency Escape Straps, Engine Strut Insulation Blanket, ESM Debugger, ESM LAMP Upgrade, FALCON VIEW (Aero "I" Keypad), Fuel Quantity Indication System Improvement, GPS Integrated Navigation System (GINS) CDU Electrical Power Source Change, Have Siren Wiring, High Voltage Filter Upgrade, IDG CSD Generator, 140 KVA (R933), Line Printer Installs, Lox Oxygen (LOX) Door Guard, Pinpoint Tester, PSDU Power Supply, Rotary Coupler, Solid State TPA, SS Floating Deck, TADIL-A Modem, Vertical Stabilizer & Rudder Modification, Wide Band KPA

This modification has related RDT&E funding in PE 0207417F.

There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				3.299		3.703		7.392				
PROCUREMENT (3010)												
INSTALL KITS	501	4.798	[66]	10.592	[59]	6.576	[10]	3.653				
KITS NONRECUR		0.293										
EQUIPMENT	501	40.131	66	22.369	59	2.100	10					
EQUIP NONREC		8.337		4.825		0.354						
CHANGE ORDERS						1.340		0.508				
DATA		0.099		0.200		0.342		0.006				
SIM/TRAINER	7	0.106					[1]	0.170				
SUPPORT-EQUIP		10.181		2.292								
OGC												
CONTRACTOR SUPPORT		2.138		0.457		0.495		0.636				
PROGRAM MNGMT		9.835		3.602		1.083		0.665				
DMS (Diminished Manufacturing Sources)		6.346		1.700		1.700		1.700				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04	174	KITS	32	0.757								
FY-05	102	KITS	9	0.980								
FY-06	71	KITS			[10]	0.150						
FY-07	154	KITS					[8]	0.296				
FY-08	66	KITS										
FY-09	59	KITS					[6]	0.563	[6]	0.587		
FY-10	10	KITS										
TOTAL INSTALL	41	1.737	10	0.150	14	0.859	6	0.587				
TOTAL COST (BP-1100)	501	84.000	66	46.187	59	14.849	10	7.925				
(Totals may not add due to rounding)												
INSTALLATION QTY	41		10		14		6					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										14.394
PROCUREMENT (3010)										
INSTALL KITS									[636]	25.619
KITS NONRECUR										0.293
EQUIPMENT									636	64.600
EQUIP NONREC										13.516
CHANGE ORDERS										1.848
DATA										0.647
SIM/TRAINER									[8]	0.276
SUPPORT-EQUIP										12.473
OGC										
CONTRACTOR SUPPORT										3.725
PROGRAM MNGMT										15.185
DMS (Diminished Manufacturing Sources)										11.446
INSTALLATION OF HARDWARE										
FY-04	174	KITS							[32]	0.757
FY-05	102	KITS							[9]	0.980
FY-06	71	KITS							[10]	0.150
FY-07	154	KITS							[8]	0.296
FY-08	66	KITS								
FY-09	59	KITS							[12]	1.150
FY-10	10	KITS								
TOTAL INSTALL									71	3.333
TOTAL COST (BP-1100)									636	152.961
(Totals may not add due to rounding)										
INSTALLATION QTY									71	

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**

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			12	7			9	9	1			10				8			6						6
Output											3			12	7			9	9	1			10				8			6						6



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$19.610	\$28.019	\$73.058					

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 FY10 is the E-4B NAOC High Speed Data. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	3410	NPES (NC2AIS) E-4B	0.7	0.5	0.7							8.5
	4383A	Message Processing System	10.0	4.9	0.7							15.6
	4389	C-3 UHF DIGITIZATION		2.4	2.4							4.7
	4390	E-4B KG-3X MODERNIZATI	1.4	0.1								1.5
	4393	STU III Replacement		12.7	6.0							18.7
	4394	Enhanced Mode S	2.6	0.4	0.3							3.3
	4397	Configuration Update			2.0							2.0
	4399	MilStar Crypto			3.6							3.6
	4402	Crypto Update		2.0								2.0
	4404	E-4B NAOC Modification Blo			50.1							50.1
	99999S	SERVICE BULLETINS	4.2	3.1	5.4							60.5
	99999X	LOW COST MODIFICATION	0.7	2.0	2.0							24.0
	Z88888	REPROGRAMMINGS	0.0	0.1								
<b>TOTAL FOR CLASS P</b>			19.6	28.0	73.1	0.0	0.0	0.0	0.0	0.0	0.0	194.5

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$19.610	\$28.019	\$73.058					

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 FY10 is the E-4B NAOC High Speed Data. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
<b>TOTAL FOR WEAPON SYSTEM E-4</b>			19.6	28.0	73.1	0.0	0.0	0.0	0.0	0.0	0.0	194.5

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. 2	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: NPES (NC2AIS) E-4B MN-3410

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 NAOC on the E-4B.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	1.582	1	0.378	1	0.251	1	0.399				
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	0.200										
FY-08 1 KITS			[1]	0.303								
FY-09 1 KITS					[1]	0.286						
FY-10 1 KITS							[1]	0.265				
TOTAL INSTALL	8	0.544	1	0.303	1	0.286	1	0.265				
TOTAL COST (BP-1100) (Totals may not add due to rounding)	8	6.666	1	0.681	1	0.537	1	0.664				
INSTALLATION QTY	8		1		1		1					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									11	2.610
KITS NONRECUR										
EQUIPMENT									[6]	4.540
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00	1								[1]	
FY-01	1								[1]	
FY-02	1								[1]	
FY-03	1								[1]	
FY-04	1								[1]	
FY-05	1								[1]	
FY-06	1								[1]	0.344
FY-07	1								[1]	0.200
FY-08	1								[1]	0.303
FY-09	1								[1]	0.286
FY-10	1								[1]	0.265
TOTAL INSTALL									11	1.398
TOTAL COST (BP-1100)									11	8.548
(Totals may not add due to rounding)										
INSTALLATION QTY									11	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 2 Months

Milestones

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

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: Message Processing System (MPS) MN-4383A

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, incorporate Split Remote Control Unit (SRCU) software into the MPS, as well as add sufficient bandwidth to interface with the E-4B network infrastructure, including the MPS printer and black switch. 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. The first kit and installation are on contract.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	8.104	1	4.193						
KITS NONRECUR				1.900								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.681				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08		1 KITS			[1]	0.230						
FY-09		1 KITS			[2]	0.460						
TOTAL INSTALL					3	0.690						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	10.004	1	4.883		0.681				
INSTALLATION QTY			1		1							

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	12.297
KITS NONRECUR										1.900
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.681
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08		1 KITS							[1]	0.230
FY-09		1 KITS							[2]	0.460
TOTAL INSTALL									3	0.690
TOTAL COST (BP-1100)									2	15.568
(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: 10 Months

**Milestones**

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

**Installation Schedule**

	<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
Input							1			1						
Output								1					1			

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: C-3 UHF DIGITIZATION MN-4389

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

The C3 Ultra High Frequency (UHF) Digitization upgrade will provide a digital link for Internet Protocol (IP) based connectivity to unclassified, SECRET, and TOP SECRET Internet as well as video teleconferencing (VTC) and Voice Over Internet Protocol (VoIP) capabilities while retaining the analog (UHF) link. This modification is required for digital operation over off-airplane communication links. Digital operations provide more flexibility and utility than the current UHF/Frequency Division Modulation (UHF/FDM) system. This modification will add digital modems, routers and High Assurance IP Encryption (HAIZE) devices to enable the new digital link and allow the data to be accessed from the already existing High Speed Data system on the E-4B.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

**Development Status**

FY08 RDT&E was intended to purchase and install a prototype digital C3 UHF kit with RDT&E; however, all remaining FY08-09 RDT&E for this project was removed through Reprogramming Action FY09-04 PA, Nuclear Surety. APAF will be used instead to install a C3 capability.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				3.109								
PROCUREMENT (3010)												
INSTALL KITS					1	0.768	1	0.607				
KITS NONRECUR												
EQUIPMENT						0.288		0.577				
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.056						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09           1 KITS					[1]	1.251						
FY-10           1 KITS							[1]	1.170				
TOTAL INSTALL					1	1.251	1	1.170				
TOTAL COST (BP-1100)					1	2.363	1	2.354				
(Totals may not add due to rounding)												
INSTALLATION QTY					1		1					





05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: E-4B KG-3X MODERNIZATION MN-4390

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 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, PE 0303140F) and KGV-61A cryptographic devices.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.024	2	0.048						
KITS NONRECUR												
EQUIPMENT						0.019						
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.310		0.021						
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT				1.114								
INSTALLATION OF HARDWARE												
FY-08			1 KITS		[1]							
FY-09			2 KITS		[2]							
TOTAL INSTALL						3						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	1.448	2	0.088						
INSTALLATION QTY						3						

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.072	
KITS NONRECUR											
EQUIPMENT										0.019	
EQUIP NONREC											
CHANGE ORDERS											
DATA										0.331	
SIM/TRAINER											
SUPPORT-EQUIP											
ENG SUPPORT										1.114	
INSTALLATION OF HARDWARE											
FY-08	1	KITS							[1]		
FY-09	2	KITS							[2]		
TOTAL INSTALL	<hr/>									3	
TOTAL COST (BP-1100)	<hr/>									3	1.536
(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-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)		06/08	06/08
Delivery Date (Month/CY)		09/08	09/08

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: STU III Replacement MN-4393

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

The STU III Replacement project replaces 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 decertification date for the STU IIIIR driving the need for a new 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.

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

**Development Status**

RDT&E began in FY08 and includes prototype kit and install. The prototype kit and install is on contract through the Defense Red Switch Network (DRSN) program office, Ogden AFB, UT, and is scheduled to be installed June 2009.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)			[1]	14.776								
PROCUREMENT (3010)												
INSTALL KITS					2	7.607	1	3.500				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.443						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09		2 KITS			[2]	4.637						
FY-10		1 KITS					[1]	2.500				
TOTAL INSTALL					2	4.637	1	2.500				
TOTAL COST (BP-1100)					2	12.687	1	6.000				
(Totals may not add due to rounding)												
INSTALLATION QTY					2		1					



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: Enhanced Mode S MN-4394

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 0, ANG 0, Total 3

**Development Status**

Prototype and install is on contract and scheduled to install Feb 09.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	0.360	1	0.217						
KITS NONRECUR				1.818								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.253				0.100				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08			2 KITS		[1]	0.195		[1]	0.145			
FY-09			1 KITS					[1]	0.195			
TOTAL INSTALL					1	0.195		1	0.145		1	0.195
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	2.626	1	0.362			0.295			
INSTALLATION QTY			1		1			1				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.577
KITS NONRECUR										1.818
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.353
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08									[2]	0.340
FY-09									[1]	0.195
TOTAL INSTALL									3	0.535
TOTAL COST (BP-1100)									3	3.283
(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-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)		08/08	08/09	08/10

**Installation Schedule**

	<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
Input								1								1
Output								1								1

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: Configuration Update MN-4397

Models of Aircraft Affected: E-4B

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

PE 32015F

Team

**Description/Justification**

Funds will be used to bring the mission systems on E-4B aircraft up to the current E-4B standard configuration. This investment is required to keep the mission systems on the E-4B interoperable with other E-4B aircraft and other space, airborne, and ground systems as well as to ensure the E-4B remains logistically supportable. This modification upgrades numerous commercial off the shelf (COTS) components and software contained in Mod Block 1 and other mission systems.

This is a New Start Program in FY10.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	1.400				
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS												
DATA								0.300				
SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 1 KITS							[1]	0.300				
TOTAL INSTALL							1	0.300				
TOTAL COST (BP-1100) (Totals may not add due to rounding)							1	2.000				
INSTALLATION QTY							1					



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1	1.400
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.300
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10           1 KITS									[1]	0.300
TOTAL INSTALL									1	0.300
TOTAL COST (BP-1100)									1	2.000
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

**Installation Schedule**

	Quarter	<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	
Input																		1
Output																		1

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: MilStar Crypto MN-4399

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

The MILSTAR crypto modification replaces the cryptographic boxes (KG-33 operating in Message Indicator (MI) mode) required to transmit and receive messages over the MILSTAR Ultra High Frequency (UHF) network. This investment is required to keep the E-4B MILSTAR terminal compatible with the MILSTAR network. The current Crypto Modernization effort is currently underway for the KG-3X family of devices does not include KG-33s that operate in the MI mode. This modification will replace the current KG-33s operating in the MI mode with approved cryptographic devices.

This is a New Start Program in FY10.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	0.140				
KITS NONRECUR								2.758				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.191				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10 2 KITS							[2]	0.509				
TOTAL INSTALL							2	0.509				
TOTAL COST (BP-1100)							2	3.598				
(Totals may not add due to rounding)												
INSTALLATION QTY							2					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	0.140
KITS NONRECUR										2.758
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.191
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10           2 KITS									[2]	0.509
TOTAL INSTALL									2	0.509
TOTAL COST (BP-1100)									2	3.598
(Totals may not add due to rounding)										
INSTALLATION QTY									2	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input															1	1
Output															1	1

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: Crypto Update MN-4402

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

This modification replaces 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 National Security Agency (NSA). This modification will replace the KYV-5, KY-58, KY-100, and other cryptologic boxes with suitable alternatives.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

**Development Status**

Cryptologic Systems Group (CPSG), San Antonio, TX began development in FY08. E-4B program office will use APAF for installation and integration on E-4B.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					4	0.415						
KITS NONRECUR						1.024						
EQUIPMENT						0.170						
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.210						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-09 4 KITS					[3]	0.142		[1]				
TOTAL INSTALL					3	0.142		1				
TOTAL COST (BP-1100)					4	1.961						
(Totals may not add due to rounding)												
INSTALLATION QTY					3			1				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	0.415
KITS NONRECUR										1.024
EQUIPMENT										0.170
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.210
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-09           4 KITS									[4]	0.142
TOTAL INSTALL									4	0.142
TOTAL COST (BP-1100)									4	1.961
(Totals may not add due to rounding)										
INSTALLATION QTY									4	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<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-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
Input									1	2	1					
Output									1	2	1					

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: E-4B NAOC Modification Block 1 MN-4404

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

**Description/Justification**

The FY09 PB did not provide funds to modernize aircraft 74-0787 due to its impending retirement in FY10; however, the Department of Defense has decided to retain aircraft 74-0787. In order for the E-4B NAOC fleet to have a common, fleet-wide capability, aircraft 74-0787 will receive the Modification Block 1 (Mod Blk 1) upgrade similar to the other three aircraft. Mod Blk 1 consists of four primary modifications: Audio Infrastructure Upgrade (AIU), Senior Leaders Communication System (SLCS), Conference Room Upgrade, and Global Air Traffic Management (GATM). AIU replaces the switchboard, semiautomatic switching system, manual telephone switching set, secure voice switching assembly, link select assembly, and portions of the patch and test facility with a modern, digital switching system, an upgraded multiplexor, and other new devices. SLCS provides the capability for Direct Broadcast Service, Global Broadcast Service, and full-motion point-to-point video; video teleconferencing capability; and access to Defense Information System Network and public switch network for voice, data, and video. Conference Room Upgrade addresses SecDef and Senior Leader inflight communication and interior sound dampening requirements. GATM addresses evolving domestic and international air traffic management requirements by providing Controller-Pilot Data Link Communications and aircraft system on/off capability to permit aircraft communications using internationally accepted technical protocols and to permit secure operations when militarily required. Obsolescence and diminishing manufacturing sources will also be addressed as required.

Mod Blk 1 represents a significant capability improvement and is required on aircraft 74-0787 in order to be interoperable with evolving external communication demands, upgraded on-board mission systems, and other E-4B NAOC aircraft. The modification will ensure compliance with White House, OSD, NSA, Joint Staff, USSTRATCOM, and USAF requirements for secure and non-secure voice, data, and video communications in support of the President, SecDef, and other Senior Leaders during all phases of conflict.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

**Development Status**

New Start planning activities and purchase of long-lead items will begin in FY09 upon Congressional approval of New Start reprogramming.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	5.074				
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS												
DATA								0.500				
SIM/TRAINER SUPPORT-EQUIP												
ENG SUPPORT								5.000				

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-10           1 KITS							[1]	39.500				
TOTAL INSTALL							1	39.500				
TOTAL COST (BP-1100)							1	50.074				
(Totals may not add due to rounding)												
INSTALLATION QTY							1					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1	5.074
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.500
SIM/TRAINER										
SUPPORT-EQUIP										
ENG SUPPORT										5.000
INSTALLATION OF HARDWARE										
FY-10           1 KITS									[1]	39.500
TOTAL INSTALL									1	39.500
TOTAL COST (BP-1100)									1	50.074
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

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



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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 4, Reserve 0, ANG 0, Total 4

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		47.842		4.174		3.083		5.393				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		47.842		4.174		3.083		5.393				
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										60.492
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										60.492
INSTALLATION QTY										

Method of Implementation: DEPOT FIELD TEAM

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>								
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																																	
Quarter	1	<u>FY-97</u>			1	<u>FY-98</u>			1	<u>FY-99</u>			1	<u>FY-00</u>			1	<u>FY-01</u>			1	<u>FY-02</u>			1	<u>FY-03</u>			1	<u>FY-04</u>			
Input																																	
Output																																	
Quarter	1	<u>FY-05</u>			1	<u>FY-06</u>			1	<u>FY-07</u>			1	<u>FY-08</u>			1	<u>FY-09</u>			1	<u>FY-10</u>											
Input																																	
Output																																	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-4 Class P

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

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 4, Reserve 0, ANG 0, Total 4

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		19.178		0.668		1.993		1.999				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		19.362		0.668		1.993		1.999				
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										23.838
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)	<hr/>									
(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>											
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																				
Input																																
Output																																

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-8C				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$94.269	\$30.571	\$225.973					

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 focus for FY10 will be JSTARS Re-engining.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	0.000	0.000	0.000
ANG	0.000	0.000	167.500

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	38199	JSTARS Re-engining	57.8	6.0	204.9						0.0	365.2
	38200	RELIABILITY, MAINTAINABI	2.8	3.8	4.7						0.0	74.7
	38203	KILL CHAIN ENHANCEMEN	20.7	18.3	16.4						0.0	125.7
	38206	Communications Navigation	0.1								0.0	17.5
	38208	Enhanced Land Maritime Mo	12.8	2.4							0.0	17.3
<b>TOTAL FOR CLASS P</b>			94.3	30.6	226.0	0.0	0.0	0.0	0.0	0.0	0.0	600.4
<b>TOTAL FOR WEAPON SYSTEM E-8C</b>			94.3	30.6	226.0	0.0	0.0	0.0	0.0	0.0	0.0	600.4

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  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Modification Title and No: JSTARS Re-engining MN-38199

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.

Non Recurring Engineering (NRE) refers to engineering research, design, test and evaluation of required production changes allowing JT8D-219 engines and the propulsion pod system to meet JSTARS requirements. Specific tasks include creating production retrofit drawings, creating Interface Control Documents (ICDs) for all subsystems, interface with the supplier to receive existing documentation and technical data, maintain cognizance of the Supplier FAA certification program, interface with government divisions to establish airworthiness requirements and approvals, and conduct engineering analysis and evaluation.

The Phase I RDT&E contract consisting of the critical (NRE) was awarded in Feb 07. The Phase II non-critical NRE Unfinalized Contract Action (UCA) was awarded in May 08 with contract finalization projected in May 09. The procurement UCA was awarded May 08, with contract finalization projected in May 09.

This modification has related RDT&E funding in PE 0207581F.

There are total of 18 aircraft - 17 operational and 1 pilot trainer.

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

**Development Status**

The development contract will include the Non Recurring Engineering (NRE) phase associated with the integration of an engines and propulsion pod system on the Joint STARS fleet. This will include all associated drawings, tech manuals, flight test, and trainer modifications to field a fully operational and supportable propulsion pod system upgrade.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		46.039	0	120.729		4.659		15.950				
PROCUREMENT (3010)												
INSTALL KITS	1	1.000	1	1.000	0	0.000	4	4.300				
KITS NONRECUR												
EQUIPMENT	1	45.600	[1]	40.800	[0]	0.000	[4]	163.200				
EQUIP NONREC		23.000										
CHANGE ORDERS		4.300		0.600				2.964				
DATA		1.000						2.200				
SIM/TRAINER												
SUPPORT-EQUIP		4.100						7.100				
CONTRACTOR SUPPORT		12.588		10.301		5.331		17.184				
PMA		4.999		5.065		0.672		7.921				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-07			1									
FY-08			1									
FY-10			4									
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	96.587	1	57.766	6.003	4	204.869			
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										187.377
PROCUREMENT (3010)										
INSTALL KITS									6	6.300
KITS NONRECUR										
EQUIPMENT									[6]	249.600
EQUIP NONREC										23.000
CHANGE ORDERS										7.864
DATA										3.200
SIM/TRAINER										
SUPPORT-EQUIP										11.200
CONTRACTOR SUPPORT										45.404
PMA										18.657
INSTALLATION OF HARDWARE										
FY-07			1							
FY-08			1							
FY-10			4							
TOTAL INSTALL										
TOTAL COST (BP-1100)									6	365.225
(Totals may not add due to rounding)										
INSTALLATION QTY									6	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 30 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)			05/08	05/08		11/10
Delivery Date (Month/CY)			11/10	11/10		11/11

**Installation Schedule**

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



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Modification Title and No: RELIABILITY, MAINTAINABILITY, AVAILABILITY (RMA) and FLEET RETROFIT MODS  
MN-38200

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 to the sustainability of JSTARS. 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 war fighter 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 illustrates the need to improve the MC rate through RMA projects.

This line includes all costs 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.

There are a total of 18 aircraft - 17 operational and 1 pilot trainer.

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		63.400		2.825		3.845		4.656				
PMA												
INSTALLATION OF HARDWARE	<hr/>											
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		63.400		2.825		3.845		4.656				
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										74.726
PMA										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										74.726
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

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

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Modification Title and No: KILL CHAIN ENHANCEMENT MODIFICATIONS MN-38203

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

**Description/Justification**

To proceed from enemy identification to engagement (executing the 'kill chain'), the warfighter must find, fix, track, target and engage enemy threats, as well as assess the overall battlespace. The Joint STARS Kill Chain Enhancement / Spiral Development program monitors, identifies, evaluates, compares and prioritizes projects that expediently deliver warfighting capabilities to help the warfighter survive and win in today's complex battlefield. The program is focused on rapid implementation and delivery, rather than long-term production. 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.

Representative efforts in FY10 and through the FYDP include imagery comparison, UAV data integration, 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 & Synthetic Aperture Radar (SAR) enhancements. Examples include but are not limited to: Voice over JTIDS (JVOICE), Interim Capability for Airborne Networking (ICAN), Beyond Line of Sight (BLOS), weapons guidance, the incremental delivery of SINCGARS/8.33 kHz VHF radio capability as well as the two Weapon System Trainers (WST) and the Navigator Training System (NTS).

Potential project candidates typically arise out of warfighter experiments, exercises or real world lessons learned. Prioritization is based on immediate benefit to the warfighter, technical feasibility, and overall executability. Projects are prioritized on a yearly basis based on a coordination with the user. 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 17, Total 17

**Development Status**

BLOS SD&D program was completed June 08. Joint Surface Warfare Joint Capabilities Technology Demonstration (JSuW JCTD) contract was awarded Aug 08. SINCGARS/8.33 kHz VHF Phase I radio capability is planned for contract award in 4Q FY09 and Phase II contract award in 1Q FY10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		93.216		10.354		2.739		8.262				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT												
AIRCRAFT		66.265		19.638		16.289		14.326				
PMA		3.863		1.103		2.056		2.122				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		70.128		20.741		18.345		16.448				
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										114.571
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
PROGRAM MNGMT										
AIRCRAFT										116.518
PMA										9.144
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										125.662
(Totals may not add due to rounding)										
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>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)	04/02	11/02	11/03	03/05	11/05	11/06	11/07	11/08	11/09	
Delivery Date (Month/CY)	04/03	09/03	09/04	01/06	09/06	09/07	09/08	09/09	09/10	

Installation Schedule

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C                      Class P

Modification Title and No: Communications Navigation Surveillance/Air Traffic Management (CNS/ATM) MN-38206

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F                      Team INFO

**Description/Justification**

The tremendous growth in air traffic presents increasing challenges for air traffic service providers, air carriers, and the military. Such growth is straining air base capacity and airport resources. The present air traffic control system requires significant upgrades to increase system capacity and flight efficiency while continuing to meet Flight Safety Standards.

**CNS/ATM**

The CNS/ATM mod is required due to increasingly restrictive standards for access to European, Trans-Atlantic, and Trans-Pacific airspace. International Civil Aviation Organization (ICAO), Federal Aviation Administration (FAA) and other civil aviation authorities are implementing Communications, Navigation, Surveillance, and Air Traffic Management (CNS/ATM), formerly GATM architectures. In order for military aircraft to fly in civil airspace unrestricted, compliance with CNS/ATM is mandatory.

Higher Air Force priorities zeroed out CNS/ATM Procurement funding in the FY07 PB. The fully integrated all-inclusive CNS/ATM program was restructured to a spiral delivery approach for each component to meet full CNS/ATM capabilities. In FY10 budget, funding is available to implement Avionics DMS Spiral 1.

The remaining CNS/ATM requirements are broken into spirals.

Avionics DMS Spiral 1 will solve critical flight deck DMS issues by replacing the already obsolete Control Display Unit (CDU) 800Y with a CNS/ATM capable CDU, replace Flight Data Recorder (FDR) due to DMS issues, meet DOD mandate for Mode 5 Transponder capability by FY14, will address DMS and DOD mandate to upgrade existing GPS Receiver with a SAASM/M Code Embedded GPS Inertial (EGI), and replace the existing Emergency Locator Transmitter (ELT) to meet NAV Safety requirements.

Future spirals continue to address flight deck DMS issues including: Attitude Director Indicators (ADI), Engine instruments, VOR/ILS/MB by implementing Multi-Mode Receiver (MMR), Attitude Heading Reference System (AHRS) replacement, Flight Director, new Flight Management System (FMS), new flight deck displays, Automatic Dependence Surveillance Broadcast (ADS-B), VHF Data Link (VDL) Mode 2, Electronic Flight Bag, Digital Air Data Computer (DADC), Controller-Pilot Data Link Communications/Automated Dependent Surveillance - Contract (CPDLC/ADS-C), and Terrain Avoidance Warning System (TAWS).

There are a total of 19 aircraft - 17 operational, 1 pilot trainer, 1 test aircraft (T-3). T-3 is modified with RDT&E funds.

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

**Development Status**

The development contract is scheduled to award in FY10 for the full up development effort of Avionics DMS Spiral 1.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		106.237		5.431		3.589		15.641				
PROCUREMENT (3010)												
INSTALL KITS	18	0.968										
KITS NONRECUR EQUIPMENT	18	4.552		0.142								
EQUIP NONREC CHANGE ORDERS DATA		0.146										
SIM/TRAINER												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP		0.701										
OGC												
PMA		0.815										
CONTRACTOR SUPPORT												
GFE	18	3.614										
INSTALLATION OF HARDWARE												
FY-05            8 KITS		3.493	[7]		[1]							
FY-06            10 KITS		3.117			[7]		[3]					
TOTAL INSTALL		6.610	7		8		3					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	18	17.406		0.142								
INSTALLATION QTY			7		8		3					



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										130.898
PROCUREMENT (3010)										
INSTALL KITS									18	0.968
KITS NONRECUR										
EQUIPMENT									[18]	4.694
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.146
SIM/TRAINER										
SUPPORT-EQUIP										0.701
OGC										
PMA										0.815
CONTRACTOR SUPPORT										
GFE									[18]	3.614
INSTALLATION OF HARDWARE										
FY-05		8 KITS							[8]	3.493
FY-06		10 KITS							[10]	3.117
TOTAL INSTALL									18	6.610
TOTAL COST (BP-1100)									18	17.548
(Totals may not add due to rounding)										
INSTALLATION QTY									18	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																	
Output																																	
Quarter	1	<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>																							
Input		3	3	1	1	2	3	4	1	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			2	3	1	2	4	2	3	1																							

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: E-8C Class P

Modification Title and No: Enhanced Land Maritime Mode (ELMM) MN-38208

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 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 a future engagement capability for maritime interdiction operations.

ELMM represents the first spiral of Joint Network Enabled Weapons (JNEW) capability that allows a Joint STARS aircraft to enable precision weapons against maritime targets.

There are a total of 18 aircraft - 17 operational and 1 test aircraft, designated T-3. T-3 is modified with RDT&E funds from FY05-FY08.

Currently, 4 of 17 aircraft and 2 trainers (maintainer/crew) are funded.

This modification has related RDT&E funding in PE 0207581F.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

**Development Status**

ELMM SD&D contract awarded Sep 08.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		76.035		14.415		0.025						
PROCUREMENT (3010)												
INSTALL KITS			4	1.770								
KITS NONRECUR EQUIPMENT			[4]	1.500								
EQUIP NONREC CHANGE ORDERS				1.410		0.100						
DATA				1.368		0.500						
SIM/TRAINER			[1]	1.331	[1]	0.700						
SUPPORT-EQUIP				0.690								
CONTRACTOR SUPPORT		1.973		0.724		0.498						
PMA		0.109		0.120		0.230						
TRAINING				0.810		0.350						
OTHER				0.302								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08           4 KITS			[0]	2.770	[1]		[3]					
TOTAL INSTALL				2.770	1		3					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		2.082	4	12.795		2.378						
INSTALLATION QTY					1		3					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										90.475
PROCUREMENT (3010)										
INSTALL KITS									4	1.770
KITS NONRECUR										
EQUIPMENT									[4]	1.500
EQUIP NONREC										
CHANGE ORDERS										1.510
DATA										1.868
SIM/TRAINER									[2]	2.031
SUPPORT-EQUIP										0.690
CONTRACTOR SUPPORT										3.195
PMA										0.459
TRAINING										1.160
OTHER										0.302
INSTALLATION OF HARDWARE										
FY-08           4 KITS									[4]	2.770
TOTAL INSTALL									4	2.770
TOTAL COST (BP-1100)									4	17.255
(Totals may not add due to rounding)										
INSTALLATION QTY									4	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 4 Months

Follow-On Lead Time: 4 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)					03/08	09/09
Delivery Date (Month/CY)					07/08	01/10

**Installation Schedule**

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

## UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: H-1				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$21.962	\$13.165	\$18.280					

This line item funds modifications to UH-1N and UH-1H/TH-1H 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 Huey II Modernization budgeted in FY10 modifies single-engine UH-1H aircraft to TH-1H configuration for use in the helicopter track of USAF Specialized Undergraduate Pilot Training. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P-S	8846	UH-1N TAIL BOOM REPLAC	4.0	2.9	0.8							13.3
<b>TOTAL FOR CLASS P-S</b>			4.0	2.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	13.3
P	_1135	UH-1N SIMULATOR UPGRA	9.0	1.2								10.2
	_2802	HUEY II MODERNIZATION	8.5	7.9	16.8							118.6
	99999X	LOW COST MODIFICATION	1.3	1.2	0.7							7.3
<b>TOTAL FOR CLASS P</b>			18.7	10.3	17.5	0.0	0.0	0.0	0.0	0.0	0.0	136.0
<b>TOTAL FOR WEAPON SYSTEM H-1</b>			22.7	13.2	18.3	0.0	0.0	0.0	0.0	0.0	0.0	149.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

	P-1 SHOPP LIST ITEM NO. 60	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: UH-1N SIMULATOR UPGRADE MN-\_1135

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			1	7.892								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.385								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.707		0.728						
INSTALLATION OF HARDWARE												
FY-08												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	8.984		1.222						
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	7.892
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.385
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.435
INSTALLATION OF HARDWARE										
FY-08           1 KITS									[1]	0.494
TOTAL INSTALL									1	0.494
TOTAL COST (BP-1100)									1	10.206
(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-07</u>	<u>FY-08</u>
Contract Date (Month/CY)		12/07
Delivery Date (Month/CY)		04/09

Installation Schedule

	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Input											1	
Output												1

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: HUEY II MODERNIZATION MN- 2802

Models of Aircraft Affected: UH-1H, TH-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.

FY2010 funding will be used to acquire TH-1H support equipment.

Installations are not separately priced.

Aircraft Breakdown: Active 24, Reserve 0, ANG 0, Total 24

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	63.985	2	8.105	2	7.482	4	16.190				
EQUIP NONREC												
CHANGE ORDERS		0.656		0.275		0.279		0.284				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.224				
ICS		19.800										
OGC		0.968		0.100		0.105		0.100				



**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05												
FY-06												
FY-07												
FY-08				[2]								
FY-09						[2]						
FY-10								[4]				
TOTAL INSTALL	16		2		2		4					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	16	85.409	2	8.480	2	7.866	4	16.798				
INSTALLATION QTY	16		2		2		4					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									24	95.762
EQUIP NONREC										
CHANGE ORDERS										1.494
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.224
ICS										19.800
OGC										1.273
INSTALLATION OF HARDWARE										
FY-05	1	KITS								[1]
FY-06	9	KITS								[9]
FY-07	6	KITS								[6]
FY-08	2	KITS								[2]
FY-09	2	KITS								[2]
FY-10	4	KITS								[4]
TOTAL INSTALL									24	
TOTAL COST (BP-1100)									24	118.553
(Totals may not add due to rounding)										
INSTALLATION QTY									24	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

**Milestones**

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

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: UH-1N TAIL BOOM REPLACEMENT MN-8846

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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	27	4.820	26	3.817	7	2.831	1	0.757				
KITS NONRECUR EQUIPMENT	1	0.714										
EQUIP NONREC CHANGE ORDERS DATA		0.087										
SIM/TRAINER SUPPORT-EQUIP OGC				0.228		0.057		0.010				
FLT TEST												
TOTAL COST (BP-1100)	28	5.621	26	4.045	7	2.888	1	0.767				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										0.295
FLT TEST										
TOTAL COST (BP-1100)									62	13.321
(Totals may not add due to rounding)										

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	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: LOW COST MODIFICATIONS

Center: WRALC Robins AFB GA

PE 0101235F

Team SPACE

**Description/Justification**

These funds are for the accomplishments of low cost modifications for the UH-1N. Low cost modifications may include efforts that can be accomplished within one year due to unforeseen needs on teh UH-1N.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		4.114		1.261		1.189		0.715				
(Totals may not add due to rounding)		4.114		1.261		1.189		0.715				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										7.279
TOTAL COST (BP-1100)										7.279
(Totals may not add due to rounding)										7.279

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HH-60				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$124.122	\$17.202	\$14.201					

FY2008 funding total includes \$6.358M in Supp supplemental funding.  
 FY2010 funding totals do not include \$81M requested for Overseas Contingency Operations

This line item funds modifications to the HH-60 helicopter. The HH-60 Pave Hawk is a twin engine, aerial refuelable helicopter whose primary operational mission is Combat Search and Rescue (CSAR) / Personnel Recovery (PR). It is the most rapidly deployable, long range, combat rescue helicopter in the Air Force inventory. The aircraft and aircrews conduct day / night / marginal weather alert response missions to recover downed aircrew or other isolated personnel in hostile or permissive environments. The HH-60G also performs disaster relief, Noncombatant Evacuation Operations, counter-drug, civil SAR, and Space Shuttle support. The major modification efforts budgeted in FY10 include maintenance predictive / aircraft structural enhancements, safety and survivability upgrades. Specific modifications budgeted and programmed are below and include the Structural Integrity Program, Lightweight Airborne Recovery System V12 Upgrade, and Multi-Function Color Display.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	5.742	0.000	1.440
ANG	6.869	5.450	1.458

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_1072	Dual Enginer Contingency Po		0.2								12.8
	8254	ALTITUDE HOLD AND HOV	0.7	0.4	2.2							16.9
	8496	KIRTLAND SIM UPGRADES	19.6	0.5								37.3
	8560	SERVICE LIFE EXTENSION	7.7	5.9	3.3							24.4
	8563	LIGHTWEIGHT AIRBORNE	15.4	0.9	1.0							20.7
	8835	Improved Ballistic Armor Sub-	0.6									17.0
	8840	V bration Monitoring System (	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. 61	PAGE NO. 1	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HH-60				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$124.122	\$17.202	\$14.201					

FY2008 funding total includes \$6.358M in Supp supplemental funding.  
 FY2010 funding totals do not include \$81M requested for Overseas Contingency Operations

This line item funds modifications to the HH-60 helicopter. The HH-60 Pave Hawk is a twin engine, aerial refuelable helicopter whose primary operational mission is Combat Search and Rescue (CSAR) / Personnel Recovery (PR). It is the most rapidly deployable, long range, combat rescue helicopter in the Air Force inventory. The aircraft and aircrews conduct day / night / marginal weather alert response missions to recover downed aircrew or other isolated personnel in hostile or permissive environments. The HH-60G also performs disaster relief, Noncombatant Evacuation Operations, counter-drug, civil SAR, and Space Shuttle support. The major modification efforts budgeted in FY10 include maintenance predictive / aircraft structural enhancements, safety and survivability upgrades. Specific modifications budgeted and programmed are below and include the Structural Integrity Program, Lightweight Airborne Recovery System V12 Upgrade, and Multi-Function Color Display.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	5.742	0.000	1.440
ANG	6.869	5.450	1.458

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	8841	Situation Awareness Data-Lin	16.3	2.6	1.8							20.7
	8843	Enhanced Crashworthy Crew	5.4									6.6
	8844	Multi-function Color Display	43.5	4.8	5.0							53.3
	8845	SINGARS	4.5									4.5
	8847	Mobile Aircrew Retractor	1.4									1.4
	8848	200 Gallon Tanks	9.2									9.2
	99999S	SERVICE BULLETINS	0.0	0.0	0.1							0.1

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

	P-1 SHOPP LIST ITEM NO. 61	PAGE NO. 2	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HH-60				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$124.122	\$17.202	\$14.201					

FY2008 funding total includes \$6.358M in Supp supplemental funding.  
 FY2010 funding totals do not include \$81M requested for Overseas Contingency Operations

This line item funds modifications to the HH-60 helicopter. The HH-60 Pave Hawk is a twin engine, aerial refuelable helicopter whose primary operational mission is Combat Search and Rescue (CSAR) / Personnel Recovery (PR). It is the most rapidly deployable, long range, combat rescue helicopter in the Air Force inventory. The aircraft and aircrews conduct day / night / marginal weather alert response missions to recover downed aircrew or other isolated personnel in hostile or permissive environments. The HH-60G also performs disaster relief, Noncombatant Evacuation Operations, counter-drug, civil SAR, and Space Shuttle support. The major modification efforts budgeted in FY10 include maintenance predictive / aircraft structural enhancements, safety and survivability upgrades. Specific modifications budgeted and programmed are below and include the Structural Integrity Program, Lightweight Airborne Recovery System V12 Upgrade, and Multi-Function Color Display.

Projected allocations for Reserve Component requirements (modification kits and installation costs, subject to Total Force mission priorities and aircraft availability):

	2008	2009	2010
Reserve	5.742	0.000	1.440
ANG	6.869	5.450	1.458

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	99999X	LOW COST MODIFICATION	0.0	0.5	0.9							2.3
	ARR	701C ENGINE AND GEARB		0.4								66.3
	T8415	UPGRADE COMMUNICATI		1.0								154.9
<b>TOTAL FOR CLASS P</b>			124.1	17.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0	448.4
<b>TOTAL FOR WEAPON SYSTEM HH-60</b>			124.1	17.2	14.2	0.0	0.0	0.0	0.0	0.0	0.0	448.4

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

	P-1 SHOPP LIST ITEM NO. 61	PAGE NO. 3	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: Dual Engine Contingency Power MN-\_1072

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. Kits and installs were bought as one package with FY 06 and 07 funding.

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

No RDT&E Required

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	100	0.853										
KITS NONRECUR	1	1.330										
EQUIPMENT	90	4.503										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.500										
SIM/TRAINER	2											
SUPPORT-EQUIP		0.250										
FLIGHT TEST		0.500										
OGC		2.031				0.102						
INSTALL						0.080						
INSTALLATION OF HARDWARE												
FY-05 27 KITS	27	2.629										
FY-06 63 KITS	24		[39]									
FY-07 11 KITS					[11]							
TOTAL INSTALL	51	2.629	39		11							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	101	12.596				0.182						
INSTALLATION QTY	51		39		11							

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.853
KITS NONRECUR									1	1.330
EQUIPMENT									[90]	4.503
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.500
SIM/TRAINER									[2]	
SUPPORT-EQUIP										0.250
FLIGHT TEST										0.500
OGC										2.133
INSTALL										0.080
INSTALLATION OF HARDWARE										
FY-05           27 KITS									[27]	2.629
FY-06           63 KITS									[63]	
FY-07           11 KITS									[11]	
TOTAL INSTALL									101	2.629
TOTAL COST (BP-1100)									101	12.778
(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

	<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	6	8	6	6	6	6	6	10	7	11	11	6	5					
Output								1	6	8	6	6	6	6	5	5	10	9	11	11	6	5		

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60                      Class P

Modification Title and No: ALTITUDE HOLD AND HOVER SYSTEM (AHHS) MN-8254

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

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.

Projected Allocations by Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10
Active	68			
Reserve	15			
ANG	18			

Installation Schedule

Active		0	18
Reserve		0	5
ANG		1	5

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.172										
KITS NONRECUR												
EQUIPMENT		7.351										
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.350								
SIM/TRAINER	2	1.480										
SUPPORT-EQUIP												
FLIGHT TEST		0.899										
ICS		0.460										
OGC		1.242		0.306								

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06            101 KITS					[1]	0.392	[28]	2.200				
TOTAL INSTALL					1	0.392	28	2.200				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	101	13.604		0.656		0.392		2.200				
INSTALLATION QTY					1		28					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.172
KITS NONRECUR										
EQUIPMENT										7.351
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.350
SIM/TRAINER									[2]	1.480
SUPPORT-EQUIP										
FLIGHT TEST										0.899
ICS										0.460
OGC										1.548
INSTALLATION OF HARDWARE										
FY-06           101 KITS									[29]	2.592
TOTAL INSTALL									29	2.592
TOTAL COST (BP-1100)									101	16.852
(Totals may not add due to rounding)										
INSTALLATION QTY									29	

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>											
	1	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													1											
Output																					1								16			12

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: KIRTLAND SIM UPGRADES MN-8496

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 train 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	17.193	[1]	19.565	[1]	0.530						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		17.193		19.565		0.530						
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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/>									
(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	



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: SERVICE LIFE EXTENSION PROGRAM MN-8560

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. 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 Supp taskings. 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.

Under the SLEP 10 HH-60Gs received tail pylon modification from FY01 through FY05.

Remarks: \*\*\* In FY08, Air Combat Command directed that a 308 Beam replacement would be accomplished in conjunction with the SIP modifications

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	FY08	FY09	FY10
Active	35	0	
Reserve	0	0	
ANG	0	0	

Installation Schedule	FY08	FY09	FY10
Active	2	4	9
Reserve	0	0	
ANG	0	0	

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

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	2.352	35	4.623								
KITS NONRECUR EQUIPMENT	1	3.121										
EQUIP NONREC												
CHANGE ORDERS		0.080										
DATA		0.825				0.100						
SIM/TRAINER												
SUPPORT-EQUIP												
*** See Remarks ***												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
OGC		0.464		0.194								
INSTALL		0.512				3.506		3.278				
				1.463								
INSTALLATION OF HARDWARE												
FY-01	1											
FY-04	9	0.239										
FY-05	2		[2]	1.400								
FY-07	2				[2]	1.140						
FY-08	35				[2]	1.140	[9]					
TOTAL INSTALL	10	0.239	2	1.400	4	2.280	9					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	14	7.593	35	7.680		5.886		3.278				
INSTALLATION QTY	10		2		4		9					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									48	6.975
KITS NONRECUR									1	3.121
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.080
DATA										0.925
SIM/TRAINER										
SUPPORT-EQUIP										
*** See Remarks ***										
OGC										0.658
INSTALL										7.296
										1.463
INSTALLATION OF HARDWARE										
FY-01	1	KITS							[1]	
FY-04	9	KITS							[9]	0.239
FY-05	2	KITS							[2]	1.400
FY-07	2	KITS							[2]	1.140
FY-08	35	KITS							[11]	1.140
TOTAL INSTALL									25	3.919
TOTAL COST (BP-1100)									49	24.437
(Totals may not add due to rounding)										
INSTALLATION QTY									25	

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>	<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>		
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input								1									1	3	3	2					
Output								1										1	3	3	2				
Quarter	1	<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>																	
Input		2			1	1	1	1	2	2	3	2													
Output						2		2			3	1													

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: LIGHTWEIGHT AIRBORNE RECOVERY SYSTEM V12 UPGRADE MN-8563

Models of Aircraft Affected: HH60G

Center: WRALC Robins AFB GA

PE 27224F

Team

**Description/Justification**

The Lightweight Airborne Recovery System (LARS) version 12 upgrade to 101 HH-60Gs will provide a radio and receiver transmitter (RT-1532F) capable of receiving encoded digital data-burst messages and precise GPS coordinates directly from a ground survivor's radio handset. This upgrade will decrease search and recovery time for isolated personnel, increasing chances of successful recovery while decreasing risk to rescue forces. The LARS v12 radio will enable the HH-60G to be interoperable with the full variety of US military, civilian, and NATO survival radios fielded today and in the near future, to include PRC-112 and Combat Survivor Evader Locator (CSEL) family of radios. Currently fielded LARS v6 is limited to detection of line of sight voice data transmission and steering cues for the PRC-112 radio only, and is not compatible with many US or NATO systems fielded.

Requirements and funding initially received from ANG in FY04 to FY07 to support Non-Recurring Engineering, three production kits, travel and PMA. Additional funding received in FY08 (Congressional Add), will support all 101 HH-60Gs. Effort will support Engineering Change Proposal (ECP), kits, installs, Interim Contract Support, Data, Testing, Travel and PMA.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability):

Kit Procurement	FY08	FY09	FY10
Active	68	0	0
Reserve	15	0	0
ANG	14	0	0

Installation Schedule		
Active	0	18
Reserve	0	5
ANG	1	5

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

ECP awarded Aug 08. Estimated schedule after ECP award---PDR Nov 08, CDR Feb 09, Trial Install Apr-Jun 09, Kit Proof Sep 09, Production Installs May 10.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	0.739	97	11.221								
KITS NONRECUR EQUIPMENT	1	1.419										
EQUIP NONREC		0.072										
CHANGE ORDERS				1.540								
DATA		0.250		0.128								
SIM/TRAINER	1	0.500	[1]	0.750								
SUPPORT-EQUIP												
OGC		0.150		0.182		0.582						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
ICS						0.291						
FLT TEST		0.388		0.365								
INITIAL SPARES			[10]	1.169								
INSTALL								1.000				
INSTALLATION OF HARDWARE												
FY-04           4 KITS					[1]		[3]					
FY-08           97 KITS							[25]					
TOTAL INSTALL					1		28					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	4	3.518	97	15.355		0.873		1.000				
INSTALLATION QTY					1		28					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									100	11.960
KITS NONRECUR									1	1.419
EQUIPMENT										
EQUIP NONREC										0.072
CHANGE ORDERS										1.540
DATA										0.378
SIM/TRAINER									[2]	1.250
SUPPORT-EQUIP										
OGC										0.914
ICS										0.291
FLT TEST										0.753
INITIAL SPARES									[10]	1.169
INSTALL										1.000
INSTALLATION OF HARDWARE										
FY-04 4 KITS									[4]	
FY-08 97 KITS									[25]	
TOTAL INSTALL									29	
TOTAL COST (BP-1100)									101	20.746
(Totals may not add due to rounding)										
INSTALLATION QTY									29	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 39 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)		04/05				08/08
Delivery Date (Month/CY)		12/06				11/11

Installation Schedule

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: Improved Ballistic Armor Sub-System MN-8835

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

FY2008 funding totals include \$.461M of appropriated supplemental funding.

The USAF has a requirement to perform CSAR missions in high altitude/high hot and hostile austere conditions. This program upgrades the ballistic armor suppression system currently installed on the HH-60G helicopter to incorporate a 35% weigh reduction that meets or exceeds the same ballistic suppression of the current armor.

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	15.221										
KITS NONRECUR	1	0.150										
EQUIPMENT												
EQUIP NONREC				0.089								
CHANGE ORDERS												
DATA		0.200										
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST		0.034										
OGC		0.855		0.471								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	101	16.460		0.560								



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	15.221
KITS NONRECUR									1	0.150
EQUIPMENT										
EQUIP NONREC										0.089
CHANGE ORDERS										
DATA										0.200
SIM/TRAINER										
SUPPORT-EQUIP										
FLIGHT TEST										0.034
OGC										1.326
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									101	17.020

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: Vibration Monitoring System (VMS) MN-8840

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

This modification inserts a permanently hardwired Vibration Monitoring System into the HH-60. Vibration Monitoring Systems are critical to helicopter maintenance efforts, which monitor and analyze vibration locations. Maintaining the HH-60G currently requires the use of a portable vibration analyzer which is attached and used only when vibrations are reported by flight crews. A VMS that is permanently attached to an aircraft allows for more refined analysis of vibrations and allows for preventative maintenance before vibrations can cause structural fatigue. Original efforts for this modification included the integration of the Honeywell Vibration Expert System, previously used on the MH-53, on all HH-60G helicopters. While initial installation in a single HH-60 has proved highly effective, the program has been delayed while requirements are being revalidated towards a joint solution.

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

Studies and analysis ongoing in support of requirements revalidation.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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				0.011								
SIM/TRAINER												
SUPPORT-EQUIP												
TRAINING												
FLIGHT TEST												
INITIAL SPARES												
OGC												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				0.011								
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.011
SIM/TRAINER										
SUPPORT-EQUIP										
TRAINING										
FLIGHT TEST										
INITIAL SPARES										
OGC										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										0.011
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 3 Months

**Milestones**

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

**Installation Schedule**

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: Situation Awareness Data-Link MN-8841

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

The Situational Awareness Data Link (SADL) will provide the aircrew with improved situational awareness capability, decreasing fratricide while increasing the success rate of any Combat Search and Rescue mission. The SADL radio will provide real time Command, Control, Communications and Intelligence (C3I) data link capability, provide text on a Pilot Display Unit and share up to date situational awareness information with other friendly aircraft in the area of operation. This integration will be installed on 101 HH-60G helicopters.

Projected Allocations by Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	PRIOR	FY08	FY09	FY10
Active	0	68	0	0
Reserve	0	15	0	0
ANG	0	18	0	0

Installation Schedule

Active			20
Reserve			5
ANG	1	6	

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

Contract negotiations regarding integration efforts are currently in progress.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			100	4.588								
KITS NONRECUR			1	3.738								
EQUIPMENT				6.331								
EQUIP NONREC												
CHANGE ORDERS								0.100				
DATA				0.040				0.100				
SIM/TRAINER			[1]	0.240								
SUPPORT-EQUIP				0.725								
FLT TEST				0.150								
INITIAL SPARES			[10]	0.260								
OGC				0.240			0.020	1.070				
INSTALL							2.592	0.550				

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08           101 KITS					[1]		[31]					
TOTAL INSTALL					1		31					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			101	16.312		2.612		1.820				
INSTALLATION QTY					1		31					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.588
KITS NONRECUR									1	3.738
EQUIPMENT										6.331
EQUIP NONREC										0.100
CHANGE ORDERS										0.140
DATA									[1]	0.240
SIM/TRAINER										0.725
SUPPORT-EQUIP										0.150
FLT TEST									[10]	0.260
INITIAL SPARES										1.330
OGC										3.142
INSTALL										
INSTALLATION OF HARDWARE										
FY-08 101 KITS									[32]	
TOTAL INSTALL									32	
TOTAL COST (BP-1100)									101	20.744
(Totals may not add due to rounding)										
INSTALLATION QTY									32	

Method of Implementation: COMBINATION

Initial Lead Time: 7 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

Quarter	<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
Input									1	1	10	10	10			
Output									1	1	10	10	10			

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: Enhanced Crashworthy Crew Seats MN-8843

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

This program modifies all Air Force HH-60G helicopters and three (3) spares with the Multi-Function Operator's Seats for Flight Engineer and Gunner. This modification provides lateral, horizontal, vertical, and rotational movement of the seat. The current seat configuration does not provide adequate back support or area for proper seating posture for extended periods of flight. The modification will also prevent chronic medical problems and enhance mission effectiveness, crew availability and career field retention among crew members.

Aircraft Breakdown: Active 68, Reserve 18, ANG 15, Total 101

**Development Status**

Currently in Production

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	15	1.200	68	4.809								
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER SUPPORT-EQUIP												
INITIAL SPARES			[3]	0.205								
OGC				0.182								
TESTING				0.181								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	15	1.200	68	5.377								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.009
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INITIAL SPARES									[3]	0.205
OGC										0.182
TESTING										0.181
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									83	6.577

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 12 Months

Milestones

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



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: Multi-function Color Display MN-8844

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 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 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).

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability):

Kit Procurement	FY08	FY09	FY10
Active	68	0	0
Reserve	15	0	0
ANG	18	0	0

**Installation Schedule**

Active	0	0	1
Reserve	0	0	0
ANG	0	0	0

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

Contract negotiations regarding integration efforts are currently in progress. Schedules are notional.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			100	2.460								
KITS NONRECUR			1	7.354								
EQUIPMENT			[24]	22.770								
EQUIP NONREC												
CHANGE ORDERS				0.005								
DATA				3.267		0.030						
SIM/TRAINER							[1]	0.850				
SUPPORT-EQUIP												
SPARES			[20]	4.000								
SOFTWARE NONREC				2.700								
OGC				0.579		0.115		0.628				
INSTALL						4.651						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
FLIGHT TEST						0.012		0.588				
INSTALLATION OF HARDWARE												
FY-08           101 KITS			[0]	0.335			[1]	2.908				
TOTAL INSTALL				0.335			1	2.908				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			101	43.470		4.808		4.974				
INSTALLATION QTY							1					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.460
KITS NONRECUR									1	7.354
EQUIPMENT									[24]	22.770
EQUIP NONREC										
CHANGE ORDERS										0.005
DATA										3.297
SIM/TRAINER									[1]	0.850
SUPPORT-EQUIP										
SPARES									[20]	4.000
SOFTWARE NONREC										2.700
OGC										1.322
INSTALL										4.651
FLIGHT TEST										0.600
INSTALLATION OF HARDWARE										
FY-08           101 KITS									[1]	3.243
TOTAL INSTALL									1	3.243
TOTAL COST (BP-1100)									101	53.252
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

Quarter	<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
Input															1	
Output															1	

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: SINCGARS MN-8845

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

FY 2008 funding totals include \$1.474M in appropriated supplemental funding.

The purpose of this modification is to mod the entire HH-60G fleet with increased capability to the ARC-222 VHF-AM/FM Radio Set. Air Force HH-60G aircraft must be able to communicate with Army assets (air-to-ground) in order to effectively integrate and prosecute the CSAR mission in OIF. Improving the ARC-222 SINCGARS on the HH-60G will eliminate a significant communication barrier that currently exists between the Army and Air Force rotary-wing and ground assets.

Projected Allocations By Component (subject to Total Force mission priorities and aircraft availability)

Kit Procurement	FY08	FY09	FY10
Active	68	0	0
Reserve	15	0	0
ANG	18	0	0
Installation Schedule			
Active	0	0	10
Reserve	0	0	5
ANG	0	0	5

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.336								
KITS NONRECUR			1	0.900								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.200								
SIM/TRAINER			[2]	0.100								
SUPPORT-EQUIP												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08            101 KITS							[20]					
TOTAL INSTALL							20					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			101	4.536								
INSTALLATION QTY							20					

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.336
KITS NONRECUR									1	0.900
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.200
SIM/TRAINER									[2]	0.100
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-08 101 KITS									[20]	
TOTAL INSTALL									20	
TOTAL COST (BP-1100)									101	4.536
(Totals may not add due to rounding)										
INSTALLATION QTY									20	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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				
Input													1	1										
Output													1	1										

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: Mobile Aircrew Retractor MN-8847

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

The Mobile Aircrew Restraint System (MARS) prevents highly mobile aircrew members from being ejected during a crash event and to provide full protection when working near open aircraft doors. It eliminates slack webbing, allowing aircrew members to concentrate on their mission without constant strap length management, minimizes tripping hazards during personal insertion/extraction, and reduces aircrew and equipment webbing entanglement.

Aircraft Breakdown: Active 68, Reserve 0, ANG 15, Total 83

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.490								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC			[16]	0.300								
CHANGE ORDERS												
DATA				0.110								
SIM/TRAINER												
SUPPORT-EQUIP												
MISC												
INITIAL SPARES			[17]	0.075								
OGC				0.396								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			83	1.371								

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.490
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC									[16]	0.300
CHANGE ORDERS										
DATA										0.110
SIM/TRAINER										
SUPPORT-EQUIP										
MISC										
INITIAL SPARES									[17]	0.075
OGC										0.396
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									83	1.371

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)			03/09
Delivery Date (Month/CY)			10/09



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: 200 Gallon Tanks MN-8848

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

Modification will provide reduced internal fuel tank footprint and facilitate future spiral cabin upgrade for rescue board use. Completes a common HH-60 fuel tank configuration which was initially begun with NAREA funding. Five tanks will be procured as spares.

Aircraft Breakdown: Active 73, Reserve 0, ANG 2, Total 75

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			75	9.221								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			75	9.221								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									75	9.221
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									75	9.221

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 1 Months

Follow-On Lead Time: 12 Months

Milestones

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: SERVICE BULLETINS MN-99999S

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.058				
TOTAL COST (BP-1100)				0.001		0.001		0.058				
(Totals may not add due to rounding)				0.001		0.001		0.058				

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.060
TOTAL COST (BP-1100)										0.060
(Totals may not add due to rounding)										0.060

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.321		0.007		0.524		0.871				
OGC												
DEPOT PROCESS												
TOTAL COST (BP-1100)		0.856		0.007		0.524		0.871				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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										1.723
OGC										
DEPOT PROCESS										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										2.258

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60 Class P

Modification Title and No: 701C ENGINE AND GEARBOX UPGRADE MN-ARR

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. Kits and installs were bought as one package with FY06 and FY07 funding.

Aircraft Breakdown: Active 21, Reserve 0, ANG 13, Total 34

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	34	18.241										
KITS NONRECUR		0.745										
EQUIPMENT	13	4.870										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.100										
SIM/TRAINER												
SUPPORT-EQUIP		0.068										
EJECTION SYSTEM	56	34.588										
OGC		2.013				0.102						
INSTALL						0.280						
INSTALLATION OF HARDWARE												
FY-98	6	0.706										
FY-99	7	1.120										
FY-05	13	1.140										
FY-06	6	2.354										
FY-07	2			[2]								
TOTAL INSTALL	32	5.320		2								
TOTAL COST (BP-1100)	34	65.945				0.382						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
(Totals may not add due to rounding)												
INSTALLATION QTY	32		2									



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	18,241
KITS NONRECUR										0.745
EQUIPMENT									[13]	4.870
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.100
SIM/TRAINER										
SUPPORT-EQUIP										0.068
EJECTION SYSTEM									[56]	34,588
OGC										2.115
INSTALL										0.280
INSTALLATION OF HARDWARE										
FY-98	6	KITS							[6]	0.706
FY-99	7	KITS							[7]	1.120
FY-05	13	KITS							[13]	1.140
FY-06	6	KITS							[6]	2.354
FY-07	2	KITS							[2]	
TOTAL INSTALL									34	5,320
TOTAL COST (BP-1100)									34	66,327
(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

	<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
Quarter																																
Input													6	2	2	2	1															
Output													6	0	2	2	2	1														
Quarter																																
Input					2	2	3	3	3	3	3	2																				
Output					2	2	3	3	3	3	3	2																				

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HH-60                      Class P

Modification Title and No: UPGRADE COMMUNICATIONS AND NAVIGATION/INTEGRATED E MN-T8415

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 1QFY08 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	56.896										
EQUIP NONREC	3	4.487										
CHANGE ORDERS	1	3.570										
DATA		1.925				0.049						
SIM/TRAINER	7	6.092										

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP		4.216										
ICS						0.223						
OGC		7.437				0.666						
FLIGHT TEST		4.815										
INSTALL		0.686				0.074						
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	2.878									
TOTAL INSTALL		398	9.060									
TOTAL COST (BP-1100)		398	153.923			1.012						
(Totals may not add due to rounding)												
INSTALLATION QTY		398										

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	56.896
EQUIP NONREC									[3]	4.487
CHANGE ORDERS									[1]	3.570
DATA										1.974
SIM/TRAINER									[7]	6.092
SUPPORT-EQUIP										4.216
ICS										0.223
OGC										8.103
FLIGHT TEST										4.815
INSTALL										0.760
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]	2.878
TOTAL INSTALL									398	9.060
TOTAL COST (BP-1100)									398	154.935
(Totals may not add due to rounding)										
INSTALLATION QTY									398	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

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

**Installation Schedule**

	<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																				
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																							

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HAEUAV				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$25.756	\$103.657	\$134.864					

FY2009 funding totals do not include \$32M requested for Overseas Contingency Operations

This line item funds Global Hawk SIGINT to High Altitude Endurance Unmanned Vehicle. The primary modification budgeted in FY10 is in support of the Ground Stations, and the Global Hawk Aircraft. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	470001	GH Aircraft Mods	24.2	101.8	132.5							259.1
	470003	GH Ground Station Mods	0.0	1.8	2.4		0.0					11.1
	470004	Support Equipment Mods	1.6									1.6
<b>TOTAL FOR CLASS P</b>			25.8	103.7	134.9	0.0	0.0	0.0	0.0	0.0	0.0	271.8
<b>TOTAL FOR WEAPON SYSTEM HAEUAV</b>			25.8	103.7	134.9	0.0	0.0	0.0	0.0	0.0	0.0	271.8

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

	P-1 SHOPP LIST ITEM NO. 62	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HAEUAV Class P

Modification Title and No: GH Aircraft Mods MN-470001

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 modernization efforts. These planned modifications include aircraft, ground station and support retrofits to incorporate new capabilities or meet mandated equipment standards.

In FY08 - 10 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:

FY08 - Total BP11 = \$24.167M

o Aircraft Mods = \$24.167M: purchase long-lead equipment for 3 SIGINT sensors in FY09.

FY09 - Total BP11 = \$101.838M

o Aircraft Mods = \$101.838M: 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 = \$132.507M



**Description/Justification Continued**

o Aircraft Mods = \$132.507M: purchases long-lead items for 3 more SIGINT sensors and engine, communications, air vehicle 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 39, Reserve 0, ANG 0, Total 39

**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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			0	0.000	0	0.000	10	0.768				
KITS NONRECUR												
EQUIPMENT	5	0.561	[0]	24.167	[4]	101.838	[24]	129.476				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[0]	0.000	[0]	0.000	[0]	0.000				
MISC			[0]	0.000	[0]	0.000	[0]	1.500				
INSTALLATION OF HARDWARE												
FY-10 10 KITS							[10]	0.763				
TOTAL INSTALL							10	0.763				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		0.561		24.167		101.838	10	132.507				
INSTALLATION QTY	5						10					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									10	0.768
KITS NONRECUR										
EQUIPMENT									[33]	256.042
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MISC										1.500
INSTALLATION OF HARDWARE										
FY-10           10 KITS									[10]	0.763
TOTAL INSTALL									10	0.763
TOTAL COST (BP-1100)									10	259.073
(Totals may not add due to rounding)										
INSTALLATION QTY									15	

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>
Contract Date (Month/CY)			03/08	03/09	12/09
Delivery Date (Month/CY)			09/10	04/10	11/10

**Installation Schedule**

	<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
Quarter																				
Input								5									2	4	4	
Output									5								2	4	4	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HAEUAV Class P

Modification Title and No: GH Ground Station Mods MN-470003

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 modernization efforts. 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 modifications have long-lead purchases as much as 25 months in advance of the actual install.

Details:

FY09 - Total BP11 = \$1.819M

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o Ground Station Mods = \$1.819M: funds installation of equipment purchased in FY07.

FY10 - Total BP11 = \$2.357M

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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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			0	0.000	1	0.823	0	0.000				
KITS NONRECUR												
EQUIPMENT	1	6.945	[0]	0.000	[0]	0.000	[0]	0.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[0]	0.000	[0]	0.000	[0]	0.000			[0]	0.000
MISC			[0]	0.000	[0]	0.000	[0]	1.341	[0]		[0]	
INSTALLATION OF HARDWARE												
FY-07			0 KITS			0.996		1.016				
FY-09			1 KITS			0.000						
TOTAL INSTALL					1	0.996	1	1.016				
TOTAL COST (BP-1100)		6.945			1	1.819		2.357				
(Totals may not add due to rounding)												
INSTALLATION QTY					1							

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1	0.823
KITS NONRECUR										
EQUIPMENT									[1]	6.945
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MISC				[0]						1.341
INSTALLATION OF HARDWARE										
FY-07		0 KITS							[2]	2.012
FY-09		1 KITS								
TOTAL INSTALL									2	2.012
TOTAL COST (BP-1100)									1	11.121
(Totals may not add due to rounding)										
INSTALLATION QTY									1	

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>
Contract Date (Month/CY)		12/06		12/08	12/09
Delivery Date (Month/CY)		01/09		05/09	05/10

**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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HAEUAV Class P

Modification Title and No: Support Equipment Mods MN-470004

Models of Aircraft Affected:

Center:

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 modernization efforts. These planned modifications include aircraft, ground station and support retrofits to incorporate new capabilities or meet mandated equipment standards.

Details:

FY08 - Total BP11 = \$1.589M

o Support Mods = \$1.589M: purchases special test equipment for communications suite supportability.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
EQUIP NONREC			1	1.589								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	1.589								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	1.589
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									1	1.589

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HC/MC-130 Recap				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$1.964					

FY2010 funding totals do not include \$7M requested for Overseas Contingency Operations

HC/MC-130 Recapitalization will replace and augment the aging USAF fleets of combat rescue HC-130P/N and special operations MC-130E/P aircraft which are experiencing airworthiness, maintainability and operational limitations. The HC/MC-130 Recap Capabilities Development Document (CDD) defines a common baseline configuration for the weapon system. The primary modifications budgeted in FY10 are low cost modifications to improve the reliability, maintainability, safety, and mission performance, to reduce logistics costs, and to implement fleet upgrades and enhancements to meet emerging requirements for the HC/MC-130J aircraft and associated training systems.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999X	LOW COST MODIFICATION	0.0	0.0	2.0							2.0
<b>TOTAL FOR CLASS P</b>			0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
<b>TOTAL FOR WEAPON SYSTEM HC/MC-130 Recap</b>			0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: HC/MC-130 Recap      Class P

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

Models of Aircraft Affected: HC-130J, MC-130J

Center: ASC - Wright Patterson AFB, OH

PE 27230F

Team

**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 HC/MC-130J aircraft and associated training systems.

Aircraft Breakdown: Active 22, Reserve 0, ANG 0, Total 22

**Development Status**

NA

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				0.000		0.000		1.964				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								1.964				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SERVICE BLTN										1.964
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)										1.964
(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-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

**Installation Schedule**

	<u>FY-07</u>				<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																																
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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$94.752	\$92.617	\$103.274					

FY2010 funding totals do not include \$72M requested for Overseas Contingency Operations.

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 FY10 are to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY10 is EHF SATCOM. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	_9783	Link-16 Support and Sustain	0.0	0.0								6.6
	1000	COMBAT AIR FORCES RES	3.4	0.6								5.0
	4501	EHF SATCOM			72.8							77.2
	8668	Advanced Targeting Pod Mod	0.0	1.9	0.9							14.4
	8669	Full Combat Mission Training	43.2	0.0	0.0							53.8
	8670	MAF Training	0.0	5.4	7.6							13.0
	8730	ROLL-ON BEYOND LINE-OF	12.4									15.5
	9860	JOINT TACTICAL RADIO SY	17.7	61.7	12.8							100.5
	99999J	MISCELLANEOUS LOW CO	1.3	0.1	0.0							1.4
	E901	Sea Surveillance Radar Upgr	4.9	0.1	5.2							10.1
	MFOQA	Military Flight Operations Qua	6.3	10.7	4.0							21.0
	Z88888	REPROGRAMMINGS	5.5	5.0								
<b>TOTAL FOR CLASS P</b>			94.8	85.4	103.3	0.0	0.0	0.0	0.0	0.0	0.0	318.6

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 May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$94.752	\$92.617	\$103.274						

FY2010 funding totals do not include \$72M requested for Overseas Contingency Operations.

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 FY10 are to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY10 is EHF SATCOM. Other modifications budgeted and programmed are listed shown below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
	2002	ANG RC-26		7.2								7.2
	99999F	LOW COST MODIFICATION	0.0									0.0
<b>TOTAL FOR CLASS</b>			0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
<b>TOTAL FOR WEAPON SYSTEM OTHER</b>			94.8	92.6	103.3	0.0	0.0	0.0	0.0	0.0	0.0	325.8

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

	P-1 SHOPP LIST ITEM NO. 64	PAGE NO. 2	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: Link-16 Support and Sustainment MN-\_9783

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) terminated in FY10.

Aircraft Breakdown: Active 19, Reserve 0, ANG 0, Total 19

**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.

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		129.988		146.394		92.920						
PROCUREMENT (3010)												
INSTALL KITS	45	3.611										
KITS NONRECUR												
EQUIPMENT	19	2.227										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER				0.001		0.008						

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05           13 KITS												
FY-06           6 KITS												
TOTAL INSTALL	19	0.735										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	19	6.573		0.001		0.008						
INSTALLATION QTY	19											



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										369.302
PROCUREMENT (3010)										
INSTALL KITS									[45]	3.611
KITS NONRECUR										
EQUIPMENT									19	2.227
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OTHER										0.009
INSTALLATION OF HARDWARE										
FY-05           13 KITS									[13]	
FY-06           6 KITS									[6]	0.735
TOTAL INSTALL									19	0.735
TOTAL COST (BP-1100)									19	6.582
(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>
Contract Date (Month/CY)		10/06	10/06	01/07		01/09
Delivery Date (Month/CY)		01/07	01/07	04/07		04/09

**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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: COMBAT AIR FORCES RESCUE MSN TRNG MN-1000

Models of Aircraft Affected:

Center:

PE

Team

**Description/Justification**

Rescue Mission Training: Funds provide for operations and support costs to include manpower, military and civilian pay, and all O&M costs

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Complete

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		1.019		3.391		0.628						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		1.019		3.391		0.628						
(Totals may not add due to rounding)		1.019		3.391		0.628						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										5.038
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										5.038
(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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class

Modification Title and No: ANG RC-26 MN-2002

Models of Aircraft Affected:

Center:

PE

Team

**Description/Justification**

The RC-26 aircraft are operated by the Air National Guard in eleven border states. It provides counterdrug surveillance and disaster support in CONUS for situations usch as flooding and wildfires (Block 20). It also provides deployed special operations reconnaissance for USSOCOM in Overseas Contingency Operations (Block25). Funds are used for modernization of the fleet, plus upgrades of the aircraft and equipment.

This funding is for modernization of Block 20 aircraft, and conversion to Block 25 aircraft, plus support equipment, handheld units, and ground stations for video downlink capability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 11, Total 11

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR					[11]	4.467						
EQUIPMENT						2.453						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						0.260						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						7.180						

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									[11]	4.467
EQUIPMENT										2.453
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.260
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										7.180

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: EHF SATCOM MN-4501

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 wideband ( 274 Megabytes per second -Mbps) on Intelligence, Surveillance, and Reconnaissance (ISR) and other aircraft ( e.g. Global Hawk Unmanned Ariel Vehicle).

This funding line modifies aircraft to maintain Single Integrated Operations Plan connectivity, procuring new equipment for B-2, B-52, RC-135, E-4, and E-6 aircraft currently lacking EHF connectivity. It will also equip the ISR and other aircraft with Ka/Ku capable airborne terminals and platform specific antennas to operate with modified Wideband Global Satellites (WGS). 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 5, Reserve 0, ANG 0, Total 5

**Development Status**

Increment 1 risk reduction was completed in FY01; development began with contract award in FY02. Concurrent development and procurement 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. See also RDT&E Budget Item Justification Sheet for Program Element 0303601F, 'MILSATCOM Terminals'.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		824.193		362.676		334.182		257.693				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							5	55.668				
EQUIP NONREC		4.357										
CHANGE ORDERS								2.292				
DATA								10.004				
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES								3.295				
OGC								1.572				
TOTAL COST (BP-1100)							5	72.831				
(Totals may not add due to rounding)		4.357										

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										1778.744
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									5	55.668
EQUIP NONREC										4.357
CHANGE ORDERS										2.292
DATA										10.004
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										3.295
OGC										1.572
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									5	77.188

Method of Implementation:

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 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>
Contract Date (Month/CY)											03/10
Delivery Date (Month/CY)											09/11

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: Advanced Targeting Pod Modifications MN-8668

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. ATP improvements or upgrades are typically accomplished as retrofits to pods. This funding supports the insertion of improved technology into the pod to enhance combat identification, improve accuracy, and reduce fratricide; including improved interoperability with coalition ground forces through fielding and upgrades of the video data link (VDL) system. Upgrades of older ATPs to the most current configurations are also supported by this funding. Low Altitude Infrared Targeting and Navigation (LITENING) and Sniper are ATPs currently in use by the active duty, Air National Guard and Air Force Reserve Command. Follow-on acquisition activities are ongoing for the next increment in ATP capability known as the Advanced Targeting Pod - Sensor Enhancement (ATP-SE), with expected award in FY10.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

None; No RDT&E required.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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				
KITS NONRECUR												
EQUIPMENT	27	11.672		0.000		1.891		0.883				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		11.672				1.891		0.883				
INSTALLATION QTY												



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[27]	14.445
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										14.445
(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>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)	03/05	03/05	03/06			03/09
Delivery Date (Month/CY)	03/06	12/05	12/06			12/09

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

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: Full Combat Mission Training MN-8669

Models of Aircraft Affected: VAll Modification are for Aircraft  
simulators

Center: ASC - Wright Patterson AFB, OH

PE 0207701F

Team

**Description/Justification**

Other 8669 Full Combat Mission Training( FCMT) is funded in PE 27701F. No funding is requested in FY10. All Modifications are for aircraft simulators. FCMT provides funds to modify aircrew trainers for the Combat Air Forces (CAF) and supports CAF participation in Air Force Distributed Mission Operations (DMO). DMO is 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. This program has associated Research Development Test and Evaluation funding in PE 27701F.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

- FULL COMBAT MISSION TRAINING: 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. No modification or associated development effort to provide trainer DMO capability is anticipated in FY10

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				41.800		0.000		0.000				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SIM/TRAINER - PE27701F FCMT	7	10.559	[18]	43.201	[0]	0.000	[0]	0.000				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		10.559		43.201								
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										41.800
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SIM/TRAINER - PE27701F FCMT									[25]	53.760
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										53.760
(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**

	<u>FY-06</u>				<u>FY-07</u>				<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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER                      Class P

Modification Title and No: MAF Training MN-8670

Models of Aircraft Affected: All Modification are for Aircraft  
simulators

Center: ASC - Wright Patterson AFB, OH

PE 0401897F                      Team MOBIL

**Description/Justification**

MAF TRAINING funded in PE 41897F supports the modification and enhancement of high fidelity Mobility Air Forces (MAF) aircrew training and support systems to ensure full employment of DMO capabilities to meet combat readiness training needs. Use of enhanced, DMO capable trainers provides a cost effective means of conducting daily training, mission rehearsal, joint force exercise, and tactics development activity. Aircraft that would otherwise be used for training will be available to warfighting commanders to conduct combat operations. FY10 funding supports modifications to air refueling training systems (KC-135 and KC-10) and support infrastructure to ensure DMO compliance and interoperability with MAF, CAF and joint partners.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Funds support modification/enhancement of aircrew trainers for the Mobility Air Forces (MAF). There is no development effort associated with the PE41897F TRAINING Modifications.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[0]	0.000	[2]	5.387	[9]	7.573				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						5.387		7.573				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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									[11]	12.960
SUPPORT-EQUIP										
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)										12.960

Method of Implementation:

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: ROLL-ON BEYOND LINE-OF-SIGHT ENHANCEMENT MN-8730

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 , Reserve , ANG , Total 0

**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.

In FY10, MAF/DLI was terminated due to other Air Force priorities. Current effort focuses on AMF JTRS integration risk reduction on C130 AMP, using 3600 funds.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.785		4.300		7.923						
PROCUREMENT (3010)												
INSTALL KITS		2.000		12.394								
KITS NONRECUR												
EQUIPMENT	20	1.077										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		3.077		12.394								

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										19,008
PROCUREMENT (3010)										
INSTALL KITS										14,394
KITS NONRECUR										
EQUIPMENT									[20]	1,077
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									15,471
(Totals may not add due to rounding)										

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)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: JOINT TACTICAL RADIO SYSTEM MN-9860

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 all JTRS product lines under the JTRS JPEO. This restructure also separated the JTRS program into two increments. Increment 1 significantly reduces the number of waveforms and hardware produced leaving the remaining software and hardware for increment 2. Hence, 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, current voice and data systems, and transformational systems required to ensure networking capability and that government mandates are met. Aircraft procurement funds are for radio systems (B-Kits) and networking components. Terminal costs vary significantly depending on JTRS variant or transitional form factors.

Aircraft Breakdown: Active 437, Reserve 0, ANG 0, Total 437

**Development Status**

The JTRS budget justification will be found in the Navy FY 2010 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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		35.923		18.056		16.421		46.214				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	190	8.366	107	17.697	86	61.670	45	12.796				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 190 KITS	190											
FY-08 107 KITS			[107]									
FY-09 86 KITS					[86]							
FY-10 45 KITS							[54]					
TOTAL INSTALL	190		107		86		54					
TOTAL COST (BP-1100)	190	8.366	107	17.697	86	61.670	45	12.796				

**Projected Financial Plan Continued**

(Totals may not add due to rounding)

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION QTY	190		107		86		45					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										116.614
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									428	100.529
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-06	190	KITS							[190]	
FY-08	107	KITS							[107]	
FY-09	86	KITS							[86]	
FY-10	45	KITS							[54]	
TOTAL INSTALL									437	
TOTAL COST (BP-1100)									428	100.529
(Totals may not add due to rounding)										
INSTALLATION QTY									428	

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>
Contract Date (Month/CY)	02/06			02/07	02/08	02/09
Delivery Date (Month/CY)	02/07			02/08	02/09	02/10

Installation Schedule

Quarter	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					190				0				107				86				45			
Output						190				0				107				86				45		

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class

Modification Title and No: LOW COST MODIFICATIONS - TARGETING PODS MN-99999F

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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		0.002		0.001								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		0.002		0.001								
(Totals may not add due to rounding)		0.002		0.001								

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.003
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									0.003
(Totals may not add due to rounding)										0.003

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)															

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER Class P

Modification Title and No: MISCELLANEOUS LOW COSTS MODS (OTHER) MN-99999J

Models of Aircraft Affected: E-9

Center: OO-ALC

PE 0208015F

Team RDT&E

**Description/Justification**

These are low cost (less than \$2M) modifications necessary for reliability, maintainability, and/or improved system performance, or reduce logistics costs.

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

**Development Status**

N/A.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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				1.280		0.130		0.010				
MISC												
TOTAL COST (BP-1100)				1.280		0.130		0.010				
(Totals may not add due to rounding)												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										1.420
MISC										
TOTAL COST (BP-1100)	<hr/>									1.420
(Totals may not add due to rounding)										1.420

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

	<u>FY-07</u>	<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>	<u>FY-21</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER                      Class P

Modification Title and No: Sea Surveillance Radar Upgrade MN-E901

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 unsupportable 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-08		FY-09		FY-10		FY-11		FY-12
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	4.917		0.053		5.154				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			2	4.917		0.053		5.154				



(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	10.124
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									2	10.124
(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-07</u>	<u>FY-08</u>
Contract Date (Month/CY)	12/07	
Delivery Date (Month/CY)	12/08	

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER                      Class P

Modification Title and No: Military Flight Operations Quality Assurance (Service-Wide Support) MN-MFOQA

Models of Aircraft Affected: T-6, C-17

Center: ASC - Wright Patterson AFB, OH

PE 0901212F

Team

**Description/Justification**

Following direction from the 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)

Aircraft Breakdown: Active 528, Reserve 0, ANG 0, Total 528

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				6.344		10.670		4.027				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				6.344		10.670		4.027				
(Totals may not add due to rounding)												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										21.041
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									21.041
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-07</u>	<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>	<u>FY-21</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 May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: PRDT				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$52.387	\$148.128	\$123.889					

FY2009 funding totals do not include \$49.5M requested for Overseas Contingency Operations.

FY2010 funding totals do not include \$65M requested for Overseas Contingency Operations

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 FY10 is the Predator A/B Mod.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	PRDT02	PREDATOR A/B MODIFICA	52.4	148.1	123.9							324.4
<b>TOTAL FOR CLASS P</b>			52.4	148.1	123.9	0.0	0.0	0.0	0.0	0.0	0.0	324.4
<b>TOTAL FOR WEAPON SYSTEM PRDT</b>			52.4	148.1	123.9	0.0	0.0	0.0	0.0	0.0	0.0	324.4

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: PRDT Class P

Modification Title and No: PREDATOR A/B MODIFICATIONS MN-PRDT02

Models of Aircraft Affected: MQ-1

Center: ASC - Wright Patterson AFB, OH

PE 0305219F

Team INFO

**Description/Justification**

FY 2009 funding totals do not include \$49.482M requested for Overseas Contingency Operations.

FY 2010 funding totals do not include \$65M requested for Overseas Contingency Operations.

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 MQ-1 aircraft and components including: Predator Primary Data Link (PPDL), Ground Control Stations (GCS), and sensors.

Kit quantity and installs associated with aircraft retrofit include PPDL. All other retrofit, to include Ground Stations and sensors are included in the summary retrofit line.

Aircraft Breakdown: Active 154, Reserve 0, ANG 0, Total 154

**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-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[8]	5.584	[36]	5.400	[36]	5.789				
KITS NONRECUR												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
EQUIPMENT			8	16.754	36	33.840	36	36.276				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT				30.049		108.888		81.824				
INSTALLATION OF HARDWARE												
FY-08		8 KITS	[8]									
FY-09		36 KITS			[36]							
FY-10		36 KITS					[36]					
TOTAL INSTALL			8		36		36					
TOTAL COST (BP-1100)			8	52.387	36	148.128	36	123.889				
(Totals may not add due to rounding)												
INSTALLATION QTY					6		28					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[80]	16.773
KITS NONRECUR										
EQUIPMENT									80	86.870
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT										220.761
INSTALLATION OF HARDWARE										
FY-08		8 KITS							[8]	
FY-09		36 KITS							[36]	
FY-10		36 KITS							[36]	
TOTAL INSTALL									80	
TOTAL COST (BP-1100)									80	324.404
(Totals may not add due to rounding)										
INSTALLATION QTY									80	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									2	2	2	2	8	8	10	12	12	12	10					
Output									2	2	2	2	2	10	10	10	10	10	11	11				



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: MQ-9				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$16.939	\$44.520	\$48.837					

FY2009 funding totals include \$20.0M of appropriated supplemental "Bridge" funding, but do not include \$32.7M requested Overseas Contingency Operations  
 FY2010 funding totals do not include \$99.2M requested for Overseas Contingency Operations

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.

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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	8679	PRDTB2 MQ-9	16.9	46.9	48.8							112.7
<b>TOTAL FOR CLASS P</b>			16.9	46.9	48.8	0.0	0.0	0.0	0.0	0.0	0.0	112.7
	Z88888	REPROGRAMMINGS	0.0	-2.4								
<b>TOTAL FOR CLASS</b>			0.0	-2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL FOR WEAPON SYSTEM MQ-9</b>			16.9	44.5	48.8	0.0	0.0	0.0	0.0	0.0	0.0	112.7

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

05/01/2009

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: MQ-9                      Class P

Modification Title and No: PRDTB2 MQ-9 MN-8679

Models of Aircraft Affected: MQ-9

Center: ASC - Wright Patterson AFB, OH

PE 0205219F

Team

**Description/Justification**

FY 2009 funding totals include \$20M of appropriated supplemental "Bridge" funding, but do not include \$114.7M requested for Overseas Contingency Operations. FY 2010 funding totals do not include \$99.2M requested for Overseas Contingency Operations.

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.

Concurrently, MQ-9 Reaper fleet will be continually modified to maintain pace with evolving threats, requirements, and CONOPs. These modifications include aircraft, communication system, weapons/weapon systems, ground control station systems, and support equipment retrofits to incorporate new capabilities (e.g sensor improvements, SAR, SIGINT, WAAS, secure communications/data links, multiple aircraft control, flight control/avionics, situational awareness, mission planning, improved Target Location Accuracy, Autonomous Take-off and Land capability).

Note 1: Retrofit includes Block 5 field retrofits, Low Cost Mods, Other Government Costs.

Note 2: Kit quantity and installs include Block 5 depot retrofits..

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

MQ-9 Reaper is in Low Rate Initial Production (LRIP). 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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			0	0.000	0	0.000	0	0.000				
KITS NONRECUR												
EQUIPMENT			[0]	0.000	[0]	0.000	[0]	0.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP												
RETROFIT				16.939		46.909		48.837				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				16.939		46.909		48.837				
(Totals may not add due to rounding)												
INSTALLATION QTY												

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
RETROFIT										112.685
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL										
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										112.685
INSTALLATION QTY										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-07</u>				<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>							
	1	2	3	4	1	2	3	4	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	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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CV-22				
	2008	2009	2010	2011	2012	2013	2014	2015
<b>COST (In Mil)</b>	\$16.411	\$22.557	\$24.429					

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. CV-22 can carry 18 combat troops, or up to 20,000 pounds of cargo, at twice the speed of a helicopter. The primary modification budgeted in FY10 is Block B Upgrades. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	8791	BLOCK B UPGRADE	14.4	19.0	20.0							56.0
	9400	CV-22 Fuel Jettison Retrofit		1.6	2.4							4.0
	99999X	LOW COST MODIFICATION	2.0	2.0	2.0							9.3
<b>TOTAL FOR CLASS P</b>			16.4	22.6	24.4	0.0	0.0	0.0	0.0	0.0	0.0	69.2
<b>TOTAL FOR WEAPON SYSTEM CV-22</b>			16.4	22.6	24.4	0.0	0.0	0.0	0.0	0.0	0.0	69.2

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

	P-1 SHOPP LIST ITEM NO. 67	PAGE NO. 1	
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05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: BLOCK B UPGRADE MN-8791

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 aft rescue hoist, defensive weapon system, reliability & maintainability modifications, retractable fuel probe, anti-icing system, more accessible nacelles, avionics/comm/nav upgrades, situational awareness improvements, 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.

The Single Configuration Retrofit of the oldest seven CV-22 aircraft is the most significant retrofit within the Block B/10 program. The seven oldest CV-22s are in different configurations, and all seven aircraft need a different subset of modifications in order to be put in the same single configuration. In addition, this exhibit funds incorporation of individual engineering change proposals (ECPs) in four other fielded CV-22 aircraft. The total number of kits to be installed on the eleven aircraft is 102. Only 36 of the 102 kits require depot level (contractor field team) installation, and the install schedule reflects only those depot level installs. The other 66 kits will be installed by O-level teams (organizational level maintenance activity).

The FY08 contract and delivery dates in the Milestone Section are for electromagnetic interference (EMI) hardened proximity sensors. The FY09/10 milestone dates are for the largest contract action, the Single Configuration Retrofit.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0, Total 11

**Development Status**

RDT&E funded development activities for the Block B/10 configuration began in FY02 and completed in FY08.

RDT&E funded by PE 0401318F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.563		0.896								
PROCUREMENT (3010)												
INSTALL KITS			55	7.670	31	4.494	16	10.084				
KITS NONRECUR				2.949		11.530		1.271				
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	4	2.550	[3]	3.691	[2]	1.817	[4]	7.601				
SUPPORT-EQUIP						0.203		0.200				
CONTRACT SUPPORT						0.200		0.200				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-08			[5]	0.103	[7]	0.416	[13]	0.046				
FY-09					[5]	0.297	[4]	0.604				
FY-10							[2]	0.025				
TOTAL INSTALL			5	0.103	12	0.714	19	0.674				
TOTAL COST (BP-1100)		2.550	55	14.412	31	18.958	16	20.030				
(Totals may not add due to rounding)												
INSTALLATION QTY			5		12		19					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										10.459
PROCUREMENT (3010)										
INSTALL KITS									102	22.249
KITS NONRECUR										15.749
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[13]	15.659
SUPPORT-EQUIP										0.403
CONTRACT SUPPORT										0.400
INSTALLATION OF HARDWARE										
FY-08		55 KITS							[25]	0.565
FY-09		31 KITS							[9]	0.901
FY-10		16 KITS							[2]	0.025
TOTAL INSTALL									36	1.491
TOTAL COST (BP-1100)									102	55.951
(Totals may not add due to rounding)										
INSTALLATION QTY									36	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 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)				05/08	05/09	12/09
Delivery Date (Month/CY)				09/08	05/10	12/10

Installation Schedule

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



05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

Modification Title and No: CV-22 Fuel Jettison Retrofit MN-9400

Models of Aircraft Affected: CV-22

Center: Patuxent River NAS, MD

PE 41318F

Team

**Description/Justification**

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**

RDT&E funded development activities beginning in FY07, which are continuing in FY09.

RDT&E funded by PE 0401318F.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	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												
TOTAL INSTALL							8	0.800				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					8	1.600	8	2.400				
INSTALLATION QTY							8					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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								
TOTAL INSTALL									8	0.800
TOTAL COST (BP-1100)									16	4.000
(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-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)			09/09	01/10
Delivery Date (Month/CY)			09/10	01/11

Installation Schedule

	<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
Quarter																				
Input																				
Output																				

05/01/2009

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

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

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

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-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)		3.270		1.999		1.999		1.999				
(Totals may not add due to rounding)		3.270		1.999		1.999		1.999				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										9.267
TOTAL COST (BP-1100)										9.267
(Totals may not add due to rounding)										9.267

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)															

# **UNITED STATES AIR FORCE**

## **Committee Staff Procurement Backup Book Fiscal Year (FY) 2010 Overseas Contingency Operations Request**



**May 2009**

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**AIRCRAFT PROCUREMENT, AIR FORCE  
VOLUME II**

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**OPR: SAF/FMB**

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**FY 2010 Overseas Contingency Operations Supplemental - Procurement P-1 Exhibit**

<b>Appropriation</b>	<b>BA</b>	<b>P-1 Line</b>	<b>BP</b>	<b>Line Item Name</b>	<b>Quantity</b>	<b>FY10 OCO (\$000)</b>
APAF	02	6	10	C-130J	1	\$ 72,000
APAF	05	64	11	OTHACF		\$ 18,000
APAF	05	28	11	B-1		\$ 20,500
APAF	05	30	11	A-10		\$ 10,000
APAF	05	32	11	F-16		\$ 20,025
APAF	05	34	11	C-5		\$ 57,400
APAF	05	37	11	C-17		\$ 132,300
APAF	05	52	11	C-130		\$ 210,800
APAF	05	54	11	C-135		\$ 16,916
APAF	05	56	11	DARP		\$ 10,300
APAF	05	63	11	HC-130		\$ 7,000
APAF	05	64	11	OTHACF		\$ 72,000
APAF	05	65	11	MQ-1		\$ 65,000
APAF	05	66	11	MQ-9		\$ 99,200
APAF	07	85	19	Initial Spares		\$ 4,000
APAF	07	76	13	C-17		\$ 11,000
APAF	07	85	19	Other Production Charges		\$ 110,000
<b>Total APAF</b>						<b>\$ 936,441</b>



**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
E-3	P	50001P	TSI - Support to the Warfi				5.4							5.4
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5.4
<b>TOTAL FOR AIRCRAFT E-3</b>				0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	5.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
MC-12W	P	GW146	SENSOR UPGRADE				77.0							77.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0
<b>TOTAL FOR AIRCRAFT MC-12W</b>				0.0	0.0	0.0	77.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
B-1	P	GW025	INTEGRATION WITH AT				20.5							20.5
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	20.5
<b>TOTAL FOR AIRCRAFT B-1</b>				0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	20.5

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
A-10	P	9604	Extended Duration Cover	12.4			10.0							22.4
<b>TOTAL FOR CLASS P</b>				12.4	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4
<b>TOTAL FOR AIRCRAFT A-10</b>				12.4	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
F-16	P	GW105	F-16 Secure Line of Sight				20.0							20.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
<b>TOTAL FOR AIRCRAFT F-16</b>				0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
C-5	P	GW036	DEFENSE SYSTEM INS				4.8							4.8
		GW043	LAIRCM				52.6							52.6
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	57.4	0.0	0.0	0.0	0.0	0.0	0.0	57.4
<b>TOTAL FOR AIRCRAFT C-5</b>				0.0	0.0	0.0	57.4	0.0	0.0	0.0	0.0	0.0	0.0	57.4

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
C-17	P	GW043	LAIRCM				132.3							132.3
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	132.3	0.0	0.0	0.0	0.0	0.0	0.0	132.3
<b>TOTAL FOR AIRCRAFT C-17</b>				0.0	0.0	0.0	132.3	0.0	0.0	0.0	0.0	0.0	0.0	132.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
C-130	P	GW043	LAIRCM				210.8							210.8
		GW111	HC-130P/N ELT UPGRA				7.0							7.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	217.8	0.0	0.0	0.0	0.0	0.0	0.0	217.8
<b>TOTAL FOR AIRCRAFT C-130</b>				0.0	0.0	0.0	217.8	0.0	0.0	0.0	0.0	0.0	0.0	217.8

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.



**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
C-135	P	GW071	KC-135S APU Oil Cooler				15.3							15.3
		GW109	KC-135 ELECTRONIC C				1.6							1.6
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0	16.9
<b>TOTAL FOR AIRCRAFT C-135</b>				0.0	0.0	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0	16.9

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
DARP	P	GW116	RIVET JOINT WiMAX				10.3							10.3
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10.3
<b>TOTAL FOR AIRCRAFT DARP</b>				0.0	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10.3

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
HC/MC-130	P	GW111	HC-130P/N ELT UPGRA				7.0							7.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
<b>TOTAL FOR AIRCRAFT HC/MC-130</b>				0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
OTHER AIRCR	P	GW016	ADVANCED TARGETIN				72.0							72.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	72.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0
<b>TOTAL FOR AIRCRAFT OTHER AIRCRAFT</b>				0.0	0.0	0.0	72.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
PRDT	P	GW114	Encrypted FMV Data Link				17.0							17.0
		GW147	DEPLOYED OPERATIO				48.0							48.0
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0
<b>TOTAL FOR AIRCRAFT PRDT</b>				0.0	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

**P-1M MODIFICATION REPORT - 10 Overseas Contingency Operations Request (HQ USAF)**

05/01/2009

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
MQ-9	P	GW114	Encrypted FMV Data Link				12.0							12.0
		GW148	TACTICAL RECONNAIS				87.2							87.2
<b>TOTAL FOR CLASS P</b>				0.0	0.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	0.0	99.2
<b>TOTAL FOR AIRCRAFT MQ-9</b>				0.0	0.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	0.0	99.2

Totals may not add due to rounding.

TOTAL PROG includes Prior Year and Cost To Go dollars.

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$20.500						

FY 2008 Supp \$36.953	FY 2009 Bridge \$-0-	FY 2009 OCOSR (Pending) \$-0-
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This line item funds modifications to the B-1B aircraft . The B-1 is a multi-engine, supersonic, long range bomber capable of delivering nuclear or conventional munitions. The modification budgeted in the FY10 OCOR is the Integration with ATP (\$17.12M).

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	GW025	INTEGRATION WITH ATP			20.5							20.5
<b>TOTAL FOR CLASS P</b>			0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	20.5
<b>TOTAL FOR WEAPON SYSTEM B-1</b>			0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0.0	20.5

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

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: INTEGRATION WITH ATP MN-GW025

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$36.953	\$-0-	\$-0-

**DESCRIPTION:**

The B-1B electro-optic/infrared (EO/IR) Laptop Controlled Targeting Pod (LCTP) significantly improves combat situational awareness and provides capabilities to positively identify targets (PID), employ precision guided weapons (GBU-31, GBU-38, GBU-54, and Laser Guided Bombs (LGBs)), perform battle damage assessment, and conduct non-traditional intelligence, surveillance, and reconnaissance (NTISR). This modification includes procuring pylons and pylon support equipment needed to carry an Advanced Targeting Pod (ATP) via modified hard points with group A wiring kits as well as the hardware and software necessary to control and display the ATP video via a laptop or through the aircraft systems. No installation required with the procurement of pylons.

**FY 2010 OVERSEAS CONTINGENCY OPERATIONS SUPPLEMENTAL REQUESTS (OCOR) JUSTIFICATION:**

USCENTAF formally identified their number one priority in an urgent need request (UNR) to install an ATP on the B-1B specifically to enable PID, generate precision coordinates, downlink via remote operations video enhance receiver (ROVER), employ laser guided weapons, and to expand the B-1B NTISR capability supporting ongoing Supp operations in the CENTCOM AOR. The USCENTAF UNR (Jul 06), USCENTAF combat mission need statement (CMNS) (Aug 03), and a CJTF-180 operational need statement (ONS) require all B-1Bs to provide PID of targets. The capability provided by a LCTP significantly achieves these requirements and reduces the tactical air controller's talk-on time, the chance of fratricide, and potential for collateral damage.

Reason funds are required:

The additional aircraft and pylon hardware and support equipment will greatly augment that already purchased in FY07 and FY08 and will eliminate the need to ship hardware and support equipment around the world to support training and combat operations. In addition, several items must be replaced to ensure that the LCTP system remains supportable and maintainable, eliminating much of the need for T-1 hardware.

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

**Development Status**

Development of hard point modification and pylon was started in FY05 with a Congressional add.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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								0.500				
SIM/TRAINER												
SUPPORT-EQUIP								1.820				
OGC								8.180				
GFP												



**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
INSTALLATION OF H PYLONS							[20]	10.000					
INSTALLATION OF HARDWARE TOTAL INSTALL	<hr/>												
TOTAL COST (BP-1100) (Totals may not add due to rounding)								20.500					
INSTALLATION QTY													

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										0.500
SIM/TRAINER										1.820
SUPPORT-EQUIP										8.180
OGC										
GFP										
INSTALLATION OF H										
PYLONS									[20]	10.000
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										
INSTALLATION QTY										

Method of Implementation: DEPOT/ALC

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

	<u>FY-07</u>				<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																																
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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A-10					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$10.000						

FY 2008    FY 2009    FY 2009  
 Supp      Bridge      OCOSR (Pending)  
 \$-0-      \$-0-      \$-0-

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 specific modification budgeted and programmed is listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	9604	Extended Duration Covert In			10.0							22.4
<b>TOTAL FOR CLASS P</b>			0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4
<b>TOTAL FOR WEAPON SYSTEM A-10</b>			0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4

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

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
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: OO-ALC - Hill AFB, UT

PE 0207131F

Team POWER

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

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 AAR-47 Missile Warning System modification program enables 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.

FY10 Overseas Contingency Operations Request installs AAR-47 on 54 AFRC A-10 aircraft. All kits consist of an AAR-47 Missile Warning System (MWS) and ALE-47 Countermeasures Dispensing System (CMDS)

The Guard and Reserve received \$8M of FY09 NGREA money to be used toward adding AAR-47 capability. NGREA money is not reported in IDECS. It will, however, decrease the total amount required to upgrade the entire fleet and is therefore noted here.

Any funding left from the FY10 \$10M requirement to upgrade 54 Reserve aircraft will be allocated to Guard upgrades. The exact amount of aircraft needed is unknown at this time due to reallocation of active duty planes.

Projected Allocations by Component (Subject to Total Force mission priorities and aircraft availability).

Kit Procurement	PRIOR	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	To Comp	Total
Active	50	98									148
Reserve	0	0		54							54
ANG	0	34									34

**Installation Schedule**

Active	22	28	35	63							148
Reserve		0	0	0	54						54
ANG			4	30							34

Aircraft Breakdown: Active 148, Reserve 54, ANG 34, Total 236

**Development Status**

N/A

**Projected Financial Plan**

PRIOR	FY-08	FY-09	FY-10	FY-11	FY-12
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**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	50	2.500					54	0.820				
KITS NONRECUR		1.100										
EQUIPMENT	50	4.300					[54]	8.505				
EQUIP NONREC		2.500										
CHANGE ORDERS												
DATA												
SIM/TRAINER	1	0.100										
SUPPORT-EQUIP	10	0.150										
OGC		0.050										
INSTALLATION OF HARDWARE												
FY-05           50 KITS		1.700										
FY-07           0 KITS							[93]	0.000				
FY-10           54 KITS								0.675				
TOTAL INSTALL		1.700					93	0.675				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	50	12.400					54	10.000				
INSTALLATION QTY							20					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									104	3.320
KITS NONRECUR										1.100
EQUIPMENT									[104]	12.805
EQUIP NONREC										2.500
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	0.100
SUPPORT-EQUIP									[10]	0.150
OGC										0.050
INSTALLATION OF HARDWARE										
FY-05	50	KITS								1.700
FY-07	0	KITS							[93]	
FY-10	54	KITS								0.675
TOTAL INSTALL									93	2.375
TOTAL COST (BP-1100)									104	22.400
(Totals may not add due to rounding)										
INSTALLATION QTY									54	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 8 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>
Contract Date (Month/CY)							01/10
Delivery Date (Month/CY)							08/10

**Installation Schedule**

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$20.025						

FY 2008    FY 2009    FY 2009  
 Supp      Bridge      OCOSR Pending  
 \$67.179\*   \$34.2M    \$63.16M

\* \$20M Administratively reprogrammed to Adv Targeting Pods to comply with Congressional direction.

This line item funds modification for 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 air-to-surface and air-to-air mission areas. FY09 OCOSR contains modifications for the F-16 SLOS/BLOS capability.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	GW105	F-16 Secure Line of Sight/B			20.0							20.0
<b>TOTAL FOR CLASS P</b>			0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
<b>TOTAL FOR WEAPON SYSTEM F-16</b>			0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0

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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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

05/01/2009  
 FY 2010 Overseas Contingency Operations Request  
 Modification Title and No: F-16 Secure Line of Sight/Beyond Line of Sight (SLOS/BLOS) Capability MN-GW105  
 Models of Aircraft Affected: F-16  
 Center: ASC

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

**Description/Justification**

FY08	FY09	FY09
FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$67.179M*	\$-0-	\$63.160M

\* \$20M Administrationly reprogrammed to Adv Targetting Pods to comply with Congressional direction.

This modification replaces the existing AN/ARC-186 VHF only radio on F-16 aircraft with the AN/ARC-210 Warrior radio and any associated prerequisite Group A modifications to satisfy an FY06 CENTAF urgent operational need (UON). Hardware requirements vary among the different Blocks 30/40/50 due to existing hardware and configuration requirements. The F-16 needs a secure Line-of-Sight capability which is upgradeable to a secure beyond-line-of-sight (BLOS). BLOS modification will be installed as required as part of this mod.

Aircraft Breakdown: Active 80, Reserve 0, ANG 0, Total 80

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							80	10.116				
KITS NONRECUR												
EQUIPMENT							[80]	6.982				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10			80 KITS					2.927		[80]		
TOTAL INSTALL								2.927		80		
TOTAL COST (BP-1100)							80	20.025				
(Totals may not add due to rounding)												
INSTALLATION QTY										80		



**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									80	10.116
KITS NONRECUR										
EQUIPMENT									[80]	6.982
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10 80 KITS									[80]	2.927
TOTAL INSTALL									80	2.927
TOTAL COST (BP-1100)									80	20.025
(Totals may not add due to rounding)										
INSTALLATION QTY									80	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input																	30	30	20	
Output																	30	30	20	

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$57.400						

FY 2008      FY 2009      FY 2009  
 Supp        Bridge        OCOSR (Pending)  
 \$25.250M    \$-0-        \$104.800M

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.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	GW036	DEFENSE SYSTEM INSTA			4.8							4.8
	GW043	LAIRCM			52.6							52.6
<b>TOTAL FOR CLASS P</b>			0.0	0.0	57.4	0.0	0.0	0.0	0.0	0.0	0.0	57.4
<b>TOTAL FOR WEAPON SYSTEM C-5</b>			0.0	0.0	57.4	0.0	0.0	0.0	0.0	0.0	0.0	57.4

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

05/01/2009  
 FY 2010 Overseas Contingency Operations Request  
 Modification Title and No: DEFENSE SYSTEM INSTALLATION MN-GW036

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**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$11.7M	\$-0-	\$14.4M

FY2010 Overseas Contingency Operations Request (OCOR) Justification:

Purpose of this modification is to procure and install the latest aircraft defensive systems (ADSs) technology on C-5A aircraft in order to reduce loss/damage of aircraft and loss of life from man-portable air defense systems (MANPADS), to fully use the C-5A in known threat environments, and to reduce stress on active duty mobility assets. The ADS consists of the AN/AAR-47 A(V)2 missile warning system (MWS) and an AN/ALE-47 countermeasures dispensing system (CMDS) to detect and counter infrared MANPADS. The system is planned for installation on 58 C-5A, 2 C-5C, and 1 C-5M aircraft. This OCOR procures and installs 3 kits on Air Force Reserve Command (AFRC) C-5A aircraft.

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

**Development Status**

None

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							3	2.975				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[2]	0.200				
SUPPORT-EQUIP								0.700				
FY10 OCOR												
INSTALLATION OF HARDWARE												
FY-10			3 KITS					0.925		[3]		
TOTAL INSTALL								0.925		3		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							3	4.800				
INSTALLATION QTY										3		

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									3	2.975
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[2]	0.200
SUPPORT-EQUIP										0.700
FY10 OCOR										
INSTALLATION OF HARDWARE										
FY-10           3 KITS									[3]	0.925
TOTAL INSTALL									3	0.925
TOTAL COST (BP-1100)									3	4.800
(Totals may not add due to rounding)										
INSTALLATION QTY									3	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input																				
Output																	2	1		
																			2	1

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: LAIRCM MN-GW043

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 0401134F

Team MOBIL

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$90.4M

FY2010 Overseas Contingency Operations Request (OCOR) Justification:

The current Large Aircraft InfraRed Counter Measures (LAIRCM) system [AN/AAQ-24(V)] consists of Ultra-Violet (UV) Missile Warning Sensors (MWSs); Guardian Laser Transmitter Assemblies (GLTAs); a colorless eye-safe multiband laser; Control Indicator Unit (CIU); a pair of repeaters; and a system processor to detect, track, and counter incoming InfraRed (IR) missiles. FY10 includes \$52.6M of Overseas Contingency Operations Request (OCOR) funding, which will be used to procure and install 6 kits and provide support for unit equipage. Development for the LAIRCM equipped C-5B started in FY06 and production started in FY07. The C-5 LAIRCM system will incorporate the GLTA mini-turret and the AN/AAR-54 threat warning system. Current LAIRCM C-5 installations will be the GLTA mini-turret and Phase I MWS equipment. Current program requirement is to modify 52 C-5B/C/M aircraft.

Note: "Install Kits" contain Group A  
"Equipment" contains Group B

Aircraft Breakdown: Active 36, Reserve 16, ANG 0, Total 52

**Development Status**

Development of C-5B LAIRCM Phase 1 small laser turret assembly with UV MWS, processor, CIU Group B contract was awarded in December 2005 to Northrup Grumman and the Group A contract was awarded in January 2006 to Lockheed Martin.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							6	7.031				
KITS NONRECUR												
EQUIPMENT								17.666				
EQUIP NONREC												
CHANGE ORDERS								1.554				
DATA												
SIM/TRAINER							[1]	0.508				
SUPPORT-EQUIP								0.464				
INITIAL SPARES								6.889				
TRAINING								0.076				
ICS								0.005				
PROGRAM MNGMT								2.031				
OGC								3.648				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-10							12.728		[3]			[3]
TOTAL INSTALL							12.728		3			3
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							6	52.600				
INSTALLATION QTY									5			1

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									6	7.031
KITS NONRECUR										
EQUIPMENT										17.666
EQUIP NONREC										
CHANGE ORDERS										1.554
DATA										
SIM/TRAINER									[1]	0.508
SUPPORT-EQUIP										0.464
INITIAL SPARES										6.889
TRAINING										0.076
ICS										0.005
PROGRAM MNGMT										2.031
OGC										3.648
INSTALLATION OF HARDWARE										
FY-10           6 KITS									[6]	12.728
TOTAL INSTALL									6	12.728
TOTAL COST (BP-1100)									6	52.600
(Totals may not add due to rounding)									6	52.600
INSTALLATION QTY									6	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<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
Quarter																								
Input																	3				2			
Output																		2			1			



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$132.300						

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$66.349M	\$17.0M	\$230.2M

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.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	GW043	LAIRCM			132.3							132.3
<b>TOTAL FOR CLASS P</b>			0.0	0.0	132.3	0.0	0.0	0.0	0.0	0.0	0.0	132.3
<b>TOTAL FOR WEAPON SYSTEM C-17</b>			0.0	0.0	132.3	0.0	0.0	0.0	0.0	0.0	0.0	132.3

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

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: LAIRCM MN-GW043

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**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$72.0M	\$14.0M	\$232.2M

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the Infrared (IR) Man-Portable Air-Defense Systems (MANPADS) threat.

The FY10 Overseas Contingency Operations Request (OCOR) will provide for procurement and installation of 19 Gaurdian Laser Turret Assemblies (GLTA) and Next Generation missile warning system. The request also includes funds to upgrade systems from the older Small Laser Transmitter Assembly (SLTA).

Aircraft Breakdown: Active 19, Reserve , ANG , Total 19

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	22.910				
KITS NONRECUR												
EQUIPMENT								75.690				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								0.020				
RETROFIT KITS							[4]	4.160				
RETROFIT INSTALLATION								1.790				
INITIAL SPARES								10.780				
TRAINING								0.050				
CONTRACTOR SUPPORT								0.220				
INSTALLATION OF HARDWARE												
FY-10                      19 KITS								16.680	[19]			
TOTAL INSTALL								16.680	19			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								19	132.300			
INSTALLATION QTY											18	

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	22.910
KITS NONRECUR										
EQUIPMENT										75.690
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.020
RETROFIT KITS									[4]	4.160
RETROFIT INSTALLATION										1.790
INITIAL SPARES										10.780
TRAINING										0.050
CONTRACTOR SUPPORT										0.220
INSTALLATION OF HARDWARE										
FY-10           19 KITS									[19]	16.680
TOTAL INSTALL									19	16.680
TOTAL COST (BP-1100)									19	132.300
(Totals may not add due to rounding)										
INSTALLATION QTY									19	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<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
Quarter																								
Input																	6	6	6	1				
Output																	6	6	6	1				

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$210.800						

FY 2008      FY 2009      FY 2009  
 Supp        Bridge        OCOSR (Pending)  
 \$140.661M   \$-0-        \$189.910M

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.

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	GW043	LAIRCM			210.8							210.8
	GW111	HC-130P/N ELT UPGRADE			7.0							7.0
<b>TOTAL FOR CLASS P</b>			0.0	0.0	217.8	0.0	0.0	0.0	0.0	0.0	0.0	217.8
<b>TOTAL FOR WEAPON SYSTEM C-130</b>			0.0	0.0	217.8	0.0	0.0	0.0	0.0	0.0	0.0	217.8

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

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05/01/2009  
 FY 2010 Overseas Contingency Operations Request  
 Modification Title and No: LAIRCM MN-GW043

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 0401134F Team MOBIL

**Description/Justification**

FY 2008	FY2009	FY 2009
SUPP	Bridge	OCOSR Pending
\$0.0M	\$9.0M	\$142.954

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the Air Force C-130 aircraft to counter the IR Man-Portable Air-Defense Systems (MAN PADS) threat.

The current LAIRCM system consists of ultra-violet (UV) missile warning sensors, Small Laser Transmitter Assemblies (SLTA) containing an IR tracker and a laser, a Control Indicator Unit (CIU) and a system processor to detect, track and counter incoming IR missiles.

The FY 10 OCOR will provide:  
 C-130H MAF with 39 Group A and 19 Group B  
 SOF C-130 aircraft with 26 Group A and 26 Group B  
 21 Guardian Laser Turret Assemblies and support and spares

Aircraft Breakdown: Active 34, Reserve 8, ANG 23, Total 65

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							65	19.321				
KITS NONRECUR												
EQUIPMENT							[45]	103.794				
EQUIP NONREC												
CHANGE ORDERS								4.056				
DATA												
SIM/TRAINER												
SUPPORT-EQUIP								1.217				
INITIAL SPARES								35.166				
TRAINING												
ENG SUPPORT												
DEPOT STAND-UP												
PROGRAM MNGMT								3.664				
CONSUMABLES								0.088				
PMA								1.041				
SUPPLY SUPPORT								20.270				

**Projected Financial Plan Continued**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
OTHER												
INSTALLATION OF HARDWARE												
FY-10           65 KITS							22.183		[22]			[36]
TOTAL INSTALL							22.183		22			36
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							65	210.800				
INSTALLATION QTY									22			36

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									65	19.321
KITS NONRECUR										
EQUIPMENT									[45]	103.794
EQUIP NONREC										
CHANGE ORDERS										4.056
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										1.217
INITIAL SPARES										35.166
TRAINING										
ENG SUPPORT										
DEPOT STAND-UP										
PROGRAM MNGMT										3.664
CONSUMABLES										0.088
PMA										1.041
SUPPLY SUPPORT										20.270
OTHER										
INSTALLATION OF HARDWARE										
FY-10 65 KITS									[65]	22.183
TOTAL INSTALL									7	22.183
TOTAL COST (BP-1100)										
(Totals may not add due to rounding)									65	210.800
INSTALLATION QTY									7	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<u>FY-07</u>				<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
Input																	4	9	9	9	9	9	9	9	7			
Output																	4	9	9	9	9	9	9	9	7			



05/01/2009  
 FY 2010 Overseas Contingency Operations Request  
 Modification Title and No: HC-130P/N ELT UPGRADE MN-GW111

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: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

Modification is two-fold:

1. Installs Emergency Locator Transmitter (ELT) on 20 HC-130P/N aircraft (14 Active, 3 Reserve, 3 ANG), No satellite tracking after Feb 09, NOAA 00-R231 mandate.
2. Installs a new Automated Directional Finding (ADF) on 37 HC-130P/N aircraft. Replaces DFA-730.

Aircraft Breakdown: Active 18, Reserve 5, ANG 14, Total 37

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							36	2.661				
KITS NONRECUR							1	0.776				
EQUIPMENT												
EQUIP NONREC							[1]					
CHANGE ORDERS												
DATA								1.153				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.344				
CONTRACT SUPPORT								0.600				
SPARES							[3]	0.126				
INSTALLATION OF HARDWARE												
FY-10								1.340		[37]		
TOTAL INSTALL								1.340		37		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								37	7.000			
INSTALLATION QTY										37		

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									36	2.661
KITS NONRECUR									1	0.776
EQUIPMENT										
EQUIP NONREC									[1]	
CHANGE ORDERS										
DATA										1.153
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.344
CONTRACT SUPPORT										0.600
SPARES									[3]	0.126
INSTALLATION OF HARDWARE										
FY-10           37 KITS									[37]	1.340
TOTAL INSTALL									37	1.340
TOTAL COST (BP-1100)									37	7.000
(Totals may not add due to rounding)										
INSTALLATION QTY									37	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input																				
Output																				

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-135					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$16.916						

FY 2008      FY 2009      FY 2009  
 Supp        Bridge        OCOSR (Pending)  
 \$-0-        \$-0-        \$-0-

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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	GW071	KC-135S APU Oil Cooler			15.3							15.3
	GW109	KC-135 ELECTRONIC CAB			1.6							1.6
<b>TOTAL FOR CLASS P</b>			0.0	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0	16.9
<b>TOTAL FOR WEAPON SYSTEM C-135</b>			0.0	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0	16.9

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  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: KC-135S APU Oil Cooler MN-GW071

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Models of Aircraft Affected: KC-135

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

PE 0401218F

Team MOBIL

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

Auxiliary Power Units (APUs) onboard KC-135 aircraft are automatically shutting down when the oil temperature exceeds 275 degrees Fahrenheit. Onboard APUs are required to provide aircraft ground power prior to aircraft launch and during maintenance actions. APU automatic shutdowns frequently occur when the outside ambient temperature exceeds 90 degrees Fahrenheit. This problem is particularly acute in the high ambient temperatures and high ops tempo in the CENTCOM AOR. AMC Test 26-317-99 determined an APU air/intercooler did maintain APU oil temperatures below 250 degrees Fahrenheit.

This modification will be accomplished via field level installation for all APUs in the inventory (836 installed on aircraft and 115 in Supply/Readiness Spares Package (RSP).

415 R/T and 3 special purpose aircraft (2 OC aircraft and 1 Ice Tanker) will be modified

**Kit Procurement**

	FY10	Total
Active	370	370
Reserve	128	128
ANG	338	338
RSP	115	115

Contractor deliveries: 20 per month

Does not violate buy ahead of need requirement due to field level installation

First two kits will be validation/verification

Aircraft Breakdown: Active 185, Reserve 64, ANG 169, Total 418

**Development Status**

In August 2006, Request for Information (RFI) data was collected from four companies.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[951]	14.902				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC								0.198				
CHANGE ORDERS												
DATA								0.200				
SIM/TRAINER												

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
SUPPORT-EQUIP												
OGC								0.016				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								15.316				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[951]	14.902
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										0.198
CHANGE ORDERS										
DATA										0.200
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.016
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										15.316

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: KC-135 ELECTRONIC CABINETS COVERS MN-GW109

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: C-135 Class P

Models of Aircraft Affected: OC/KC-135

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

PE 0401218F

Team MOBIL

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

The current cabinet covers are deteriorating which allows temperatures within the cabinet to exceed operational allowances on commercial avionics equipment being procured for Block 45. The electronic cabinet cover replacement is required prior to Block 45 installation. Kits will be manufactured at Tinker AFB at a rate of 40 per month. AMC will manage kit deliveries to units. The program will be completed within two years of being funded.

415 R/T and 3 special purpose aircraft ( 2 OC and 1 Ice Tanker) will be modified.

Aircraft Breakdown: Active 185, Reserve 64, ANG 169, Total 418

**Development Status**

The development and prototype of the replacement cabinet cover have been completed.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[418]	1.495				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA								0.080				
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES							[7]	0.025				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								1.600				

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[418]	1.495
KITS NONRECUR EQUIPMENT										
EQUIP NONREC CHANGE ORDERS										
DATA										0.080
SIM/TRAINER SUPPORT-EQUIP										
SPARES									[7]	0.025
TOTAL COST (BP-1100)	<hr/>									
(Totals may not add due to rounding)										1.600

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 1 Months

Follow-On Lead Time: 0 Months

Milestones

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



UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: DARP					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$10.300						

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$36.861	\$-0-	\$6.250

This line item funds classified modifications to the Defense Airborne Reconnaissance Program (DARP) aircraft. FY10 OCOR funding will provide WiMAX capability to RC-135 Rivet Joint aircraft.

<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
P	GW116	RIVET JOINT WIMAX			10.3							10.3
<b>TOTAL FOR CLASS P</b>			0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10.3
<b>TOTAL FOR WEAPON SYSTEM DARP</b>			0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10.3

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

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: RIVET JOINT WiMAX MN-GW116

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: DARP Class P

Models of Aircraft Affected: RC-135V/W

Center: ASC - Wright Patterson AFB, OH

PE 0305207F

Team INFO

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

The \$10.3M request integrates WiMAX capability on RC-135 Rivet Joint (RJ) aircraft. Gives RJ the next "great leap" in wireless network evolution. Communications will not require being located in a traditional "hot spot". Friendly/Adversary forces are expected to migrate to WiMAX which allows access to data-intensive applications, like online multimedia (to include video downloads and mobile TV). Objective is to integrate capability enabling Friendly SA and exploit Adversary.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0, Total 17

**Development Status**

This procures and integrates non-developmental, commercial and other U.S. Governmental off-the-shelf (COTS) enhancements.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							[17]	10.300				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								10.300				
(Totals may not add due to rounding)												
INSTALLATION QTY							7					

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[17]	10.300
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE	<hr/>									
TOTAL INSTALL	<hr/>									
TOTAL COST (BP-1100)										10.300
(Totals may not add due to rounding)										
INSTALLATION QTY										17

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

**Milestones**

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

**Installation Schedule**

	<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																				
Output																				

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HC/MC-130					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$7.000						

FY 2008      FY 2009      FY 2009  
 Supp        Bridge        OCOSR (Pending)  
 \$-0-        \$-0-        \$-0-

The HC/MC-130 is a specially modified C-130 series airframe designed to support personnel recovery (PR) and Special Operations Forces (SOF) missions.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	GW111	HC-130P/N ELT UPGRADE			7.0							7.0
<b>TOTAL FOR CLASS P</b>			0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
<b>TOTAL FOR WEAPON SYSTEM HC/MC-130</b>			0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0

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

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05/01/2009  
 FY 2010 Overseas Contingency Operations Request  
 Modification Title and No: HC-130P/N ELT UPGRADE MN-GW111

UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: HC/MC-130 Class P

Models of Aircraft Affected: HC-130P/N

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

Modification is two-fold:

1. Installs Emergency Locator Transmittor (ELT) on 20 HC-130P/N aircraft (14 Active, 3 Reserve, 3 ANG). No satellite tracking after Feb 09, NOAA 00-R231 mandate.
2. Installs a new Automated Directional Finding (ADF) on 37 HC-130P/N aircraft. Replaces DFA-730.

Aircraft Breakdown: Active 18, Reserve 5, ANG 14, Total 37

**Development Status**

N/A

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							36	2.661				
KITS NONRECUR							1	0.776				
EQUIPMENT												
EQUIP NONREC							[1]					
CHANGE ORDERS												
DATA								1.153				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.344				
CONTRACT SUPPORT								0.600				
SPARES							[3]	0.126				
INSTALLATION OF HARDWARE												
FY-10								1.340		[37]		
TOTAL INSTALL								1.340		37		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								37	7.000			
INSTALLATION QTY										37		

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									36	2.661
KITS NONRECUR									1	0.776
EQUIPMENT										
EQUIP NONREC									[1]	
CHANGE ORDERS										
DATA										1.153
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.344
CONTRACT SUPPORT										0.600
SPARES									[3]	0.126
INSTALLATION OF HARDWARE										
FY-10           37 KITS									[37]	1.340
TOTAL INSTALL									37	1.340
TOTAL COST (BP-1100)									37	7.000
(Totals may not add due to rounding)										
INSTALLATION QTY									37	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input																				
Output																				

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER AIRCRAFT					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$72.000						

FY 2008      FY 2009      FY 2009  
 Supp        Bridge        OCOSR (Pending)  
 \$-0-        \$-0-        \$-0-

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.

<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
P	GW016	ADVANCED TARGETING			72.0							72.0
<b>TOTAL FOR CLASS P</b>			0.0	0.0	72.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0
<b>TOTAL FOR WEAPON SYSTEM OTHER AIRCRAFT</b>			0.0	0.0	72.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0

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

	P-1 SHOPP LIST ITEM NO. 64	PAGE NO. 1	
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UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: ADVANCED TARGETING PODS MN-GW016

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: OTHER AIRCRAFT 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**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

Technical advances and new Combat Air Forces requirements drive Advanced Targeting Pods (ATPs) product improvements. Target pod improvements or upgrades are typically accomplished as retrofits to pods. A datalink 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. LITENING pod modifications include a new fourth generation forward looking infrared sensor, charged coupled device, laser spot tracker and laser target imaging processor. Low Altitude Infrared Targeting and Navigation (LITENING) Advanced Technology (AT) and Sniper Extended Range (XR) are currently in use by the active duty.

Aircraft Breakdown: Active 198, Reserve 0, ANG 0, Total 198

**Development Status**

None; No RDT&E required.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							198	72.000				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-10			198	KITS			[198]					
TOTAL INSTALL							198					
TOTAL COST (BP-1100)							198	72.000				
(Totals may not add due to rounding)												
INSTALLATION QTY							198					

Fact Sheet: OTHER AIRCRAFT MN-GW016 ADVANCED TARGETING PODS  
(Continued)

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									198	72.000
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-10 198 KITS									[198]	
TOTAL INSTALL									198	
TOTAL COST (BP-1100)									198	72.000
(Totals may not add due to rounding)										
INSTALLATION QTY									198	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input														50	72	76
Output														50	72	76

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: PRDT					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$65.000						

FY 2008    FY 2009    FY 2009  
 Supp      Bridge      OCOSR (Pending)  
 \$-0-      \$-0-      \$49.5M

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.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<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>COST TO GO</u>	<u>TOTAL PROG</u>
P	GW114	Encrypted FMV Data Link			17.0							17.0
	GW147	DEPLOYED OPERATIONS			48.0							48.0
<b>TOTAL FOR CLASS P</b>			0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0
<b>TOTAL FOR WEAPON SYSTEM PRDT</b>			0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0

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

	P-1 SHOPP LIST ITEM NO. 65	PAGE NO. 1	
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UNCLASSIFIED  
 MODIFICATION OF AIRCRAFT

05/01/2009  
 FY 2010 Overseas Contingency Operations Request  
 Modification Title and No: Encrypted FMV Data Link MN-GW114

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: PRDT Class P

Models of Aircraft Affected: MQ-1

Center: ASC

PE 0305219F

Team INFO

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

FY10 OCOR

This project is a quick reaction capability improvement to provide an encrypted datalink that will allow ground forces to continue to receive Predator full motion video while insuring the data cannot be intercepted and exploited by enemy forces.

Aircraft Breakdown: Active 175, Reserve 0, ANG 0, Total 175

**Development Status**

Encrypted datalinks are available off-the-shelf.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
OTHER							[68]	17.000				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								17.000				
(Totals may not add due to rounding)												
INSTALLATION QTY							68					

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
OTHER									[68]	17.000
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										17.000
(Totals may not add due to rounding)										
INSTALLATION QTY									68	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<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
Input															34	34
Output															34	34

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: DEPLOYED OPERATIONS MODS MN-GW147

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: PRDT                      Class P

Models of Aircraft Affected: MQ-1

Center: ASC

PE 35219F

Team

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

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.

Predator is used extensively to monitor troop activity and search for buried/concealed improvised explosive devices (IED). This project procures 16 hyperspectral sensor systems to improve IED detection.

It also procures additional video breakout and dissemination equipment for OCONUS Predator Primary Satellite Link (PPSL) Relay Site to ensure uninterrupted remote split operations.

Aircraft Breakdown: Active 175, Reserve 0, ANG 0, Total 175

**Development Status**

MQ-1 Predator A is fielded and in full-rate production. This project support emerging requirements.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
OTHER							[16]	48.000				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								48.000				
(Totals may not add due to rounding)												
INSTALLATION QTY									16			



	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
OTHER									[16]	48.000
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										48.000
(Totals may not add due to rounding)										
INSTALLATION QTY									16	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	Quarter	<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	
Input																		16
Output																		16

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)								DATE May 2009	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: MQ-9					
	2008	2009	2010	2011	2012	2013	2014	2015	
<b>COST (In Mil)</b>	\$0.000	\$0.000	\$99.200						

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$20.000	\$32.700

The MQ-9 Reaper aircraft is designed primarily to prosecute critical emerging TSTs as a radar-based attack asset with organic hard-kill capability (hunter-killer) and also perform ISR TA as a secondary role. In the hunter-killer role, the aircraft will employ multi-spectral sensors to automatically find, fix, and track ground targets (Automatic Target Cueing (ATC)) and assess post-strike results.

The basic MQ-9 system consists of the aircraft, a control station, communications equipment, support equipment, Readiness Spares Packages (RSP), technical data/training, and personnel required to operate, maintain, and sustain the system. The system is designed to be modular and open-ended: mission-specific equipment is employed in a 'plug-and-play' mission kit concept allowing specific aircraft and control station configurations to be tailored to fit mission needs.

The MQ-9 aircraft will continue to be modified to ensure all aircraft are standard with the latest configuration. Additionally, the MQ-9 aircraft will continue to evolve and upgrade its capabilities to satisfy new requirements and address Reliability and Maintainability (R&M) and safety issues as they arise

CLASS	MOD NR	MODIFICATION TITLE	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13	FY-14	FY-15	COST TO GO	TOTAL PROG
P	GW114	Encrypted FMV Data Link			12.0							12.0
	GW148	TACTICAL RECONNAISSA			87.2							87.2
<b>TOTAL FOR CLASS P</b>			0.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	0.0	99.2
<b>TOTAL FOR WEAPON SYSTEM MQ-9</b>			0.0	0.0	99.2	0.0	0.0	0.0	0.0	0.0	0.0	99.2

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

05/01/2009  
 FY 2010 Overseas Contingency Operations Request  
 Modification Title and No: Encrypted FMV Data Link MN-GW114

Exhibit P3A Congressional  
 Appropriation: Aircraft Procurement, Air Force  
 CLC: MQ-9 Class P

Models of Aircraft Affected: MQ-9

Center: ASC

PE 25219F

Team

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

FY10 OCOR

This project is a quick reaction capability improvement to provide an encrypted datalink that will allow ground forces to continue to receive Reaper full motion video while insuring the data cannot be intercepted and exploited by enemy forces.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

Encrypted datalinks are available off-the-shelf.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
OTHER							[48]	12.000				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)								12.000				
(Totals may not add due to rounding)												
INSTALLATION QTY							48					

**(Continued)**

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
OTHER									[48]	12.000
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										12.000
(Totals may not add due to rounding)										
INSTALLATION QTY									48	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

**Milestones**

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

**Installation Schedule**

Quarter	<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
Input															24	24
Output															24	24

UNCLASSIFIED  
MODIFICATION OF AIRCRAFT

05/01/2009  
FY 2010 Overseas Contingency Operations Request  
Modification Title and No: TACTICAL RECONNAISSANCE MN-GW148

Exhibit P3A Congressional  
Appropriation: Aircraft Procurement, Air Force  
CLC: MQ-9 Class P

Models of Aircraft Affected: MQ-9

Center: ASC

PE 25219F

Team

**Description/Justification**

FY 2008	FY 2009	FY 2009
Supp	Bridge	OCOSR (Pending)
\$-0-	\$-0-	\$-0-

Modifies MQ-9 Reaper aircraft sensors and ground control station (GCS) and associated comm systems for improved tactical recce Intelligence, Surveillance, reconnaissance (ISR) capability to support OEF & IF. Also, procures Satellite Datalink Terminals, Predator Receive Terminals, and satellite earth station radome to meet additional comm architecture requirements to meet the accelerated number of ISR Combat Air Patrol capability.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

**Development Status**

TAC recce sensor improvement capability is under development/development for Satellite Datalink Terminals, Predator Receive Terminals, and satellite k earth station radome is complete.

**Projected Financial Plan**

	PRIOR		FY-08		FY-09		FY-10		FY-11		FY-12	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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												
OTHER							87.200					
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)							87.200					
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-13		FY-14		FY-15		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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										
OTHER										87.200
INSTALLATION OF HARDWARE										
TOTAL INSTALL										
TOTAL COST (BP-1100)										87.200
(Totals may not add due to rounding)										
INSTALLATION QTY										1

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<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
Quarter																				
Input																				
Output																				