

UNITED STATES AIR FORCE

Committee Staff Procurement Backup Book

FY 2007 Budget Estimates



February 2006

**AIRCRAFT PROCUREMENT, AIR FORCE
VOLUME II**

OPR: SAF/FMB

UNCLASSIFIED

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P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG</u>
B-2	P	_7646	Proximity Sensor Logic Unit					2.3	3.0	1.7	0.2		7.3
		110024	ALTERNATE HIGH FREQU	41.2	6.4	9.9	11.9	7.7	7.5	8.9	6.0		99.4
		110025	MK82 JDAM / SMART BOM	25.9	10.1	1.3							37.3
		110026	EHF SATCOM							8.8	71.8		80.6
		110028	F118 DIGITAL ELECTRONI	7.4	1.8	0.8							10.0
		110030	AFT DECK CRACKS	24.0	9.2	1.3	1.7	23.0	9.9	26.1	10.3		105.4
		110032	LINK 16/CID/IFR	96.1	44.3	18.2	11.8	4.5					174.9
		110033	RADAR SYSTEM MODIFIC				160.7	274.5	83.8	27.9	25.5		572.4
		110035	SUPPORTABILITY MODS		10.2	7.0	2.9	6.9	5.6	6.8	5.3		44.7
		110039	OGADS Oxygen Monitor Co			5.3							5.3
		99999U	LOW COST RETROFIT M	5.2	1.4	1.6	1.5	2.5	2.5	1.8	1.5		17.9
		99999X	LOW COST MODIFICATIO	10.0	1.2	1.6	0.8	2.2	2.3	2.4	2.4		22.7
		T8137	UHF SATCOM UPGRADE	69.2	7.2	5.5							81.9
		Z88888	REPROGRAMMINGS	5.1	2.2	5.8							13.1
TOTAL FOR CLASS P				284.1	93.9	58.3	191.3	323.6	114.5	84.2	122.9	0.0	1272.9
TOTAL FOR AIRCRAFT B-2				284.1	93.9	58.3	191.3	323.6	114.5	84.2	122.9	0.0	1272.9

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B-1	P	_2134	Integrated Data Acquisition	4.9	0.7								5.7
		_3944	ALQ-161A PREPROCESS			8.3	19.1	15.7	3.3				46.3
		_9035	ALQ-161A Waveform Gene								10.8	65.6	76.4
		_9766	ALQ-161A Advanced Track							5.5	2.2	9.1	16.9
		4275	Pnuematic Assisted Releas			1.8							1.8
		4280	FULLY INTEGRATED DAT						5.8	9.9	9.3	27.6	52.6
		4284	CITS UPGRADE					14.6	7.2	1.4			23.2
		4285	INS/GSS UPGRADE				3.5	14.1	14.2	9.1	0.5		41.5
		5047	SIMULATOR UPDATES	11.7	0.1								11.9
		5048	WIND CORRECTED MUNI	25.4		4.0							29.4
		5819	ENGINE UPGRADE	0.8	0.5	0.1	1.2	0.3	0.5	2.0			5.4
		5820	COMMUNICATION UPGRA	0.1	0.3	0.4	1.2	0.3	0.5	2.0			4.8
		5821	DEFENSE AVIONICS UPG		0.5	0.1	1.2	0.2	0.5	2.0			4.5
		5822	WEAPONS UPGRADE	0.4	0.3	0.1	1.2	0.3	0.5	2.0			4.9
		6881	JTRS I&I					19.8	20.6	25.9	20.6	101.0	187.9
		6882	Digital Communications			9.8							9.8
		7152	AVIONICS UPGRADE		1.6	0.4	1.2	0.3	0.5	2.0			6.0
		7242	AN/ALQ-161A BAND 8 RF			5.6	16.5	6.4	8.0	5.1			41.6
		8411	RADAR IMPROVEMENT U						42.1	76.7	50.5	67.5	236.9
		8525	AN/ALQ-161A JAMMER AL	1.8	0.5	1.7	1.1						5.1
		8970	AN/ALQ-161A TAIL WARNI	16.3	1.6								17.8
		8971	VERTICAL SITUATION DIS					22.9	19.4	43.8	4.8	56.9	147.8
		8972	AUTOMATIC TEST EQUIP	17.3	0.4								17.7
		8977	Utility Power Distribution Pa	2.2		1.1	0.9	0.3					4.4
		92294	TARGETING POD								14.0	57.7	71.8

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		92296	External Hard Point Modific				5.0						5.0
		99999X	LOW COST MODIFICATIO	1.7	1.9	0.4	1.2	0.3	0.5	2.0	0.3		8.3
		Z88888	REPROGRAMMINGS	6.9	0.1	3.7							10.7
TOTAL FOR CLASS P				89.5	8.6	37.2	53.3	95.3	123.6	189.5	113.2	385.4	1095.6
TOTAL FOR AIRCRAFT B-1				89.5	8.6	37.2	53.3	95.3	123.6	189.5	113.2	385.4	1095.6

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B-52	P	3143	COMMON STRATEGIC RO	14.8		15.2							30.0
		3309	Family of Advanced BLOS					36.0	86.2	43.0	29.3		194.5
		3310	Conventional Inflight Beyon		6.2			96.0	39.2				141.4
		3311	FUEL ENRICHMENT MODI	0.8	0.7	0.2							1.7
		4260	ADVANCED WEAPON INT		1.1	18.4	5.9	16.7	23.0	0.6			65.7
		4270	ECM IMPROVEMENT	97.5	57.7	44.5	44.1	0.0	0.0				243.7
		4693	AVIONICS MIDLIFE IMPRO	11.4	42.0	36.3	18.3	0.0	0.0				107.9
		92294	TARGETING POD					1.6	5.3	3.0			9.9
		99999X	LOW COST MODIFICATIO	2.1	1.2	1.1	2.0	1.1	2.0	1.0			10.5
		Z88888	REPROGRAMMINGS	0.0	1.3	12.8							14.1
TOTAL FOR CLASS P				126.6	110.2	128.5	70.1	151.3	155.7	47.7	29.3	0.0	819.5
TOTAL FOR AIRCRAFT B-52				126.6	110.2	128.5	70.1	151.3	155.7	47.7	29.3	0.0	819.5

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F-117	P	31927	OMNIBUS ENGINE MODIF	4.0	0.2	0.2	0.3	0.3					4.9
		31937	SINGLE CONFIGURATION	111.6	12.9								124.4
		31972	EXPANDED DATA TRANS		0.6	0.7	0.8	0.2					2.3
		31975	BROOKLYN BRIDGE		1.4	3.8	11.4	6.0					22.5
		31978	COMMON DATA RECORD				3.0	0.0					3.0
		31980	MISSION PLANNING SYST			0.6							0.6
		31984	DUAL RADIO		3.0	1.2	3.3	0.6					8.0
		31985	SATCOM ANTENNA		3.7	1.5	4.7	1.0					10.8
		99999S	SERVICE BULLETINS	17.5	0.7	0.5	1.1	0.9					20.8
		Z88888	REPROGRAMMINGS	0.0	0.2	0.9							1.2
TOTAL FOR CLASS P				133.1	22.6	9.5	24.4	8.9	0.0	0.0	0.0	0.0	198.5
TOTAL FOR AIRCRAFT F-117				133.1	22.6	9.5	24.4	8.9	0.0	0.0	0.0	0.0	198.5

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A-10	P	_2701	Propulsion Upgrade						22.3	75.0	158.7		256.0
		37120	DIGITAL DATA LINK		5.1								5.1
		7856	MODE S/5	3.1	4.0	6.9	7.5						21.5
		9602	COUNTERMEASURE SET	14.4	1.6								16.0
		9804	A-10 Wing Replacement Pr				27.7	68.3	94.7	149.3	399.7		739.6
		9805	PRECISION ENGAGEMEN	7.4	44.8	42.0	72.3	74.0	29.9				270.3
		99999X	LOW COST MODIFICATIO	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.3
		Z88888	REPROGRAMMINGS	0.6	0.0	2.6							3.2
TOTAL FOR CLASS P				25.7	55.5	51.5	107.4	142.3	146.9	224.3	558.4	0.0	1312.0
		9604	Extended Duration Covert In		12.4								12.4
TOTAL FOR CLASS				0.0	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
TOTAL FOR AIRCRAFT A-10				25.7	67.9	51.5	107.4	142.3	146.9	224.3	558.4	0.0	1324.4

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F-15	P	_1200	F-15C Avionics Replaceme						25.7	15.2			40.9
		_1202	F-15E AESA Radar							108.7	140.9		249.6
		_2222	32J Fuel Manifold Clamping			0.6	0.7	1.8	0.8				3.9
		10211B	SECONDARY POWER UP	12.1	1.0	0.0							13.1
		19203B	F100-220E ENGINE UPGR	406.7	15.4	1.4							423.5
		6145	FUEL NOZZLE DAMPING	2.8	0.1	0.1							3.0
		6157	Antenna Test Station				8.0	5.0	4.5				17.5
		6158	F-15C/D APG-63(V)3 radar			72.2							72.2
		8049	APG-63V(1) RADAR UPGR	633.6	2.5								636.1
		8250	FIGHTER DATA LINK (FD	130.7	0.8								131.5
		8265	PROGRAMMABLE ARMAM	67.8	17.1	3.6	7.3						95.9
		8314	AIR DATA PROCESSOR	25.6	4.2	1.8	0.7						32.4
		8352	JOINT HELMET-MOUNTE	63.0	19.1	11.2	10.4						103.7
		8357	ADVANCED DISPLAY CO		45.2	35.0	17.9	7.5	3.7				109.4
		8419	ALQ 135, BAND 1.5	202.6	9.7								212.3
		8660	BOL	31.5					10.1	24.6			66.2
		8662	AETC MTD UPGRADES-FI	4.0		2.1	1.3						7.4
		8701	F-15 C/D GPS	17.1	14.6								31.7
		8703	F-15 A/D DIGITAL VIDEO					13.1	21.4	7.6			42.1
		8705	F-15E DIGITAL VIDEO RE		1.0	3.8		11.6	20.7				37.1
		8742	TEWS INTERMEDIATE SU			15.1	1.3						16.4
		8745	IFF A-D	32.7	34.4	35.7	23.3						126.1
		8746	IFF E		27.9	22.0	17.8						67.8
		8753	F-15 NVIS	0.3	2.0								2.3
		99999E	MISC ENGINE UPDATE M	1.3		0.7	1.0	0.0	1.0				4.0

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		99999U	LOW COST RETROFIT M	5.6	0.1	0.1	1.2	1.4	1.3	1.4	1.2		12.3
		99999X	LOW COST MODIFICATIO	7.7	1.3	1.7	1.9	1.0	1.2	0.7			15.4
		Z88888	REPROGRAMMINGS	0.1	7.7	14.9							22.6
TOTAL FOR CLASS P				1645.2	204.1	222.1	92.9	41.4	90.4	158.2	142.1	0.0	2596.4
TOTAL FOR AIRCRAFT F-15				1645.2	204.1	222.1	92.9	41.4	90.4	158.2	142.1	0.0	2596.4

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F-16	P-S	173009	F110 DIGITAL ENGINE CO	151.3	1.8	2.9	9.3						165.3
		6301	Overcurrent Sensing Contro	1.3	1.0								2.3
		F19419	F110-100 HPT C-CLIP BAC	3.3	1.9	0.3	0.2	0.2	0.1				6.0
		F19420	F110-100 TURBINE FRAM	0.7	0.2	0.9							1.8
		F19424	F110 ENGINE SERVICE LI		38.2	42.7	44.0	44.5	45.1	45.8	29.9		290.3
TOTAL FOR CLASS P-S				156.7	43.2	46.8	53.5	44.7	45.3	45.8	29.9	0.0	465.8
P		3450	ALE-47	48.0	0.5	0.2							48.6
		3461	ALR-69 Antenna Reposition	1.2	0.6								1.9
		4260	ADVANCED WEAPON INT	37.5	3.9	4.0	4.3	1.3					50.9
		602043	BLOCK 42 ANG RE-ENGIN	68.3	21.0	20.7							110.0
		602150	MODULAR MISSION COM	254.0	73.0	69.4	78.0	67.0	72.6	5.5			619.6
		6022	PRE BLK 40 STRUCTURA	195.3	0.6	0.9							196.9
		602241	F-16A STRUCTURE IMPR	17.1	0.0	0.9							18.0
		602250	BLOCK 50/52 STRUCTUR	6.8	0.2	0.0							7.0
		6023	FALCON STAR	57.9	43.2	63.9	88.8	112.3	96.7	69.1	44.0	58.5	634.5
		603035	COMMERCIAL CENTRAL I	6.3	13.5	4.8							24.6
		604050	EMBEDDED GPS/INS (EGI					27.9	21.4	4.7	5.0		59.0
		610230	-COLOR DISPLAYS - BLK	3.1	0.4	6.4							9.9
		610250	COLOR DISPLAYS - CCIP	144.8	32.4	41.7	40.1	19.3	16.1	3.1			297.6
		612130	ADVANCED IDENTIFICATI			3.5							3.5
		612150	AIR-TO-AIR INTERROGAT	110.6	2.4	6.7							119.7
		612151	Mode 5 Identification				8.7						8.7
		6300	ON BOARD OXYGEN GEN	21.4	5.6	0.4							27.4
		650050	JOINT HELMET MOUNTE	139.7	36.3	45.1	22.6	7.9	5.1	1.1			258.0

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		660050	HTS PYLONS	1.6	8.2	7.0	1.9						18.8
		661650	LINK 16 - CCIP	113.0	24.6	14.0	14.5	6.2	5.0	1.1			178.4
		661651	F-16 TACTICAL DATA LIN	56.2	19.8	20.1	19.8	12.7					128.6
		8662	AETC MTD UPGRADES-FI	5.3	11.8	9.8	15.3	17.6	18.1	18.6	18.8		115.4
		99999E	MISC ENGINE UPDATE M	9.9	0.5	0.4	1.5	0.8	0.2	0.4	0.1	1.2	15.0
		99999U	LOW COST RETROFIT M	8.1	1.0	0.4	1.5	0.8	0.2	0.4	0.1	1.2	13.7
		99999X	LOW COST MODIFICATIO	9.4	1.1	0.4	1.5	0.8	0.2	0.4	0.1	1.2	15.1
		Z88888	REPROGRAMMINGS	0.0	3.1	47.0							50.1
TOTAL FOR CLASS P				1315.5	303.9	367.6	298.6	274.8	235.5	104.5	68.1	62.1	3030.6
TOTAL FOR AIRCRAFT F-16				1472.2	347.1	414.4	352.1	319.5	280.8	150.3	98.0	62.1	3496.4

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F-22	P	17607	TEST INSTRUMENTATION	8.8		2.1							10.9
		6881	JTRS I&I							34.5	16.7		51.2
		F22000	LOW COST MODS (ENGIN		1.0	1.0	0.9	0.9	0.9				4.8
		F22001	COMMON CONFIGURATI	13.6	65.6	5.0	136.5	88.1	63.4	9.3	9.6		391.1
		F22003	Spiral 3a						16.0	22.8	21.0		59.8
		F22004	LOW COST MOD (Air Vehi	3.3	1.0	1.0	1.0	1.0	1.0				8.3
		F22006	F/A-22 Reliability and Maint			29.0	30.0	28.4	25.0	25.0	25.0		162.4
		F22011	Alternate Nav Light Cover			1.0	4.0	3.0					8.0
		F22013	Trainer Low Cost Mod				2.0	2.0	2.0	2.0	2.0		10.0
		F22014	F119 Engine Modifications			12.0	39.7	39.0	27.0	29.0	30.0		176.7
		F22015	Air Vehicle Low Cost Mods				2.0	2.0	2.0	2.0	2.0		10.0
		Z88888	REPROGRAMMINGS	0.0	1.0	2.1							3.1
TOTAL FOR CLASS P				25.8	68.6	53.3	216.1	164.4	137.3	124.6	106.3	0.0	896.4
TOTAL FOR AIRCRAFT F-22				25.8	68.6	53.3	216.1	164.4	137.3	124.6	106.3	0.0	896.4

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A/T-37	P-S	99999A	LOW COST SAFETY MODI	0.3	0.1								0.4
TOTAL FOR CLASS P-S				0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	P	99999X	LOW COST MODIFICATIO	0.0	0.0								0.0
TOTAL FOR CLASS P				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FOR AIRCRAFT A/T-37				0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4

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C-5	P	6038	AVIONICS MODERNIZATI	211.5	98.9	71.2	50.4	28.2	4.2				464.4
		6154	C-5 RELIABILITY ENHANC			7.9	76.9	342.8	521.6	631.7	713.3	5,991.2	8,285.5
		6154A	C-5 RERP AP			19.7	66.7	97.6	120.8	146.6	171.0	851.6	1,474.1
		8629	LARGE AIRCRAFT INFRA				28.9	37.4	34.2	29.4	6.0		135.9
		8662	AETC MTD UPGRADES-FI	1.3	0.8	1.6							3.6
		8719	EMERGENCY DC POWER	14.6	4.8								19.5
		8828	AN/AAR-47 Sensor Upgrad		4.1								4.1
		99999X	LOW COST MODIFICATIO	4.1	0.1	0.0	0.1	0.1	0.1	0.1	0.1		4.7
		Z88888	REPROGRAMMINGS	-0.0	5.5	11.2							16.6
TOTAL FOR CLASS P				231.5	114.1	111.6	223.1	506.1	680.9	807.8	890.4	6842.8	10408.4
TOTAL FOR AIRCRAFT C-5				231.5	114.1	111.6	223.1	506.1	680.9	807.8	890.4	6842.8	10408.4

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C-9	P	_2045	Hush Kit		5.9								5.9
		99999S	SERVICE BULLETINS	19.9	0.2	0.0	0.0						20.2
		Z88888	REPROGRAMMINGS	1.0	0.0								1.0
TOTAL FOR CLASS P				20.9	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1
TOTAL FOR AIRCRAFT C-9				20.9	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1

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C-17	P	_1058	Mission Computer Replace					15.2	22.6	30.3	32.8	94.9	195.8
		_1155	RNP - RNAV/VNAV Capabil								21.8	3.1	24.9
		_1587	CVR and SFDR Backup Po						30.5	22.2	23.2	68.0	144.0
		_1823	M1A2 Loading Capability								18.0	539.0	557.0
		_2441	Joint Precision Approach an							54.1	26.8	219.4	300.3
		_2703	IFF GATM Enhanced Mode						32.4	21.8	21.0	78.5	153.7
		_2746	On Board Loose Equipment						56.9	47.2	48.3	105.6	257.9
		_3781	Fourth Life Raft Addition						32.1	28.1	25.0		85.2
		_6461	External Iridium Antenna							54.0	8.1	13.3	75.4
		_7655	LOX Bottle Protection			7.0							7.0
		_8962	Block 13 to 17 Retrofit			94.6	79.7	137.1	171.2	134.8	99.5	50.8	767.7
		0399	AIRLIFT DEFENSIVE SYS	3.8	0.5	5.6	0.9	0.1					11.0
		5029	AERIAL DELIVERY SYSTE	4.5	0.5								5.0
		6026	400 POUND PARATROOP	10.9	0.6	3.9	0.6						16.0
		6401	GATM - AUTOMATIC DE								16.8	3.4	20.2
		6402	OBIGGS II			22.0	12.4	14.5	29.6	47.5	53.2	169.6	348.8
		6409	AERIAL DELIVERY SYSTE								24.1	539.0	563.1
		6412	EXTENDED RANGE RETR		41.6	28.7	17.9	26.7	49.5	82.6	93.3	394.1	734.5
		6415	CREW ARMOR PLATING								26.0	83.9	109.9
		8629	LARGE AIRCRAFT INFRA	119.3	134.7	83.3	137.9	131.7	287.3	82.4	11.2		987.8
		9714	STATION KEEPING FOLL	17.1	0.2	0.2							17.5
		99999X	LOW COST MODIFICATIO		2.0	2.0	2.0	2.0	2.0	2.0	2.0	8.0	22.0
		TAWS	TERRAIN AWARENESS &	38.3	2.6	2.4							43.3
		Z88888	REPROGRAMMINGS	-5.9	0.0	7.7							1.8

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	TOTAL FOR CLASS P			188.1	182.7	257.4	251.4	327.4	714.0	607.0	551.2	2370.5	5449.6
	TOTAL FOR AIRCRAFT C-17			188.1	182.7	257.4	251.4	327.4	714.0	607.0	551.2	2370.5	5449.6

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C-21	P	_8995	RVSM (Reduced Vertical S			3.9							3.9
		99999S	SERVICE BULLETINS	3.5	0.9	3.3	1.1	0.3	0.1	0.4	0.3		10.0
		99999X	LOW COST MODIFICATIO	3.2	0.2	0.2	0.2	0.6	0.7	0.1	0.1		5.3
		Z88888	REPROGRAMMINGS	0.1	0.0	0.4							0.5
TOTAL FOR CLASS P				6.7	1.1	7.8	1.3	0.9	0.8	0.6	0.4	0.0	19.6
TOTAL FOR AIRCRAFT C-21				6.7	1.1	7.8	1.3	0.9	0.8	0.6	0.4	0.0	19.6

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C-32	P	9608	Aux Fuel tank			28.7							28.7
		99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.1						0.3
		99999SG	SERVICE BULLETINS - AN					0.8	0.9	0.9	0.9		3.6
		99999X	LOW COST MODIFICATIO	0.5	0.1	0.1	0.1						0.8
		99999XG	LOW COST MODS - ANG					0.8	0.8	0.8	0.8	0.0	3.2
		Z88888	REPROGRAMMINGS	-0.9	0.0	1.5							0.7
TOTAL FOR CLASS P				-0.2	0.2	30.4	0.2	1.6	1.7	1.7	1.7	0.0	37.3
TOTAL FOR AIRCRAFT C-32				-0.2	0.2	30.4	0.2	1.6	1.7	1.7	1.7	0.0	37.3

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C-37	P	99999S	SERVICE BULLETINS	0.5	0.3	0.2	0.3	0.3	0.3	0.3	0.3		2.5
		99999X	LOW COST MODIFICATIO	2.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.9
		Z88888	REPROGRAMMINGS	-0.8	0.0	0.0							-0.8
TOTAL FOR CLASS P				1.9	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.7
TOTAL FOR AIRCRAFT C-37				1.9	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.0	4.7

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GLID00	P	6198	GLIDER PARTS LICENSU			3.1							3.1
		99999X	LOW COST MODIFICATIO			0.1	0.1	0.1	0.1	0.1	0.1		0.7
TOTAL FOR CLASS P				0.0	0.0	3.1	0.1	0.1	0.1	0.1	0.1	0.0	3.7
TOTAL FOR AIRCRAFT GLID00				0.0	0.0	3.1	0.1	0.1	0.1	0.1	0.1	0.0	3.7

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T-6	P-S	9854	OIL PRESSURE WARNIN		0.4	0.7	2.1	1.4					4.6
		9857	TRAFFIC ALERT AND COL					11.4	16.5	12.9	8.2	8.4	57.4
		9858	INTER-SEAT SEQUENCE		0.7	1.0	0.5	0.4					2.5
		99999X	LOW COST MODIFICATIO	3.9	0.0	0.5	0.4	0.2	0.7	0.4	0.0		6.1
TOTAL FOR CLASS P-S				3.9	1.1	2.1	3.0	13.4	17.2	13.3	8.3	8.4	70.6
P		9847	Avionics Obsolesence				0.2	0.5	1.5	2.5			4.7
		9848	Trim Actuator Redesign				1.0	0.9	0.9				2.8
		9849	Unique Identification (UID)				0.2	0.4	0.6	1.2	3.2	3.5	9.1
		9870	NOSE WHEEL CENTERIN	2.0	1.1								3.2
		9871	COCKPIT UPGRADES		1.1	2.5	0.9	1.4	0.9	0.4	0.4	0.4	7.9
		9872	Anti-Suffocation Valve (ASV		0.5	0.8	0.9	0.2					2.5
		Z88888	REPROGRAMMINGS	0.0	0.0	0.6							0.6
TOTAL FOR CLASS P				2.0	2.7	3.9	3.2	3.5	3.9	4.1	3.6	3.9	30.8
TOTAL FOR AIRCRAFT T-6				5.9	3.8	6.0	6.2	16.9	21.1	17.4	11.9	12.3	101.4

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T-1	P	99999X	LOW COST MODIFICATIO			0.2	0.2	0.2	0.2	0.2	0.3		1.2
		Z88888	REPROGRAMMINGS	-3.0		0.0							-3.0
TOTAL FOR CLASS P				-3.0	0.0	0.2	0.2	0.2	0.2	0.2	0.3	0.0	-1.8
TOTAL FOR AIRCRAFT T-1				-3.0	0.0	0.2	0.2	0.2	0.2	0.2	0.3	0.0	-1.8

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T-38	P-S	99999A	LOW COST SAFETY MODI	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.2
TOTAL FOR CLASS P-S				0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
P		_2807	T-38 IMPROVED BRAKE S						9.8	9.6	5.7	52.4	77.5
		6029	AVIONICS UPGRADE	388.0	51.9	42.1	40.5	0.8	0.0				523.2
		6034	T-38 PROPULSION MODE	206.2	97.4	121.1	78.6	104.8	65.8	58.7	59.5	12.9	804.9
		6087	T-38 ESCAPE SYSTEM UP	1.2	21.7	17.4	24.6	24.2	7.3	4.1			100.5
		99999X	LOW COST MODIFICATIO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
		Z88888	REPROGRAMMINGS	4.5	0.0	9.5							14.1
TOTAL FOR CLASS P				599.9	170.9	190.1	143.7	129.8	82.9	72.3	65.2	65.3	1520.2
TOTAL FOR AIRCRAFT T-38				600.1	170.9	190.1	143.7	129.8	82.9	72.3	65.2	65.3	1520.4

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T-41	P	99999X	LOW COST MODIFICATIO	0.7	0.1								0.8
TOTAL FOR CLASS P				0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
TOTAL FOR AIRCRAFT T-41				0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

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T-43	P	99999S	SERVICE BULLETINS	4.9	0.5	1.7	2.0	2.2	2.2	2.3	2.3		18.1
		99999X	LOW COST MODIFICATIO	0.9	0.1	0.1	0.1	0.0	0.1	0.1	0.1		1.4
		Z88888	REPROGRAMMINGS	0.2	0.0	0.2							0.4
TOTAL FOR CLASS P				6.0	0.6	2.0	2.1	2.2	2.3	2.3	2.4	0.0	19.9
TOTAL FOR AIRCRAFT T-43				6.0	0.6	2.0	2.1	2.2	2.3	2.3	2.4	0.0	19.9

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KC-10	P-S	99999A	LOW COST SAFETY MODI	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1		0.3
TOTAL FOR CLASS P-S				0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.3
P		_1689	Aircraft Modernization Progr			1.6	2.0	0.1	5.6	35.2	44.1	709.9	798.5
		7725	THRUST REVERSER AIR	8.8	31.0	14.9							54.6
		9709	GATM PHASE II	57.0	3.7								60.6
		99999S	SERVICE BULLETINS	24.5	1.0	3.4	4.0	2.1	3.4	4.5	4.9		47.8
		99999X	LOW COST MODIFICATIO	1.8	0.0	0.7	0.7	1.9	1.9	1.9	1.9		10.7
		Z88888	REPROGRAMMINGS	0.0	0.8	1.1							1.9
TOTAL FOR CLASS P				92.0	36.4	21.6	6.7	4.1	10.9	41.6	50.9	709.9	974.1
TOTAL FOR AIRCRAFT KC-10				92.0	36.4	21.6	6.8	4.2	11.0	41.7	51.0	709.9	974.4

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C-12	P	6140	ELECTRONIC FLIGHT INS	5.3	16.9	5.4	0.7						28.3
		99999S	SERVICE BULLETINS	2.0	0.1	0.1	0.1	0.3	0.4	0.3	0.3		3.7
		99999X	LOW COST MODIFICATIO	1.6	0.1	0.1	0.1	0.1	0.1	0.2	0.2		2.4
		Z88888	REPROGRAMMINGS	0.0	1.4	0.6							2.0
TOTAL FOR CLASS P				9.0	18.5	6.2	0.9	0.5	0.5	0.5	0.5	0.0	36.5
TOTAL FOR AIRCRAFT C-12				9.0	18.5	6.2	0.9	0.5	0.5	0.5	0.5	0.0	36.5

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C-20	P	99999S	SERVICE BULLETINS	1.4	0.4	0.3	0.4	0.2	0.2	0.1	0.1		3.0
		99999X	LOW COST MODIFICATIO	7.4	0.1	0.1	0.1	0.4	0.4	0.5	0.5		9.3
		Z88888	REPROGRAMMINGS	-0.2	0.0	0.0							-0.1
TOTAL FOR CLASS P				8.6	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.2
TOTAL FOR AIRCRAFT C-20				8.6	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.2

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C-25	P	9331	PRESIDENTIAL DATA SYS	124.9	25.0								149.9
		9709	GATM PHASE II	43.7	0.5								44.2
		99999S	SERVICE BULLETINS	3.8	2.1	0.8	1.0	1.0	1.0	1.0	1.0	0.0	11.7
		99999X	LOW COST MODIFICATIO	3.3	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.0	3.8
		Z88888	REPROGRAMMINGS	0.0	0.0	0.1							0.1
TOTAL FOR CLASS P				175.7	27.6	1.0	1.0	1.1	1.1	1.1	1.1	0.0	209.7
TOTAL FOR AIRCRAFT C-25				175.7	27.6	1.0	1.0	1.1	1.1	1.1	1.1	0.0	209.7

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C-40	P	8629	LARGE AIRCRAFT INFRA		63.6								63.6
		99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.1						0.3
		99999X	LOW COST MODIFICATIO	1.9	0.1	0.1	0.1						2.2
TOTAL FOR CLASS P				2.0	63.8	0.2	0.2	0.0	0.0	0.0	0.0	0.0	66.1
		Z88888	REPROGRAMMINGS	0.0	0.0	0.0							0.0
TOTAL FOR CLASS				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FOR AIRCRAFT C-40				2.0	63.8	0.2	0.2	0.0	0.0	0.0	0.0	0.0	66.1

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C-130	P-S	99999A	LOW COST SAFETY MODI		0.0	0.1	0.6	0.3	1.3	1.9	1.9		6.0
TOTAL FOR CLASS P-S				0.0	0.0	0.1	0.6	0.3	1.3	1.9	1.9	0.0	6.0
P		11130	PODDED RECONNAISSA	14.9	5.7	3.7	0.5	0.5	0.5	0.5	0.5		26.9
		17605B	AUTOPILOT/GCAS	247.5	1.4	0.4	0.5	0.7					250.6
		18600B	ELECTRICAL SYSTEM UP	95.2	0.6	1.1							96.8
		8220	ALR-69 (RWR)	49.4	0.0	5.7	39.6	53.9	41.7	20.9	9.1	3.1	223.4
		8385	AN/AAQ-22M (FLIR)	31.2	9.0								40.2
		8424	AEROSPACE RESCUE AN	46.3	6.2								52.6
		8455	INSTALLATION OF AN/AP	55.6	7.3	9.2	0.5						72.6
		8517	C-130 AVIONICS MODERN			20.5	34.9	125.1	395.7	311.0	283.6	1,325.2	2,496.0
		8520	NVIS	9.8	0.7								10.5
		8526	ENHANCED TCAS (TCAS I	158.6	3.1	12.2							173.9
		8561	SYNCHROPHASER WIRE	18.0	2.1	1.7							21.8
		8577	ALE-47 CHAFF AND FLAR	33.2	3.5	3.0							39.7
		8578	C-130 SYSTEMS/STRUCT		25.9	4.4	110.6	142.6	104.4	152.2	175.3	13.3	728.6
		8591	ALR-69 UPGRADE			7.1	11.6	10.2	10.5	1.7			41.1
		8629	LARGE AIRCRAFT INFRA	79.5	56.7	6.8	9.9	79.9	65.6	3.7	1.0		303.2
		8651	AAR-47 SENSOR UPGRA	17.1	5.2	8.8							31.0
		8662	AETC MTD UPGRADES-FI		3.1								3.1
		8678	HC-130 SIMULATOR		0.8	27.6			0.2				28.6
		8726	USM-464 TESTER MODIFI	6.2		3.6							9.8
		9120	AIRBORNE FIRE FIGHTIN	6.4	11.8	9.7							27.9
		9122	APN-241 RADAR - AFSOC	5.7	2.1	3.9	0.6						12.4
		9123	AC-130 KILL CHAIN ARC-1			2.6							2.6

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		9126	AC-130 LINK 16 GUNSHIP			22.9							22.9
		9130	AERIAL SPRAY SYSTEM	1.0		1.4							2.4
		9131	ASAR FOR 109th AW		2.0	0.9							2.9
		9132	ENGINE UPGRADES		1.5								1.5
		9134	NOISE CANCELLATION S			1.0							1.0
		92291	HC-130J CONVERSION					0.5	21.7				22.1
		92292	C-130 WINDSCREEN				2.0						2.0
		92299	AFSOC SIMULATOR UPG			4.0	1.2	2.9	0.6	0.1	0.2		9.0
		99999M	MISC SIMULATOR UPDAT			0.0	0.0	0.0	0.0	0.3	1.9		2.2
		99999S	SERVICE BULLETINS	0.4		0.0	0.0	0.0	0.0	1.9	1.9		4.2
		99999X	LOW COST MODIFICATIO	7.1	0.1	0.1	1.8	1.9	1.8	1.9	1.9		16.6
		SCOUT	ANG SENIOR SCOUT	28.7	13.4	6.4	3.5	3.8	3.9	4.0	4.1		67.8
		Z88888	REPROGRAMMINGS	2.7	0.0	8.9							11.6
TOTAL FOR CLASS P				914.6	162.3	177.7	217.1	422.0	646.7	498.3	479.6	1341.6	4859.8
TOTAL FOR AIRCRAFT C-130				914.6	162.3	177.8	217.7	422.3	648.0	500.2	481.5	1341.6	4865.8

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C-130J	P-S	8645	WC-130 HURRICANE TRA		10.5								10.5
TOTAL FOR CLASS P-S				0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5
P		_1377	BLOCK 5.4	9.6	24.7	4.6							38.9
		_1701	C-130J BLOCK 6.0 UPGRA				37.0	21.1	2.9				61.0
		_5222	BLOCK 8.0							22.7	53.9	36.0	112.6
		_6298	C-130J BLOCK 7.0 UPGRA					11.2	40.6	27.9	4.8		84.5
		8629	LARGE AIRCRAFT INFRA							39.3	8.4		47.7
		99999X	LOW COST MODIFICATIO	2.0	1.1	0.7	2.0	2.0	2.0	2.0	2.0		13.8
		Z88888	REPROGRAMMINGS	0.0	10.5	0.6							11.1
TOTAL FOR CLASS P				11.6	36.3	5.9	39.0	34.3	45.5	91.8	69.2	36.0	369.7
TOTAL FOR AIRCRAFT C-130J				11.6	46.8	5.9	39.0	34.3	45.5	91.8	69.2	36.0	380.2

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C-135	P-S	99999A	LOW COST SAFETY MODI	0.3	0.0	0.0	0.0						0.3
TOTAL FOR CLASS P-S				0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
P		9709	GATM PHASE II	363.4	33.0	73.9	69.8	70.4	80.2	97.8	98.4	337.4	1,224.4
		9738	CONTROL COLUMN BREA	0.2	12.8	9.0	11.7	8.4	3.0				45.0
		9813	AIRCRAFT LATRINE MODI	4.9	2.6								7.5
		9815	EMERGENCY VISION ASS		0.5	2.6							3.1
		99999X	LOW COST MODIFICATIO	12.9	1.9	2.0	2.0	2.0	2.0	2.0	2.0		26.8
		Z88888	REPROGRAMMINGS	0.0	2.4	4.6							7.0
TOTAL FOR CLASS P				381.4	53.3	92.1	83.5	80.8	85.2	99.7	100.4	337.4	1313.8
TOTAL FOR AIRCRAFT C-135				381.7	53.3	92.1	83.5	80.8	85.2	99.7	100.4	337.4	1314.1

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CCALL	P	1001	COMPASS CALL			29.0	46.8	44.7	24.6	19.8	20.1		185.0
TOTAL FOR CLASS P				0.0	0.0	29.0	46.8	44.7	24.6	19.8	20.1	0.0	185.0
TOTAL FOR AIRCRAFT CCALL				0.0	0.0	29.0	46.8	44.7	24.6	19.8	20.1	0.0	185.0

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C-29	P	C2901	CFIN A/C ATCALs		15.7	3.4							19.1
		Z88888	REPROGRAMMINGS		0.0	0.4							0.4
TOTAL FOR CLASS P				0.0	15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	19.5
TOTAL FOR AIRCRAFT C-29				0.0	15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	19.5

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DARP	P	_2504	COBRA BALL				3.0	3.4	3.6	4.0	4.0		18.0
		3009R	REENGINE	620.4	9.3								629.6
		4263	RIVET JOINT	63.6	72.9	67.0	80.7	154.6	91.0	94.6	156.5		780.8
		4265	COMBAT SENT	8.2	8.3	8.9	6.1	6.0	6.1	6.0	6.1		55.8
		4493	U-2 POWER	68.8	7.3								76.1
		6881	JTRS I&I						6.2	5.2	4.8		16.3
		Z88888	REPROGRAMMINGS	1.7	-1.8	-1.1							-1.2
TOTAL FOR CLASS P				762.6	96.1	74.8	89.8	164.1	106.9	109.7	171.4	0.0	1575.4
TOTAL FOR AIRCRAFT DARP				762.6	96.1	74.8	89.8	164.1	106.9	109.7	171.4	0.0	1575.4

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E-3	P	50001P	TSI	24.2	0.5	5.1	2.0	2.7	5.8	5.8	2.8		48.7
		50001T	BLOCK 40/45 UPGRADE				1.7	130.8	131.1	222.2	251.5		737.3
		7225	NEXT GENERATION IDEN								7.0		7.0
		7266	RADAR SYSTEM IMPROV	528.5	0.8								529.4
		7267	NAVWAR				3.1	4.2	6.1				13.4
		7268	INTEGRATED DAMA GAT	6.6	22.4	32.4	34.1	32.7	22.9	1.3			152.6
		8662	AETC MTD UPGRADES-FI			0.1	0.5						0.6
		9700	RE-ENGINEING					12.9	117.0	184.0	181.4		495.3
		9707	RM&A MODS	25.2	22.8	9.5	23.1	9.6	30.9	16.6	20.0		157.7
		9709	E-3 AVIONICS MODERNIZ							6.8			6.8
		99999X	LOW COST MODIFICATIO			0.0	0.0						0.0
		Z88888	REPROGRAMMINGS	1.3	0.0	2.5							3.8
TOTAL FOR CLASS P				585.8	46.5	49.6	64.5	192.8	313.8	436.7	462.8	0.0	2152.6
TOTAL FOR AIRCRAFT E-3				585.8	46.5	49.6	64.5	192.8	313.8	436.7	462.8	0.0	2152.6

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E-4	P	3410	NPES (NC2AIS) E-4B	5.0	0.5	0.6	0.6	0.6	0.6	0.7	0.7		9.3
		4381	E-4B NATIONAL AIRBORN	27.4	61.8	52.4							141.6
		4383	MESSAGE PROCESSING	12.0	0.2								12.1
		4387	SENIOR LEADERS COMM	41.8	17.3	14.6							73.6
		4390	E-4B KG-3X MODERNIZAT					1.5	0.1				1.6
		4391	SHF MUX UPGRADE				0.2	0.1					0.3
		4392	HIGH SPEED DATA 256 (H		8.4								8.4
		9709	GATM PHASE II	1.3	7.1	7.7							16.1
		99999S	SERVICE BULLETINS	39.4	5.1	2.7	2.8	2.5		2.3	2.6		57.4
		99999X	LOW COST MODIFICATIO	13.6	1.8	2.0	2.0	2.0		2.0	2.0		25.4
		Z88888	REPROGRAMMINGS	-1.9	4.4	4.2							6.7
TOTAL FOR CLASS P				138.6	106.6	84.2	5.6	6.7	0.7	5.0	5.2	0.0	352.7
TOTAL FOR AIRCRAFT E-4				138.6	106.6	84.2	5.6	6.7	0.7	5.0	5.2	0.0	352.7

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E-8C	P	38199	JSTARS Re-engining				122.7	112.4	129.6	102.9	253.7		721.3
		38200	RELIABILITY, MAINTAINA	45.0	6.7	4.9	3.1	3.7	4.7	4.8	4.9		77.8
		38202	CSACI (COMBINED SATC	17.9	27.3	6.6							51.8
		38203	KILL CHAIN ENHANCEME	6.9	21.8	2.2	6.3	6.4	6.8	6.7	9.4		66.5
		38205	JTRS INTEGRATION						11.8	13.1	11.0		35.9
		38206	Communications Navigation		5.2	0.9							6.0
		38208	Affordable Moving Surface				6.1	28.4	0.8				35.3
		Z88888	REPROGRAMMINGS	-15.0	0.0	0.8							-14.2
TOTAL FOR CLASS P				54.8	61.0	15.3	138.2	150.9	153.7	127.5	278.9	0.0	980.4
TOTAL FOR AIRCRAFT E-8C				54.8	61.0	15.3	138.2	150.9	153.7	127.5	278.9	0.0	980.4

UNCLASSIFIED

Totals may not add due to rounding.

UNCLASSIFIED

P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG</u>
H-1	P-S	8846	UH-1N TAIL BOOM REPLA		0.4	2.6	4.8	3.8	3.8				15.2
TOTAL FOR CLASS P-S				0.0	0.4	2.6	4.8	3.8	3.8	0.0	0.0	0.0	15.2
	P	_1135	UH-1N SIMULATOR UPGR					8.6	0.5				9.1
		_2802	HUEY II MODERNIZATION	0.8	5.1	28.3	31.6	5.7	5.2	0.6	0.7		77.9
		8839	NIGHT VISION INSTRUME			1.0	2.7						3.7
		99999X	LOW COST MODIFICATIO	2.1	0.5	0.3	1.4	0.9	0.4	1.5	1.6		8.7
		Z88888	REPROGRAMMINGS	0.0	0.5	1.7							2.2
TOTAL FOR CLASS P				2.9	6.1	31.4	35.6	15.2	6.1	2.1	2.2	0.0	101.7
TOTAL FOR AIRCRAFT H-1				2.9	6.5	34.0	40.4	19.0	9.9	2.1	2.2	0.0	116.9

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UNCLASSIFIED

P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG</u>
HH-60	P	_1072	Dual Enginer Contingency P		3.4	3.2	3.8	3.5	2.0				15.9
		6590	INSTALLATION OF SELF P	35.1	3.4								38.4
		8258	FLIR	28.3	9.2								37.5
		8496	KIRTLAND SIM UPGRADE		2.5	11.5	3.3	19.3	0.5				37.1
		8560	SERVICE LIFE EXTENSIO	3.8	6.6	0.1	2.5						13.0
		8834	Improved Hover Infra-Red S		4.7								4.7
		8835	Improved Ballistic Armor Su		1.7								1.7
		99999S	SERVICE BULLETINS							6.5	4.6		11.1
		99999X	LOW COST MODIFICATIO	0.7	0.2	0.0	0.0	0.0	0.1	0.1	0.1		1.2
		ARR	701C ENGINE AND GEAR	21.5	35.1	12.5	1.4	1.1					71.6
		T8415	UPGRADE COMMUNICATI	98.4	35.6	21.1	5.7	3.9	2.1				166.7
		Z88888	REPROGRAMMINGS	0.0	0.0	2.5							2.5
TOTAL FOR CLASS P				187.7	102.4	50.8	16.7	27.9	4.7	6.6	4.7	0.0	401.5
TOTAL FOR AIRCRAFT HH-60				187.7	102.4	50.8	16.7	27.9	4.7	6.6	4.7	0.0	401.5

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UNCLASSIFIED

P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
HAEUAV	P	470001	GH Aircraft Mods				6.7	23.7	72.6	92.0	60.5		255.4
		470003	GH Ground Station Mods				4.6		6.0	3.6	3.6		17.8
TOTAL FOR CLASS P				0.0	0.0	0.0	11.3	23.7	78.6	95.6	64.1	0.0	273.2
TOTAL FOR AIRCRAFT HAEUAV				0.0	0.0	0.0	11.3	23.7	78.6	95.6	64.1	0.0	273.2

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UNCLASSIFIED

P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG</u>	
OTHER	P	_9783	Link-16 Support and Sustain		2.0	3.0	2.8		9.6	9.8	10.0		37.2	
		1000	COMBAT AIR FORCES RE				1.0	4.9	0.6				6.5	
		4501	EHF SATCOM				8.1	123.5	152.9	287.6	327.0	2,312.3	3,211.2	
		8666	PRECISION ATTACK SYS	64.6	7.6								72.2	
		8668	Advanced Targeting Pod M		7.6	0.8	0.8	0.8	0.9	0.9	0.9		12.7	
		8669	Full Combat Mission Trainin				10.6	80.6	37.5	15.1	2.1		146.0	
		8728	DEPOT MAINTENANCE (N	0.5	0.2	0.3	0.3	0.3	0.3				1.8	
		8729	Theatre Airborne Reconnaiss		27.6								27.6	
		8730	ROLL-ON BEYOND LINE-				11.5	14.6	12.6	26.3	26.6		91.6	
		9860	JOINT TACTICAL RADIO S			17.6	0.0	50.5	165.9	169.2	288.2		691.4	
		99999A	LOW COST SAFETY MODI		0.0	0.3	0.0	0.0	0.0				0.3	
		99999J	MISCELLANEOUS LOW C	3.4	0.0	0.1							3.5	
		99999X	LOW COST MODIFICATIO		0.0	0.0	0.0	0.0	0.0				0.0	
		CMWS	COMMON MISSILE WARNI	0.0	0.2	0.2	0.3						0.8	
		E900	E-9A TELEMETRY SYSTE	5.4	4.8	0.3	0.1						10.6	
		E901	Sea Surveillance Radar Up					4.3	5.1	0.1	0.1		9.7	
		STNGR7	F-16 STING R7 POD UPG		13.4	20.7	7.3						41.4	
		T8137	UHF SATCOM UPGRADE	184.5	25.8	2.1	1.0						213.4	
		Z88888	REPROGRAMMINGS	-0.5	1.0								0.5	
TOTAL FOR CLASS P					257.9	90.4	45.3	43.7	279.5	385.4	509.0	654.9	2312.3	4578.4
		99999F	LOW COST MODIFICATIO				0.0	0.0	0.0	0.0	0.0		0.0	
TOTAL FOR CLASS					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL FOR AIRCRAFT OTHER					257.9	90.4	45.3	43.7	279.5	385.4	509.0	654.9	2312.3	4578.4

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P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
PRDT	P	PRDT02	PREDATOR A/B MODIFIC		36.5	26.9	58.3	75.3	104.1	92.4	94.2		487.5
		Z88888	REPROGRAMMINGS	0.0	0.0	3.0							3.0
TOTAL FOR CLASS P				0.0	36.5	29.9	58.3	75.3	104.1	92.4	94.2	0.0	490.5
TOTAL FOR AIRCRAFT PRDT				0.0	36.5	29.9	58.3	75.3	104.1	92.4	94.2	0.0	490.5

UNCLASSIFIED

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UNCLASSIFIED

P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG</u>
CV-22	P	8791	BLOCK B UPGRADE			3.4		3.2	19.0	12.0	4.3		41.8
		99999X	LOW COST MODIFICATIO		0.3	0.1	0.5	0.4	0.7	1.9	1.9		5.7
		Z88888	REPROGRAMMINGS	0.0	0.0	0.2							0.2
TOTAL FOR CLASS P				0.0	0.3	3.6	0.5	3.6	19.7	13.9	6.2	0.0	47.6
TOTAL FOR AIRCRAFT CV-22				0.0	0.3	3.6	0.5	3.6	19.7	13.9	6.2	0.0	47.6

UNCLASSIFIED

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 07 PB (HQ USAF)

02/16/2006

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG</u>
CLASSI	P	1001	COMPASS CALL	16.3	28.9								45.3
TOTAL FOR CLASS P				16.3	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3
TOTAL FOR AIRCRAFT CLASSI				16.3	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-2				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$93.896	\$58.347	\$191.282	\$323.605	\$114.539	\$84.245	\$122.930	

This line item funds modifications to the B-2 aircraft. The B-2 is a multi-engine, long range bomber incorporating low-observable ('stealth') technology, enables penetration of enemy air defenses and strike high-value targets. The primary modification budgeted in FY07 is the Radar System modifcaiton. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_7646	Proximity Sensor Logic Unit PR				2.3	3.0	1.7	0.2		7.3
	110024	ALTERNATE HIGH FREQUEN	6.4	9.9	11.9	7.7	7.5	8.9	6.0		99.4
	110025	MK82 JDAM / SMART BOMB R	10.1	1.3							37.3
	110026	EHF SATCOM						8.8	71.8		80.6
	110028	F118 DIGITAL ELECTRONIC C	1.8	0.8							10.0
	110030	AFT DECK CRACKS	9.2	1.3	1.7	23.0	9.9	26.1	10.3		105.4
	110032	LINK 16/CID/IFR	44.3	18.2	11.8	4.5					174.9
	110033	RADAR SYSTEM MODIFICATI			160.7	274.5	83.8	27.9	25.5		572.4
	110035	SUPPORTABILITY MODS	10.2	7.0	2.9	6.9	5.6	6.8	5.3		44.7
	110039	OGADS Oxygen Monitor Contro		5.3							5.3
	99999U	LOW COST RETROFIT MODS	1.4	1.6	1.5	2.5	2.5	1.8	1.5		17.9
	99999X	LOW COST MODIFICATIONS	1.2	1.6	0.8	2.2	2.3	2.4	2.4		22.7
	T8137	UHF SATCOM UPGRADE	7.2	5.5							81.9
	Z88888	REPROGRAMMINGS	2.2	5.8							
TOTAL FOR CLASS P			93.9	58.3	191.3	323.6	114.5	84.2	122.9	0.0	1259.8
TOTAL FOR WEAPON SYSTEM B-2			93.9	58.3	191.3	323.6	114.5	84.2	122.9	0.0	1259.8

Totals may not add due to rounding.

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

02/16/2006
FY 2007 PB

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

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

Description/Justification

This modification is a new start sustainment initiative to mitigate obsolescence within the Proximity Sensor Logic Unit (PSLU). The current unsupported Programmable Read Only Memory (PROM) will be replaced with a maintainable Electrically Erasable Programmable Read Only Memory (EEPROM) device, and two electronic parts on the A19 card will be re-engineered. The PSLU processes signals received from proximity sensors (electromagnetic devices used in place of micro switches on landing gear and gear doors) and provides indication and control output signals to avionics systems via a multiplex bus. Projections indicate that the PSLU will be in a mission essential status by 2008 and there will be holes in aircraft by 2015 due to obsolescence. This modification will mitigate all known obsolescence through 2020. The O-Level Air Force maintainers at Whiteman AFB will remove and replace the PSLU's and perform an operational check, which will take approximately 48 hours per aircraft. The LRU's will be modified at the supplier via commodity time compliance technical order where the A7 and A9 cards will be removed, modified and re-installed into the LRU. This will take approximately 30-days per kit. A rotatable pool will be utilized with each kit consisting of two LRU's. Material lead time is six months. Installations will be done organically starting in FY09.

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

Development Status

Development will begin in FY07. Funds will be used to upgrade vendor Special Test Equipment, complete System Design and Development (SDD), upgrade lab assets and modify the test vehicle as required.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								5.076		3.019		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR									[10]	2.282	[11]	2.903
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC										0.062		0.141
TOTAL COST (BP-1100)										<hr/>		<hr/>
(Totals may not add due to rounding)										2.344		3.044

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								8.095
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							[21]	5.185
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC		1.727		0.203				2.133
TOTAL COST (BP-1100)		<u>1.727</u>		<u>0.203</u>				<u>2.133</u>
(Totals may not add due to rounding)		1.727		0.203				7.318

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

The Alternate High Frequency Material (AHFM) program completed design and test and is currently in production. This program uses Magnetic Radar Absorbing Material (MAGRAM) on aircraft access panels to reduce time and labor required for signature restoration after routine maintenance activities. This program reduces the man-hours required to maintain the aircraft's signature. AHFM is being installed on the entire fleet. The material is 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 2011. The installation schedule is linked to the AHFM installation contract, which is based on the current PDM schedule. The PDM schedule may fluctuate based on aircraft condition at induction and if other as needed modifications are added to the PDM line.

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		25.982										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	8	18.723	2	2.023	3	3.444	2	2.348	2	2.313	2	2.224
EQUIP NONREC												
CHANGE ORDERS		5.130										
DATA												
SIM/TRAINER	1	0.342										
SUPPORT-EQUIP		2.205										
MOD OF SPARES						1.664						
SOFTWARE NONREC												
OGC		0.033						2.178		0.215		0.405

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	4.805						
FY-06							3	7.370				
FY-07									2	5.183		
FY-08											2	4.829
FY-09												
FY-10												
TOTAL INSTALL	6	14.798	2	4.332	2	4.805	3	7.370	2	5.183	2	4.829
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	8	41.231	2	6.355	3	9.913	2	11.896	2	7.711	2	7.458
INSTALLATION QTY	6		2		2		2		3		2	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								25.982
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	1	1.283					20	32.358
EQUIP NONREC								
CHANGE ORDERS								5.130
DATA								
SIM/TRAINER							[1]	0.342
SUPPORT-EQUIP								2.205
MOD OF SPARES				2.966				4.630
SOFTWARE NONREC								
OGC		1.910		0.370				5.111
INSTALLATION OF HARDWARE								
FY-99	6 KITS						[6]	14.798
FY-04	2 KITS						[2]	4.332
FY-05	2 KITS						[2]	4.805
FY-06	3 KITS						[3]	7.370
FY-07	2 KITS						[2]	5.183
FY-08	2 KITS						[2]	4.829
FY-09	2 KITS	[2]	5.672				[2]	5.672
FY-10	1 KITS			[1]	2.679		[1]	2.679
TOTAL INSTALL		2	5.672	1	2.679		20	49.668
TOTAL COST (BP-1100)		1	8.865		6.015		20	99.444
(Totals may not add due to rounding)								
INSTALLATION QTY		2		1			20	

Method of Implementation: CONTRACT FIELD TEAM

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	01/06	04/07	01/08	01/09	03/10
Delivery Date (Month/CY)			03/02					04/05	02/06	12/06	03/08	12/08	12/09	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	
Input																																	
Output																																	
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																																	
Output																																	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: MK82 JDAM / SMART BOMB RACK ASSEMBLY MN-110025

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

This effort modifies existing Bomb Rack Assemblies (BRA) to the Smart BRA configuration by adding MIL STD 1760 wiring and an individual Smart Bomb Rack Controller. B-2 integration of the MK-82 JDAM on the SBRA provides an all weather capability to deliver up to 80 near-precision guided munitions per sortie against multiple targets. The MK-82 JDAM combines a 500 lb MK-82 warhead with a tailkit that utilizes a Global Positioning System (GPS)/Inertial Navigation System (INS) guidance system to destroy multiple targets in a single pass. The ability to deliver MK-82 JDAMs from high altitude provides increased kills per sortie, while maintaining B-2 survivability. The use of MK-82 JDAMs in place of larger munitions minimizes collateral damage and increases strike effectiveness. The addition of MIL STD 1760 interfaces to the BRA provides expanded future weapon capability for the B-2. All 54 operational BRAs will be modified to the new configuration. Each B-2 may carry up to 4 SBRAs depending upon mission requirements. The production costs concurrent with EMD flight test were to support the lead times of hardware kits. There is low risk associated with this procurement since the flight test was primarily focused on the software modifications.

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

Development Status

Development was initiated with FY01 Congressional plus-up funds. Development entailed extensive software changes to the aircraft, flight test of the new software files, and modification of the B-2 mission planning system. Nine of the total 54 bomb racks were modified in development. The remaining 45 bomb racks are being modified during the production effort.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		150.178										
PROCUREMENT (3010)												
INSTALL KITS	34	23.751	11	7.507								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	1	0.863										
SUPPORT-EQUIP												
OGC				1.198								
INSTALLATION OF HARDWARE												
FY-03 12 KITS	12	0.873										
FY-04 22 KITS	5	0.363	[17]	1.008								
FY-05 11 KITS			[7]	0.415	[4]	1.275						
TOTAL INSTALL	17	1.236	24	1.423	4	1.275						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	34	25.850	11	10.128		1.275						
INSTALLATION QTY	15		22		8							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								150.178
PROCUREMENT (3010)								
INSTALL KITS							45	31.258
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	0.863
SUPPORT-EQUIP								
OGC								1.198
INSTALLATION OF HARDWARE								
FY-03		12 KITS					[12]	0.873
FY-04		22 KITS					[22]	1.371
FY-05		11 KITS					[11]	1.690
TOTAL INSTALL							45	3.934
TOTAL COST (BP-1100)							45	37.253
(Totals may not add due to rounding)								
INSTALLATION QTY							45	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 11 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: F118 DIGITAL ELECTRONIC CONTROL (DEC) MN-110028

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

Replaces the analog Engine Fan Temperature (EFT) Control, the Engine Monitoring System Processor (EMSP), and diagnostic systems with a single digital control along with applicable technical data and minor hardware. The Digital Engine Control (DEC) is a fan speed topper over the hydro mechanical core speed governor in the Main Engine Control (MEC) that duplicates the engine performance of the existing controls. Funding provided avoids aircraft being grounded starting in June 2005 due to lack of serviceable engine controls. No Group B required. There is no installation cost as it will be accomplished by Air Force personnel. The support equipment funds will be utilized to purchase DEC Functional Test Sets (DFTS) which are commercial-off-the-shelf (COTS) equipment unique to the B-2/F-118 engine, along with applicable technical data. All 21 aircraft will be modified during the production effort. There are 4 DEC's per aircraft (84 total) and the 36 remaining DEC's are required to modify spare engines.

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

Development Status

Development done under engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		4.573										
PROCUREMENT (3010)												
INSTALL KITS	78	4.592	30	1.638	12	0.805						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.138										
SIM/TRAINER	1	0.313										
SUPPORT-EQUIP		1.665										
OGC		0.678		0.131		0.013						
TOTAL COST (BP-1100)	78	7.386	30	1.769	12	0.818						
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								4.573
PROCUREMENT (3010)								
INSTALL KITS							120	7.035
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.138
SIM/TRAINER							[1]	0.313
SUPPORT-EQUIP								1.665
OGC								0.822
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							120	9.973

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 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>
Contract Date (Month/CY)	02/04	03/04	03/05	03/06	
Delivery Date (Month/CY)	07/04	01/06	01/07	01/08	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: AFT DECK CRACKS MN-110030

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

Description/Justification

This effort procures interim Inner Mold Line (IML) patch kits and Sensor Concepts Incorporated (SCI) Radars; both efforts initiated with the receipt of Congressional Plus-Up funding in FY04. Each B-2 has two titanium 6-2-4-2 aft decks located aft of the engines that act as nozzles for the engines and as fairings for the high temperature exhaust gases. All 21 aircraft have cracks in the aft decks. Cracks will continue to grow and new cracks will initiate unless the decks are modified. All cracks pose a threat to the Radar Cross Section (RCS) of the aircraft. Continued and new crack growth also impacts the integrity of adjacent structures and has a serious impact on Mission Capable Rates (MCR). Currently, three methods are being implemented to limit the crack growth until the long-term solution can be implemented. These methods include: IML modifications, Outer Mold Line repairs, and removal and replacement of severely cracked decks with spare decks currently in inventory. Each B-2 consists of chevron bays, triangle bays, and beaded panels, each of which requires a unique IML patch kit. The procurement funds encompass the production of chevron bay, triangle bay, and forward skin IML kits. Air Force personnel at Whiteman AFB will install the majority of the kits. Kits are installed proactively depending on the availability of the aircraft and the severity of the cracks. Most installs occur during routine maintenance activities to avoid additional downtime. With ongoing monitoring there exists the ability to alter the order and timing of the installation. The next step in solving the aft deck cracking problem is to determine the long term solution for the B-2 fleet. The complete long term solution, which includes the IML kits, a re-design of the deck substructure, and new deck skins, is under development and will result in production start in this FYDP. The long term solution has already begun development so that new decks will be ready for installation when the current decks' usable life is predicted to end. Additionally, the SCI Radar will collect zonal RCS measurements of B-2 aircraft at Whiteman AFB, Forward Operating Locations, Edwards AFB, and PDM. These radars are a key tool to ensure IML kits and other LO related repairs adequately return the B-2 LO characteristics to operational levels.

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

Development Status

The development effort began in FY03 and continued with the receipt of Congressional Plus-Up funding in FY04. To date, a Root-Cause Analysis, Analysis of Alternatives, and Full deck Assessment have been completed. Efforts continue to develop a long term solution that will produce durable and sustainable aft decks that will meet B-2 mission requirements. CR&TD will begin in FY06, with SDD and Production scheduled to begin in FY07 and FY08, respectively.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.674		1.600		6.998		5.708		4.156		1.318
PROCUREMENT (3010)												
INSTALL KITS	236	17.321		4.990		1.305		1.644		22.965		9.931
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP OGC												
		6.385		4.212				0.048				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-04 236 KITS	10	0.250	[26]		[52]		[52]		[52]		[44]	
TOTAL INSTALL	10	0.250	26		52		52		52		44	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	236	23.956		9.202		1.305		1.692		22.965		9.931
INSTALLATION QTY	10		26		52		52		52		44	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								31.454
PROCUREMENT (3010)								
INSTALL KITS		26.066		10.263			236	94.485
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								10.597
OGC								0.048
INSTALLATION OF HARDWARE								
FY-04 236 KITS							[236]	0.250
TOTAL INSTALL							236	0.250
TOTAL COST (BP-1100)		26.066		10.263			236	105.380
(Totals may not add due to rounding)								
INSTALLATION QTY							236	

Method of Implementation: COMBINATION

Initial Lead Time: 1 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<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									1	8	1	0	0	10	8	8	8	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Output									1	6	3	0	10	8	8	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: LINK 16/CID/IFR MN-110032

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

The Link 16/Center Instrument Display (CID)/In-Flight Replanner (IFR) Program adds a Link 16 capability to the B-2, a modern 8x10 inch display and the capability for the aircrew to replan in-flight mission segments based on target and threat changes. Link 16 is a secure and anti-jam DOD standardized Tactical Digital Information Link - J (TADIL-J). Link 16 provides a tactical secure digital data communications link to improve situational awareness for the crew. Link 16 capability will include the integration of a Government Furnished Property (GFP) Link 16 Multifunctional Information Distribution System (MIDS) terminal, a new antenna, cables, filters, and other associated hardware. Also in support of the Link 16/CID/IFR capability, a control and display unit, the aircraft batteries, the ground-based mission planning system, and the ground-based B-2 training system will be upgraded. New aircraft software, as well as upgrades to the existing software will be incorporated. One kit will be purchased with Engineering and Manufacturing Development (EMD) funds to accomplish development testing and evaluation (DT&E) and one partial kit will be acquired to bring the EMD kit to a production configuration. The Link 16 program will bring the training system, including all aircrew and maintenance trainers (including the Weapons Load Trainer) to full Link 16/CID/IFR capability. To do this, the training system must be rehosted on new general-purpose computers to provide improved capacity. Other Government Cost (OGC) funding includes proposal preparation and Link 16 MIDS terminal support. The modification kits will be delivered 30 days before the modification of each aircraft begins. The first 3 production kits are EMD test strings retrofitted to a production representative kit and installed with procurement funds. In FY05 - FY08, funding will be in both the B-2 Program Element Code (PEC), PE 11127F and in the Tactical Data Networks (TDN) System Program Office (SPO) PEC, PE 27446F.

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

Development Status

EMD began in FY00 and will end in FY06. FY04 funding supports flight test costs (both AF and contractor).

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		207.847		0.000								
PROCUREMENT (3010)												
INSTALL KITS	9	28.751	10	24.251	2	6.439						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.979										
SIM/TRAINER		63.120		7.733		0.177		0.110				
SUPPORT-EQUIP				0.089								
OGC		2.251		4.011		2.898		0.784		4.456		
OTHER												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	KITS	[2]	8.255	[6]	8.687	[1]	0.840		
FY-05			10	KITS				[10]	8.403			
FY-06			2	KITS				[2]	1.681			
TOTAL INSTALL			2		8.255		6	8.687	13	10.924		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	9	96.101	10	44.339	2	18.201			11.818		4.456	
INSTALLATION QTY			1				7		13			

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								207.847
PROCUREMENT (3010)								
INSTALL KITS							21	59.441
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.979
SIM/TRAINER								71.140
SUPPORT-EQUIP								0.089
OGC								14.400
OTHER								
INSTALLATION OF HARDWARE								
FY-04	9						[9]	17.782
FY-05	10						[10]	8.403
FY-06	2						[2]	1.681
TOTAL INSTALL							21	27.866
TOTAL COST (BP-1100)							21	174.915
(Totals may not add due to rounding)								
INSTALLATION QTY							21	

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

Installation Schedule

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: RADAR SYSTEM MODIFICATION MN-110033

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		195.411		216.658		224.381		120.122		71.171		14.959
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							4	157.263	8	267.307	2	69.757
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												2.363
OGC								3.409		7.222		3.961

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
INSTALLATION OF HARDWARE													
FY-07			4	KITS							[4]	7.739	
FY-08			8	KITS									
FY-09			2	KITS									
TOTAL INSTALL											4	7.739	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)							4	160.672		8	274.529	2	83.820
INSTALLATION QTY											4		

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								842.702
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							14	494.327
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES		14.075		16.723				33.161
OGC		1.843		1.510				17.945
INSTALLATION OF HARDWARE								
FY-07	4 KITS						[4]	7.739
FY-08	8 KITS	[6]	11.998	[2]	3.611		[8]	15.609
FY-09	2 KITS			[2]	3.611		[2]	3.611
TOTAL INSTALL		6	11.998	4	7.222		14	26.959
TOTAL COST (BP-1100)			27.916		25.455		14	572.392
(Totals may not add due to rounding)								
INSTALLATION QTY		6		4			14	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 27 Months

Follow-On Lead Time: 23 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)						02/07	02/08
Delivery Date (Month/CY)						05/09	01/10

Installation Schedule

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Input	1	2	3	0	3		1																									
Output	3	0	2	2	1	2	0	1	1	0	1																					

02/16/2006
 FY 2007 PB
 Modification Title and No: SUPPORTABILITY MODS MN-110035

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

This modification covers programs including but not limited to Nozzle Bay Doors (NBD), Thin to Thick Tape (T2T), Intermediate Section (IMS) Door modification and MagRAM picture framing, Advanced Topcoat System (ATS), High Temperature Ceramic Repair Material, RTV-560, and Air Force Resin PEPA (Phenylethynyl Phthalic Anhydride) (AFRPE-4), RF Diagnostics. 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. Modification drawings will be created to show the removal requirements for the MSA-936 tape system and the installation requirements for the MS-182 tape system. The IMS doors are the third highest signature driver for the fleet. The IMS Door Redesign program will transition the NBD design to the remaining eight IMS doors per aircraft. Installations will be performed by 509 BW personnel. Additionally, a band of magnetic radar absorbing material (MagRAM "picture frame"), bonded on the aircraft just outside of the IMS doors will improve the signature performance of the IMS door blade seals as well as mask the affects of blade seal damage. These picture frames will be applied to the aircraft by 509 BW personnel. AFRPE is a new high temperature composite material that would reduce maintenance hours. These programs would change the engineering drawings and PDM work specification to alter where the current materials are located. Since this Mod encompasses several programs, the number of installs will not be representative of the number of aircraft affected. Each modification will go on each of the 21 aircraft. Various lead times are required for the different modifications causing various contracting and delivery dates.

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

Development Status

None.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				1.188		1.317		2.902		11.930		
PROCUREMENT (3010)												
INSTALL KITS				5.305		4.218		2.936		6.331		5.270
KITS NONRECUR				0.280		0.859						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.296				0.000		0.600		0.300
SIM/TRAINER												
SUPPORT-EQUIP				4.200		1.900						
OGC				0.080								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				10.161		6.977		2.936		6.931		5.570
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								17.337
PROCUREMENT (3010)								
INSTALL KITS		6.169		5.147				35.376
KITS NONRECUR								1.139
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.600		0.200				1.996
SIM/TRAINER								
SUPPORT-EQUIP								6.100
OGC								0.080
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)		6.769		5.347				44.691
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: OGADS Oxygen Monitor Controller Upgrade MN-110039

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

Models of Aircraft Affected: 21

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

The B-2 OGADS is a self-contained system that uses air from the Environmental Control System (ECS) to produce breathing quality oxygen enriched gas for the flight crew. The existing Oxygen Generation and Distribution System (OGADS) concentrator assembly contains obsolete and unrepairable fluidic technology within the composition monitor. The OGADS has become unrepairable due to obsolescence and diminishing skills necessary to repair the existing system. The fluidic circuitry is highly susceptible to water intrusion, and the contract repair source has notified the Air Force by letter that repair to this composition monitor would cease to exist July 04. OGADS is a mission essential system and if this proposed upgrade is not incorporated, aircraft grounding is inevitable. The B-2 OGADS upgrade will consist of the incorporation of the latest oxygen monitor controller technology and immobilized molecular sieve beds. The upgrade will exchange the fluidic circuitry in the composition monitor for modern electronic monitoring technology, thus resolving both the water intrusion and repair capability issues. This is a critical life support system required for flight. The inability to repair, overhaul and maintain OGADS components will soon result in the depletion of spares ultimately impacting the fleet's mission capability.

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

Development Status

The OGADS redesign effort began 16 Mar 2004 and will be completed 31 Dec 2007 with two qualification units and analysis and testing completed 31 Aug 2006.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.703						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.377						
SIM/TRAINER					[35]	0.315						
SUPPORT-EQUIP												
MOD OF SPARES						0.946						
OGC												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					21	5.341						

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	3.703
KITS NONRECUR EQUIPMENT								
EQUIP NONREC CHANGE ORDERS								
DATA								0.377
SIM/TRAINER							[35]	0.315
SUPPORT-EQUIP MOD OF SPARES								0.946
OGC								
TOTAL COST (BP-1100)							21	5.341
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 9 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: LOW COST RETROFIT MODS MN-99999U

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

This program procures kits to incorporate low cost engine improvements such as, but not limited to the following: Pyrometer Improvement improves reliability of a high maintenance driver. Fan 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 reduces unscheduled engine removes and potential engine oil fires. #3 and #4 Nitride bearing improvement reduces engine removals.

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

Development Status

None

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		5.156		1.369		1.636		1.442		2.421		2.389
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.035										
OGC								0.048		0.038		0.071
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		5.191		1.369		1.636		1.490		2.459		2.460
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		1.640		1.411				17.464
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.035
OGC		0.118		0.093				0.368
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.758		1.504				17.867
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

		<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																																	
Output																																	
Quarter	1	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
Input																																	
Output																																	
Quarter	1	<u>FY-11</u>																															
Input																																	
Output																																	

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F

Team POWER

Description/Justification

These funds are required to support B-2 modifications low in cost, but essential to the B-2 baseline aircraft. The mods being accomplished include, but are not limited to the following: Actuator Remote Terminal, Time Transfer Unit on Aircraft Power, Enhanced Diagnostic Aid EDNA, Weapons Bay Video Camera, Back Up MAGR, Intercom Jack, MDU Glare Shield, Flight Deck Power Plug, Bulkhead Connector, Pump Panel, Fold Down Table, Microwave Oven, Digital Video Recorder, Overflow Tank Drain, and Multi-Display Units (MDU). The funds will be used to cover other low cost aircraft mods as they are identified.

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

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		10.048		1.158		1.574		0.778		2.210		2.256
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		10.048		1.158		1.574		0.778		2.210		2.256
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		2.354		2.357				22.735
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)		2.354		2.357				22.735
(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-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
Contract Date (Month/CY)	<u>FY-10</u>	<u>FY-11</u>													
Delivery Date (Month/CY)															

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: UHF SATCOM UPGRADE MN-T8137

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

Description/Justification

This effort replaces the current Ultra High Frequency/Very High Frequency (UHF/VHF) line-of-sight (ARC-215) radios with the Airborne Integrated Terminal (AIT) radio (2 per shipset bought under the AITG program and installed by user) along with a newly developed RF switch/bus unit (RFSU) and LNA (low noise amplifier)/Diplexer. The existing UHF low observable (LO) antenna will also be replaced with an improved gain UHF SATCOM antenna. This upgrade will provide Air Combat Command (ACC) with secure, long range voice and data SATCOM capability, as well as interoperability with other Have Quick II users (allowing the B-2 to participate as part of the total force package) and 8.33KHz spacing on VHF for Eurocontrol. The LO antenna RFSU and LNA/Diplexer development risk is low. In addition to the Kit buys and installation costs, the following describes some of the other significant buys for the program: in FY98 the Weapon System Trainers and the Mission Trainer were upgraded and the associated training materials bought (\$6.8M); one P3 Simulator/Trainer was bought in FY03 for \$5.6M; also in FY03, four TM 5100A Theodolite systems and one LTD800 Laser Tracking System were purchased (\$0.476M). MILSATCOM terminals (PE 33601) provided the following funding: FY01 - \$9.158M; FY02 - \$10.895M; FY03 - \$1.5M; FY04 - \$8.239M; FY05 - \$2M. 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-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		116.840										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		2.630										
EQUIPMENT	20	49.181										
EQUIP NONREC		0.477										
CHANGE ORDERS												
DATA												
SIM/TRAINER	3	12.531										
SUPPORT-EQUIP		0.750										
OGC		3.636										
INSTALLATION OF HARDWARE												
FY-01	4 KITS											
FY-02	8 KITS		[7]	7.207								
FY-03	8 KITS				[6]	5.473						
TOTAL INSTALL			7	7.207	6	5.473						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	20	69.205		7.207		5.473						
INSTALLATION QTY			6		7							

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								116.840
PROCUREMENT (3010)								
INSTALL KITS								2.630
KITS NONRECUR							20	49.181
EQUIPMENT								0.477
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[3]	12.531
SUPPORT-EQUIP								0.750
OGC								3.636
INSTALLATION OF HARDWARE								
FY-01	4	KITS						
FY-02	8	KITS					[7]	7.207
FY-03	8	KITS					[6]	5.473
TOTAL INSTALL							13	12.680
TOTAL COST (BP-1100)							20	81.885
(Totals may not add due to rounding)								
INSTALLATION QTY							13	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 21 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$8.633	\$37.174	\$53.255	\$95.304	\$123.596	\$189.484	\$113.235	

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 FY07 is the continuation of the Avionics Computer effort. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_2134	Integrated Data Acquisition Rec	0.7								5.7
	_3944	ALQ-161A PREPROCESSORE		8.3	19.1	15.7	3.3				46.3
	_9035	ALQ-161A Waveform Generato							10.8	65.6	76.4
	_9766	ALQ-161A Advanced Tracker U						5.5	2.2	9.1	16.9
	4275	Pnuematic Assisted Release Bo		1.8							1.8
	4280	FULLY INTEGRATED DATA LI					5.8	9.9	9.3	27.6	52.6
	4284	CITS UPGRADE				14.6	7.2	1.4			23.2
	4285	INS/GSS UPGRADE			3.5	14.1	14.2	9.1	0.5		41.5
	5047	SIMULATOR UPDATES	0.1								11.9
	5048	WIND CORRECTED MUNITIO		4.0							29.4
	5819	ENGINE UPGRADE	0.5	0.1	1.2	0.3	0.5	2.0			5.4
	5820	COMMUNICATION UPGRADE	0.3	0.4	1.2	0.3	0.5	2.0			4.8
	5821	DEFENSE AVIONICS UPGRA	0.5	0.1	1.2	0.2	0.5	2.0			4.5
	5822	WEAPONS UPGRADE	0.3	0.1	1.2	0.3	0.5	2.0			4.9
	6881	JTRS I&I				19.8	20.6	25.9	20.6	101.0	187.9
	6882	Digital Communications		9.8							9.8
	7152	AVIONICS UPGRADE	1.6	0.4	1.2	0.3	0.5	2.0			6.0
	7242	AN/ALQ-161A BAND 8 RF SOU		5.6	16.5	6.4	8.0	5.1			41.6
	8411	RADAR IMPROVEMENT UPG					42.1	76.7	50.5	67.5	236.9

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-1				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$8.633	\$37.174	\$53.255	\$95.304	\$123.596	\$189.484	\$113.235	

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 FY07 is the continuation of the Avionics Computer effort. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
	8525	AN/ALQ-161A JAMMER ALLO	0.5	1.7	1.1						5.1
	8970	AN/ALQ-161A TAIL WARNING	1.6								17.8
	8971	VERTICAL SITUATION DISPL				22.9	19.4	43.8	4.8	56.9	147.8
	8972	AUTOMATIC TEST EQUIPME	0.4								17.7
	8977	Utility Power Distribution Panels		1.1	0.9	0.3					4.4
	92294	TARGETING POD							14.0	57.7	71.8
	92296	External Hard Point Modification			5.0						5.0
	99999X	LOW COST MODIFICATIONS	1.9	0.4	1.2	0.3	0.5	2.0	0.3		8.3
	Z88888	REPROGRAMMINGS	0.1	3.7							
TOTAL FOR CLASS P			8.6	37.2	53.3	95.3	123.6	189.5	113.2	385.4	1084.9
TOTAL FOR WEAPON SYSTEM B-1			8.6	37.2	53.3	95.3	123.6	189.5	113.2	385.4	1084.9

Totals may not add due to rounding.

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

02/16/2006
FY 2007 PB

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

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

Description/Justification

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		10.269		8.019		8.992		8.762		11.019		9.955
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					7	2.236	33	11.578	23	8.254	4	1.611
EQUIP NONREC						0.500		0.500		0.300		0.200
CHANGE ORDERS						0.200		0.400		0.400		0.200
DATA						0.850		0.400		0.400		0.200
SIM/TRAINER												
SUPPORT-EQUIP						2.500		2.500		2.500		0.200
MOD OF SPARES						1.370		2.500		2.400		0.400
OGC						0.600		1.200		1.400		0.500
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					7	8.256	33	19.078	23	15.654	4	3.311

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								57.016
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							67	23.679
EQUIP NONREC								1.500
CHANGE ORDERS								1.200
DATA								1.850
SIM/TRAINER								
SUPPORT-EQUIP								7.700
MOD OF SPARES								6.670
OGC								3.700
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							67	46.299

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: Pnuematic Assisted Release Bomb Rack MN-4275

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

Description/Justification

Explore replacement of the BRU-56 launcher with a Pneumatic Rack.

NOTE: This is a Congressional Add program for FY06.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

NOTE: SAF/AQPB is checking the Congressional language for the use of the FY06 3010 BP11 funds.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						1.800						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						1.800						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS								1.800	
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								1.800
(Totals may not add due to rounding)								1.800	

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>
Contract Date (Month/CY)			09/06
Delivery Date (Month/CY)			09/06

02/16/2006
 FY 2007 PB
 Modification Title and No: CITS UPGRADE MN-4284

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

Description/Justification

This effort addresses a reliability and maintainability issue with the potential to ground fleet aircraft as early as FY08. This modification provides new computer hardware and the software rehost for the B-1 Central Integrated Test System (CITS), the CITS Dedicated Processor (CDP) and the CITS Control Display (CDP). Current CITS processor is at maximum memory/throughput. The upgraded system will enhance diagnostic capabilities, improve turnaround time, and reduce maintenance costs. Additional funds will be provided in future budget years to fund procurement of the remaining kits.

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

Development Status

Development began in FY05.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				9.241		9.440						
PROCUREMENT (3010)												
INSTALL KITS									33	4.686	5	0.774
KITS NONRECUR												
EQUIPMENT									[33]	8.551	[5]	1.315
EQUIP NONREC												
CHANGE ORDERS												
DATA										1.000		2.000
SIM/TRAINER									[25]	0.220		
SUPPORT-EQUIP										0.100		1.045
INSTALLATION OF HARDWARE												
FY-08			33	KITS							[23]	2.067
FY-09			5	KITS								
TOTAL INSTALL											23	2.067
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)									33	14.557	5	7.201
INSTALLATION QTY											23	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								18.681
PROCUREMENT (3010)								
INSTALL KITS							38	5.460
KITS NONRECUR								
EQUIPMENT							[38]	9.866
EQUIP NONREC								
CHANGE ORDERS								
DATA								3.000
SIM/TRAINER							[25]	0.220
SUPPORT-EQUIP								1.145
INSTALLATION OF HARDWARE								
FY-08 33 KITS	[10]	1.430					[33]	3.497
FY-09 5 KITS	[5]						[5]	
TOTAL INSTALL	15	1.430					38	3.497
TOTAL COST (BP-1100)							38	23.188
(Totals may not add due to rounding)		1.430						
INSTALLATION QTY	15						38	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

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																																

02/16/2006
 FY 2007 PB
 Modification Title and No: INS/GSS UPGRADE MN-4285

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

Description/Justification

This effort addresses a reliability and maintainability issue with the potential to ground fleet aircraft as early as FY08. Modification provides for replacement of the high maintenance/high cost Inertial Navigation System (INS) and Gyro Stabilization System (GSS) line replaceable units (LRUs) with high reliability, high accuracy dual ring laser Inertial Navigation Unit (INU). Establishes commonality with the B-52. Modified system permits deletion of the unsupported Gyro Stabilization System as the dual Inertial Navigation Unit system provides the functions of the GSS. The modification will be performed in Increments: Increment 1, Gyro Stabilization System Replacement and Increment 2, Inertial Navigation System Replacement.

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

Development Status

Development begins in FY06

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)						10.111		10.029					
PROCUREMENT (3010)													
INSTALL KITS							15	0.050	20	1.210	23	1.500	
KITS NONRECUR													
EQUIPMENT							[15]	0.250	[20]	9.807	[23]	11.250	
EQUIP NONREC													
CHANGE ORDERS								0.605				0.327	
DATA								0.200		2.000			
SIM/TRAINER							[1]	1.400	[1]	0.333			
SUPPORT-EQUIP								1.045					
INSTALLATION OF HARDWARE													
FY-07				15 KITS					[15]	0.731			
FY-08				20 KITS							[20]	1.087	
FY-09				23 KITS									
FY-10				9 KITS									
TOTAL INSTALL									15	0.731	20	1.087	
TOTAL COST (BP-1100)								15	3.550	20	14.081	23	14.164
(Totals may not add due to rounding)													
INSTALLATION QTY									15		20		

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								20.140
PROCUREMENT (3010)								
INSTALL KITS	9	0.499					67	3.259
KITS NONRECUR								
EQUIPMENT	[9]	4.226					[67]	25.533
EQUIP NONREC								
CHANGE ORDERS								0.932
DATA								2.200
SIM/TRAINER	[1]	3.119					[3]	4.852
SUPPORT-EQUIP								1.045
INSTALLATION OF HARDWARE								
FY-07 15 KITS							[15]	0.731
FY-08 20 KITS							[20]	1.087
FY-09 23 KITS	[23]	1.275					[23]	1.275
FY-10 9 KITS			[9]	0.537			[9]	0.537
TOTAL INSTALL	23	1.275	9	0.537			67	3.630
TOTAL COST (BP-1100)	9	9.119		0.537			67	41.451
(Totals may not add due to rounding)								
INSTALLATION QTY	23		9				67	

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)				10/06	10/07	10/08	10/09
Delivery Date (Month/CY)				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>			<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													5	5	5	5	5	5	5	5	6	6	6	6	5	5	5	5

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

Description/Justification

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

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

Development Status

EMD started in FY96 and completed in FY03.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		75.439										
PROCUREMENT (3010)												
INSTALL KITS	47	13.911										
KITS NONRECUR												
EQUIPMENT	47	8.740										
EQUIP NONREC		1.239										
CHANGE ORDERS		0.376										
DATA		0.176				0.428						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.684				0.196						
GFE												
INSTALLATION OF HARDWARE												
FY-00	3	0.278										
FY-03						[12]	0.916					
FY-04						[32]	2.444					
TOTAL INSTALL	3	0.278				44	3.360					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	47	25.404					3.984					
INSTALLATION QTY	3					44						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: ENGINE UPGRADE MN-5819

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

Models of Aircraft Affected: B-1B

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

PE 0101126F Team POWER

Description/Justification

To provide means to maintain, enhance and/or support the numerous components of the GE F101 and supporting system in the B-1. This mod includes miscellaneous small modifications to improve performance and reduce maintenance requirements for engines. FY04 funds are for the Engine Bleed Air Distribution System (EBADS) Flapper Valve Assembly mod. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. As of Jan 06, current engine upgrades include EBADS Flapper Valve Assembly (FY04 and 05), and Engine Feed Line Replacements (FY05 and 06).

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

Development Status

As Required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.838		0.454		0.081		1.190		0.297		0.506
TOTAL COST (BP-1100)		<hr/>		<hr/>		<hr/>		<hr/>		<hr/>		<hr/>
(Totals may not add due to rounding)		0.838		0.454		0.081		1.190		0.297		0.506

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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)		1.999						5.365
(Totals may not add due to rounding)		1.999						5.365

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: COMMUNICATION UPGRADE MN-5820

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

Description/Justification

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

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

Development Status

as required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.090		0.346		0.356		1.190		0.297		0.506
TOTAL COST (BP-1100)		0.090		0.346		0.356		1.190		0.297		0.506
(Totals may not add due to rounding)		0.090		0.346		0.356		1.190		0.297		0.506

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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)		1.999						4.784
(Totals may not add due to rounding)		1.999						4.784

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: DEFENSE AVIONICS UPGRADE MN-5821

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

Models of Aircraft Affected: B-1B

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

PE 0101126F Team POWER

Description/Justification

To provide means to maintain, enhance and/or support the numerous Line Replaceable Units (LRUs), Shop Replaceable Units (SRUs) and supporting infrastructure in the B-1 Defensive Avionics Suite (DAS). This system will be in combat service through 2017 while the B-1 community pursues a new replacement program. This mod includes miscellaneous small modifications to improve performance and reduce maintenance requirements for the defensive avionics suite. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification.

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

Development Status

As required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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				0.511		0.081		1.190		0.217		0.506
TOTAL COST (BP-1100)				0.511		0.081		1.190		0.217		0.506
(Totals may not add due to rounding)				0.511		0.081		1.190		0.217		0.506

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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)		1.999						4.504
(Totals may not add due to rounding)		1.999						4.504

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: WEAPONS UPGRADE MN-5822

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

Models of Aircraft Affected: B-1B

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

PE 0101126F Team POWER

Description/Justification

To provide means to maintain, enhance and/or support the weapon suspension and deployment systems of the B-1. The B-1 has added three new advanced weapon types in FY04, and will continue to add new weapons annually. Increased weapon loadout/usage will certainly drive numerous low-cost concerns to enhance or sustain global, rapid, responsive, precision firepower. This mod includes small modifications to improve performance and reduce maintenance requirements for the B-1 weapon system. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. As of Jan 06, current Weapons Upgrade programs include the Radar Cooling Enhancement mod.

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

Development Status

As required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		0.433		0.346		0.081		1.189		0.297		0.506
TOTAL COST (BP-1100)		0.433		0.346		0.081		1.189		0.297		0.506
(Totals may not add due to rounding)		0.433		0.346		0.081		1.189		0.297		0.506

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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)		1.999						4.851
(Totals may not add due to rounding)		1.999						4.851

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: JTRS I&I MN-6881

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0207423F

Team C4I

Description/Justification

The B-1 Integrated Datalink Tactical Datalink Core modification provides Link 16 line of sight and beyond line of sight data link (JTIDS Range Extension (JRE)) capabilities to significantly improve combat situational awareness and command and control connectivity with theater forces. In addition, this modification provides color, multifunctional displays at each of the rear crewstations. These displays are required to utilize the data links. Two (2) test aircraft are modified as a part of the development program and funded with RDT&E funds.

Note: This part of the total B-1 Fully Integrated Datalink upgrade is for the B-1 data link portion of the modification. The B-1 non-datalink portion of the upgrade is documented in the B-1 Fully Integrated Data Links (MN-4280) program.

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

Development Status

Pre-System Demonstration & Development (SDD) began in FY04. SDD phase began in FY05.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)		8.296	[2]	66.098		78.877		63.406		36.380			
PROCUREMENT (3010)													
INSTALL KITS									7	1.470	9	1.800	
KITS NONRECUR										0.100			
EQUIPMENT									[7]	13.230	[9]	16.200	
EQUIP NONREC										0.772			
CHANGE ORDERS													
DATA										0.282		0.688	
SIM/TRAINER									[29]	3.290			
SUPPORT-EQUIP										0.610		0.705	
INSTALLATION OF HARDWARE													
FY-08											[2]	1.210	
FY-09													
FY-10													
FY-11													
FY-12													
FY-13													
FY-14													
TOTAL INSTALL											2	1.210	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)										7	19.754	9	20.603
INSTALLATION QTY												2	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	253.057
PROCUREMENT (3010)								
INSTALL KITS	10	2.020	7	1.460	32	6.950	65	13.700
KITS NONRECUR								0.100
EQUIPMENT	[10]	18.000	[7]	13.089	[32]	62.000	[65]	122.519
EQUIP NONREC								0.772
CHANGE ORDERS								
DATA		0.750						1.720
SIM/TRAINER							[29]	3.290
SUPPORT-EQUIP		0.763		0.322				2.400
INSTALLATION OF HARDWARE								
FY-08 7 KITS	[5]	3.125					[7]	4.335
FY-09 9 KITS	[2]	1.250	[7]	4.460			[9]	5.710
FY-10 10 KITS			[2]	1.280	[8]	5.200	[10]	6.480
FY-11 7 KITS					[7]	4.620	[7]	4.620
FY-12 13 KITS					[13]	8.260	[13]	8.260
FY-13 13 KITS					[13]	9.480	[13]	9.480
FY-14 6 KITS					[6]	4.475	[6]	4.475
TOTAL INSTALL	7	4.375	9	5.740	47	32.035	65	43.360
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	10	25.908	7	20.611	32	100.985	65	187.861
INSTALLATION QTY	7		9		47		65	

Method of Implementation: DEPOT

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: Digital Communications MN-6882

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

The digital communications upgrade provides for replacement of a currently installed Ultra High Frequency (UHF) Satellite Communications (SATCOM) beyond line of sight datalink radio system with a Demand Assigned Multiple Access (DAMA) compliant, UHF SATCOM radio. The current system is a temporary modification installed in support of combat operations in Southwest Asia which is not DAMA compliant and severely limits accessibility to SATCOM channels. In addition, the current system utilizes a system unique datalink which is not interoperable with standard, joint UHF SATCOM systems. The digital communications upgrade will install a radio which is in the current DoD inventory and will use the Joint Range Extension (JRE) protocols for the datalink to ensure interoperability with tri-service platforms. Implementation plans are to install Group A (cabling, antennas, trays) on all B-1 fleet aircraft and to rotate the Group B (radio and control panel) between Group A aircraft to meet deployment and training requirements. Up to two aircraft will be equipped as a part of the development effort.

NOTE: This is a Congressional Add program for FY06.

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

Development Status

Development begins in FY06 and will be completed in FY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						3.000						
PROCUREMENT (3010)												
INSTALL KITS					65	5.700						
KITS NONRECUR												
EQUIPMENT					[25]	1.750						
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.400						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06		65 KITS			[65]	1.950						
TOTAL INSTALL					65	1.950						
TOTAL COST (BP-1100)					65	9.800						
(Totals may not add due to rounding)												
INSTALLATION QTY					65							

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								3.000
PROCUREMENT (3010)								
INSTALL KITS							65	5.700
KITS NONRECUR								
EQUIPMENT							[25]	1.750
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.400
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06 65 KITS							[65]	1.950
TOTAL INSTALL							65	1.950
TOTAL COST (BP-1100)							65	9.800
(Totals may not add due to rounding)								
INSTALLATION QTY							65	

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 4 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)			07/06

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													65			
Output													33	32		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: AVIONICS UPGRADE MN-7152

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

Models of Aircraft Affected: B-1B

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

PE 0101126F Team POWER

Description/Justification

To provide means to maintain, enhance and/or support the numerous avionics Line Replaceable Units (LRUs), Shop Replaceable Units (SRUs), and supporting infrastructure in the B-1. This mod includes small modifications to improve performance and reduce maintenance requirements. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. As of Jan 06, current Avionics upgrade programs include Waveguide Segments Replacement (FY05), AFCS NVIS Filter Assembly (FY06), and EBADS Valve Insulation Redesign (FY07).

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

Development Status

As Required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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				1.637		0.356		1.197		0.297		0.506
TOTAL COST (BP-1100)				1.637		0.356		1.197		0.297		0.506
(Totals may not add due to rounding)				1.637		0.356		1.197		0.297		0.506

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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)		1.999						5.992
(Totals may not add due to rounding)		1.999						5.992

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: AN/ALQ-161A BAND 8 RF SOURCE MN-7242

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

Description/Justification

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

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

Development Status

Development began in FY03 and completed in FY05.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		17.234		2.628		3.721						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					6	0.965	29	9.570	9	2.900	14	4.499
EQUIP NONREC						0.500		0.500		0.500		0.500
CHANGE ORDERS								0.600		0.500		0.500
DATA						0.850		0.400		0.200		0.200
SIM/TRAINER												
SUPPORT-EQUIP						0.226		2.300		1.200		1.200
MOD OF SPARES						2.436		1.900		0.500		0.500
OGC						0.600		1.200		0.600		0.600
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					6	5.577	29	16.470	9	6.400	14	7.999

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								23.583
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	9	2.840					67	20.774
EQUIP NONREC		0.200						2.200
CHANGE ORDERS		0.300						1.900
DATA		0.200						1.850
SIM/TRAINER								
SUPPORT-EQUIP		0.500						5.426
MOD OF SPARES		0.500						5.836
OGC		0.600						3.600
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	9	5.140					67	41.586

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

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F

Team POWER

Description/Justification

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

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

Development Status

Development completed.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.224										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	23	1.800	7	0.510	21	1.659	16	1.122				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC												
TOTAL COST (BP-1100)	23	1.800	7	0.510	21	1.659	16	1.122				
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								3.224
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							67	5.091
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
OGC								
TOTAL COST (BP-1100)							67	5.091
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

02/16/2006
 FY 2007 PB

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-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.000										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	64	10.780	3	1.411								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.800										
SIM/TRAINER												
SUPPORT-EQUIP		0.814										
MOD OF SPARES		2.807										
OGC		1.058		0.150								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	64	16.259	3	1.561								

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<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	12.191
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.800
SIM/TRAINER								
SUPPORT-EQUIP								0.814
MOD OF SPARES								2.807
OGC								1.208
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							67	17.820

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: VERTICAL SITUATION DISPLAYS MN-8971
Models of Aircraft Affected: B-1B

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

Center: ASC - Wright Patterson AFB, OH

Description/Justification

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

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

Note 2: Production funding for this modification transferred from Threat Situational Awareness System (MN-8974) program.

Note 3: Preliminary data--Final proposal expected to be received by end of 2nd Qrt 06. Milestone B brief to ASC/CC scheduled for 30 Jan 06. Production estimate currently being revamped to utilize PDM line installation only.

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

Development Status

Development to begin FY06 and completes in FY09.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						19.205		[2]	12.478			
PROCUREMENT (3010)												
INSTALL KITS									9	1.575	12	2.100
KITS NONRECUR										0.255		0.400
EQUIPMENT									[9]	7.452	[12]	9.960
EQUIP NONREC										0.720		1.864
CHANGE ORDERS										1.426		1.236
DATA										2.150		
SIM/TRAINER									[6]	4.405		
SUPPORT-EQUIP										1.120		
ICS										0.300		0.350
OGC										0.330		0.357

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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			9	KITS					[9]	3.127		
FY-09			12	KITS							[9]	3.127
FY-10			29	KITS								
FY-11			3	KITS								
FY-12			4	KITS								
FY-13			4	KITS								
FY-14			4	KITS								
TOTAL INSTALL									9	3.127	9	3.127
TOTAL COST (BP-1100)									9	22.860	12	19.394
(Totals may not add due to rounding)												
INSTALLATION QTY									9		9	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	31.683
PROCUREMENT (3010)								
INSTALL KITS	29	5.075	3	0.525	12	2.100	65	11.375
KITS NONRECUR								0.655
EQUIPMENT	[29]	24.012	[3]	2.484	[12]	9.936	[65]	53.844
EQUIP NONREC								2.584
CHANGE ORDERS		2.325		0.424		0.765		6.176
DATA								2.150
SIM/TRAINER							[6]	4.405
SUPPORT-EQUIP								1.120
ICS		0.840		0.372		1.350		3.212
OGC		0.380						1.067
INSTALLATION OF HARDWARE								
FY-08 9 KITS							[9]	3.127
FY-09 12 KITS	[3]	1.042					[12]	4.169
FY-10 29 KITS	[26]	10.077	[3]	1.042			[29]	11.119
FY-11 3 KITS					[3]	1.042	[3]	1.042
FY-12 4 KITS					[4]	13.910	[4]	13.910
FY-13 4 KITS					[4]	13.910	[4]	13.910
FY-14 4 KITS					[4]	13.910	[4]	13.910
TOTAL INSTALL	29	11.119	3	1.042	15	42.772	65	61.187
TOTAL COST (BP-1100)	29	43.751	3	4.847	12	56.923	65	147.775
(Totals may not add due to rounding)								
INSTALLATION QTY	29		3		15		65	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	1	2	3	4	1	2	3	4	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

02/16/2006
FY 2007 PB
Modification Title and No: Utility Power Distribution Panels Installation MN-8977

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

Description/Justification

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

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

Development Status

Completed

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	66	2.089										
KITS NONRECUR EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.130										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-03 59 KITS					[24]	1.070	[35]	0.870				
FY-04 7 KITS									[7]	0.250		
TOTAL INSTALL					24	1.070	35	0.870	7	0.250		
TOTAL COST (BP-1100)						1.070		0.870		0.250		
(Totals may not add due to rounding)	66	2.219										
INSTALLATION QTY					24		35		7			

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							66	2.089
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.130
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
INSTALLATION OF HARDWARE								
FY-03 59 KITS							[59]	1.940
FY-04 7 KITS							[7]	0.250
TOTAL INSTALL							66	2.190
TOTAL COST (BP-1100)							66	4.409
(Totals may not add due to rounding)								
INSTALLATION QTY							66	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: External Hard Point Modification MN-92296

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

Models of Aircraft Affected: B-1

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

This is a new effort for FY07. Previous software modifications have removed all nuclear capability of the B-1. However, some residual non-functional nuclear hardware remain in the aircraft. The external hard points modification removes the remaining nuclear hard point attachments on the B-1. This includes all 8 pairs of external hard point attachments as well as the nuclear wiring in the three internal weapons bays. The modification effort will take place at Davis-Monthan AFB beginning in 2007. The modification effort will take approximately 3 years to complete and will modify all 67 aircraft in the B-1 fleet. This effort has been coordinated through the START Treaty Compliance Review Group and is awaiting final certification from the Office of Secretary of Defense Acquisitions, Technology and Logistics.

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

Development Status

Development begins in FY07.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							16	1.200				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ENG SUPPORT								0.400				
OGC								1.910				
INSTALLATION OF HARDWARE												
FY-07 16 KITS							[16]	1.490				
TOTAL INSTALL							16	1.490				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							16	5.000				
INSTALLATION QTY							16					

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							16	1.200
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
ENG SUPPORT								0.400
OGC								1.910
INSTALLATION OF HARDWARE								
FY-07 16 KITS							[16]	1.490
TOTAL INSTALL							16	1.490
TOTAL COST (BP-1100)							16	5.000
(Totals may not add due to rounding)								
INSTALLATION QTY							16	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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													4	4	4	4
Output													4	4	4	4

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-1B

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

PE 0101126F

Team POWER

Description/Justification

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

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

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.681		1.903		0.356		1.209		0.343		0.501
46U921												
OTHER REPROG												
CONT LIAB												
ECP (PYLONS)												
TOTAL COST (BP-1100)		1.681		1.903		0.356		1.209		0.343		0.501
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.999		0.341				8.333
46U921								
OTHER REPROG								
CONT LIAB								
ECP (PYLONS)								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)		1.999		0.341				8.333

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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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: B-52				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$110.172	\$128.495	\$70.147	\$151.344	\$155.718	\$47.691	\$29.345	

This line item funds modifications to the B-52H aircraft. The B-52H strategic bomber maintains nuclear and conventional taskings. FY03 is a transition year until FY04 Bomber Roadmap Upgrade funding begins. The primary modifications for FY07 is the ECM Improvements. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	3143	COMMON STRATEGIC ROTA		15.2							30.0
	3309	Family of Advanced BLOS Ter				36.0	86.2	43.0	29.3		194.5
	3310	Conventional Inflight Beyond Lin	6.2			96.0	39.2				141.4
	3311	FUEL ENRICHMENT MODIFIC	0.7	0.2							1.7
	4260	ADVANCED WEAPON INTEG	1.1	18.4	5.9	16.7	23.0	0.6			65.7
	4270	ECM IMPROVEMENT	57.7	44.5	44.1	0.0	0.0				243.7
	4693	AVIONICS MIDLIFE IMPROVE	42.0	36.3	18.3	0.0	0.0				107.9
	92294	TARGETING POD				1.6	5.3	3.0			9.9
	99999X	LOW COST MODIFICATIONS	1.2	1.1	2.0	1.1	2.0	1.0			10.5
	Z88888	REPROGRAMMINGS	1.3	12.8							
TOTAL FOR CLASS P			110.2	128.5	70.1	151.3	155.7	47.7	29.3	0.0	805.4
TOTAL FOR WEAPON SYSTEM B-52			110.2	128.5	70.1	151.3	155.7	47.7	29.3	0.0	805.4

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

Description/Justification

The CSRL modification consists of aircraft structural, hydraulic, and electric connections allowing the aircraft to employ the rotary launcher.

The modification is complying with congressional language to use appropriated congressional plus-up funds to modify all 94 AF B-52 H aircraft to a common fleet configuration, including the remaining 13 unmodified, excess attrition reserve aircraft. To comply with congressional language, The Air Force had approved use of FY00, FY01, FY02, FY03 and FY04 congressional plus-up funds to incorporate the CSRL capability into the remaining attrition reserve aircraft (17). FY04 funded detailed PDUC specifications and vender identification sourcing. Update reflects subsequent Attrition Reserve funding (FY06) which can be used to procure additional production of PDUCs--contract award Oct 07.

Aircraft Breakdown: Active 13, Reserve 0, ANG 0, Total 13

Development Status

Development complete. TCTO redevelopment for incremental installation, not for kit proofing.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	2.522										
KITS NONRECUR EQUIPMENT					[14]	15.171						
EQUIP NONREC		0.335										
CHANGE ORDERS DATA	1	5.791										
SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00	3 KITS	0.630										
FY-01	4 KITS	0.900										
FY-02	6 KITS	4.670										
TOTAL INSTALL	13	6.200										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	13	14.848				15.171						
INSTALLATION QTY	13											

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	2.522
KITS NONRECUR								
EQUIPMENT							[14]	15.171
EQUIP NONREC								0.335
CHANGE ORDERS								
DATA							[1]	5.791
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-00 3 KITS							[3]	0.630
FY-01 4 KITS							[4]	0.900
FY-02 6 KITS							[6]	4.670
TOTAL INSTALL								
							13	6.200
TOTAL COST (BP-1100)							13	30.019
(Totals may not add due to rounding)								
INSTALLATION QTY							13	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 4 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: Family of Advanced BLOS Terminals (FAB-T) MN-3309

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

Models of Aircraft Affected: B-52H

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

PE 0101113F Team POWER

Description/Justification

The Air Force combined the Family of Advanced Beyond Line of Sight Terminal (FAB-T) modification program with the CIBR2 (Mod# 3310) and LINK 16 (MN# 3372) modifications into a phased acquisition program, Combat Network Communications Technology incremental (CONNECT). The Air Force is using this phased acquisition strategy because the individual modifications build upon one another to provide the weapon system with the desired communications capability and connectivity required to support the combatant commanders operational plans and underlying national military strategy.

FAB-T is Phase B under the CONNECT modification program. For Phase B, Boeing will integrate a common Extremely High Frequency (EHF) radio terminal and antenna, both of which are being developed by Electronic Systems Command (ESC) and will be provided to the CONNECT program as Government Furnished Equipment. The EHF common terminal consists of an Antenna Group Layer (AGL), Modem Processor Layer, and Baseband Device Layer. The common EHF antenna consists of the Antenna, Radome, Antenna Reference Unit, High Power Amplifier, and an Antenna Control Unit. As part of the integration effort, Boeing will also modify the B-52's Offensive Avionics System (OAS) software, enabling the OAS to provide required aircraft navigation data to the EHF terminal and complete the Link-16 integration. Flight simulators and maintenance trainers will be upgraded to include FAB-T functionality for training of aircrews and maintenance personnel.

The Air Force plans to reduce B-52 TAI from 76 to 56 in FY08. Analysis to determine the costs to retire these aircraft is underway and will include at a minimum contract termination costs, programmed depot maintenance adjustments, and costs to disposition aircraft, tools and equipment. The specific aircraft to remain in inventory are being identified now and modification programs will need be adjusted to ensure those aircraft receive required modifications. In the case of some modifications, inefficiencies may occur as modifications continue on aircraft later selected to retire leading to some planned modification quantities above 56 aircraft. Beginning in FY06, modification plans may be adjusted to provide funds for retirement and to most efficiently modify aircraft selected to remain in inventory. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

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

Development Status

RDT&E funding supporting the phased acquisition program is detailed in B-52 Modernization (BPAC 675039) Exhibit R2a and is not included in this P3A. The FAB-T and CIBR2 P3As provide the details and funding profiles associated with the individual modifications. The B-52's LINK 16 modification funding details are documented within the Bombers Tactical Data Link (TDL) P3A, PE 27446F.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									9	8.830	29	24.854
KITS NONRECUR												
EQUIPMENT									[9]	3.894	[29]	9.743
EQUIP NONREC										2.031		3.579
CHANGE ORDERS										0.782		5.626
DATA										1.525		7.725
SIM/TRAINER									[4]	9.053		
SUPPORT-EQUIP										5.392		24.705
OGC										4.453		2.697

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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				9 KITS								[9] 7.255
FY-09				29 KITS								
FY-10				18 KITS								
TOTAL INSTALL											9	7.255
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)									9	35.960	29	86.184
INSTALLATION QTY											9	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	18	11.863					56	45.547
KITS NONRECUR								
EQUIPMENT	[18]	3.926					[56]	17.563
EQUIP NONREC								5.610
CHANGE ORDERS		3.309						9.717
DATA		1.773						11.023
SIM/TRAINER			[8]	17.783			[12]	26.836
SUPPORT-EQUIP								30.097
OGC		3.093						10.243
INSTALLATION OF HARDWARE								
FY-08 9 KITS							[9]	7.255
FY-09 29 KITS	[29]	19.061					[29]	19.061
FY-10 18 KITS			[18]	11.562			[18]	11.562
TOTAL INSTALL	29	19.061	18	11.562			56	37.878
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	18	43.025		29.345			56	194.514
INSTALLATION QTY	29		18				56	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<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																					2	2	2	3	7	7	7	8	8	8	8	2
																					2	2	2	3	7	7	7	8	8	8	8	2

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: Conventional Inflight Beyond Line Of Sight Rapid Retasking (CIBR2). MN-3310

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

Description/Justification

The Air Force combined CIBRR, Family of Advanced Beyond Line-of-Sight (BLOS) Terminals (FAB-T) (Mod# 3309), and Link 16 (Mod# 3372) modifications into a phased acquisition program called Combat Network Communication Technology (CONNECT) to take advantage of synergies gained from common system hardware and software to provide the weapon system with desired communication and connectivity capabilities required to support the combatant commander's operational plans and underlying national military strategy.

CONNECT Phase A CIBRR capability will provide the B-52 with a BLOS communication capability allowing dynamic Conventional Air Launch Cruise Missile (CALCM) re-tasking, improved situational awareness, and machine-to-machine re-targeting of J-series/GPS aided weapons. CIBRR will form the backbone of the CONNECT program, adding new Multi-Functional Color Displays (MFCDs) for three mods and Group A wiring for CIBRR and FAB-T systems. CIBRR will add avionics system client/server architecture and utilize the existing ARC-210 radio system (B-52 Mod# 4222) for BLOS data communication needed for CALCM and J-series/GPS aided weapon re-targeting. CIBRR will incorporate an additional radio for persistent Joint Range Extension (JRE) BLOS data communication. CIBRR also incorporate an Integrated Broadcast Receiver for intelligence/threat situational awareness. CIBRR will improve combat capability by increasing the number of targets held at risk through rapid mission re-tasking and re-targeting of weapons while the aircraft is airborne. CIBRR will use Avionics Midlife Improvement (AMI) modified (B-52 Mod# 4693) aircraft as a baseline for CONNECT development. CIBRR will upgrade existing flight simulator and maintenance trainers to incorporate CONNECT capability.

RDT&E funding supporting the phased acquisition program is detailed in B-52 Modernization (BPAC 675039) Exhibit R2a and is not included in this P3A. The FAB-T and CIBR2 P3As provide the details and funding profiles associated with the individual modifications. The B-52's LINK 16 modification funding details are documented within the Bombers Tactical Data Link (TDL) P3A, PE 27446F.

The Air Force plans to reduce B-52 TAI from 76 to 56 in FY08. Analysis to determine the costs to retire these aircraft is underway and will include at a minimum contract termination costs, programmed depot maintenance adjustments, and costs to disposition aircraft, tools and equipment. The specific aircraft to remain in inventory are being identified now and modification programs will need be adjusted to ensure those aircraft receive required modifications. In the case of some modifications, inefficiencies may occur as modifications continue on aircraft later selected to retire leading to some planned modification quantities above 56 aircraft. Beginning in FY06, modification plans may be adjusted to provide funds for retirement and to most efficiently modify aircraft selected to remain in inventory. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

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

Development Status

Development began in FY05

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									38	22.481	18	9.834
KITS NONRECUR												
EQUIPMENT									[38]	27.028	[18]	11.575
EQUIP NONREC			[0]	6.244								
CHANGE ORDERS										1.939		
DATA										4.414		3.860
SIM/TRAINER									[11]	21.439	[1]	4.918
SUPPORT-EQUIP										3.690		0.907

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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										2.289		2.167	
INSTALLATION OF HARDWARE													
FY-08			38	KITS					[0]	12.682	[38]		
FY-09			18	KITS							[0]	5.941	
TOTAL INSTALL										12.682	38	5.941	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)				6.244						38	95.962	18	39.202
INSTALLATION QTY												38	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							56	32.315
KITS NONRECUR								
EQUIPMENT							[56]	38.603
EQUIP NONREC								6.244
CHANGE ORDERS								1.939
DATA								8.274
SIM/TRAINER							[12]	26.357
SUPPORT-EQUIP								4.597
OGC								4.456
INSTALLATION OF HARDWARE								
FY-08 38 KITS							[38]	12.682
FY-09 18 KITS			[18]				[18]	5.941
TOTAL INSTALL			18				56	18.623
TOTAL COST (BP-1100)							56	141.408
(Totals may not add due to rounding)								
INSTALLATION QTY			18				56	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	11	9	9	
Output									0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	9	7	7	6				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

Description/Justification

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

AWI will install aircraft-to-weapons interface hardware (Integrated Weapons Interface Units (IWIU)) and produce aircrew and maintenance technical data, training data, and upgrades to simulators and trainers. Additionally this program will complete Litening Targeting Pod integration efforts including: Group A, Group B and Alternate Mission Equipment (AME).

The Air Force plans to reduce B-52 TAI from 76 to 56 in FY08. Analysis to determine the costs to retire these aircraft is underway and will include at a minimum contract termination costs, programmed depot maintenance adjustments, and costs to disposition aircraft, tools and equipment. The specific aircraft to remain in inventory are being identified now and modification programs will need be adjusted to ensure those aircraft receive required modifications. In the case of some modifications, inefficiencies may occur as modifications continue on aircraft later selected to retire leading to some planned modification quantities above 56 aircraft. Beginning in FY06, modification plans may be adjusted to provide funds for retirement and to most efficiently modify aircraft selected to remain in inventory. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS													
KITS NONRECUR													
EQUIPMENT													
EQUIP NONREC													
CHANGE ORDERS													
DATA						1.664		0.306		0.200		0.545	
SIM/TRAINER													
SUPPORT-EQUIP													
CHANGE ORDERS				0.532									
GVT FLT TST SPPRT				0.400									
OGC				0.054									
T.O. Printing				0.005									
INTEGRATED WEAPONS INTERFACE						[29]	5.940	[5]	1.046	[28]	5.979	[46]	10.029
UNIT (IWIU)						[29]	6.000	[5]	1.056	[28]	6.039	[46]	10.129
PYLON REFURB/WIRING									0.605				
KIT PROOF								[16]	0.107	[36]	0.246	[36]	0.251
IWIU INSTALL									0.729		0.680		1.141
PMA				0.075			1.182						

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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						0.103		0.105		0.106		0.109
ALTERNATE MISSION EQUIP (AME)					[27]	2.987	[15]	1.694	[14]	1.614		
PYLONS					[4]	0.205	[4]	0.209	[20]	1.068	[15]	0.818
INSTALL					[7]	0.108						
SIM/TRAINER					[2]	0.221			[7]	0.810		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						1.066	18.410	5.857	16.742			23.022
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.278						2.993
SIM/TRAINER								
SUPPORT-EQUIP								
CHANGE ORDERS								0.532
GVT FLT TST SPPRT								0.400
OGC								0.054
T.O. Printing								0.005
INTEGRATED WEAPONS INTERFACE								
UNIT (IWIU)							[108]	22.994
PYLON REFURB/WIRING							[108]	23.224
KIT PROOF								0.605
IWIU INSTALL	[18]	0.128					[106]	0.732
PMA		0.170						3.977
OTHER		0.057						0.480
ALTERNATE MISSION EQUIP (AME)							[56]	6.295
PYLONS							[43]	2.300
INSTALL							[7]	0.108
SIM/TRAINER							[9]	1.031
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.633						65.730
INSTALLATION QTY								

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 1 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: ECM IMPROVEMENT MN-4270

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

Models of Aircraft Affected: B-52H

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

PE 0101113F Team POWER

Description/Justification

The ALQ-172 modification is an improvement to three core Line Replaceable Units (LRUs), converting the LRUs to a standard configuration. The modification incorporates new circuit cards with erasable proms, 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: USM-604, Hot Mock-ups, and Enhanced Maintenance Test Sets for depot and organizational level maintenance. Retrofit funding covers the time and material costs to return the LRUs to serviceable condition before installing the ECMI kits. The upgraded YIGFOM, which provides the increased Radio Frequency (RF) filter tuning speed required to improve signal processing capability against several critical threats, is funded in the FY06-FY07 retrofit line. In addition, the YIGFOM modification incorporates additional RF filters in the ECM transmission path to remove unwanted spurious transmissions.

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

The Air Force plans to reduce B-52 TAI from 76 to 56 in FY08. Analysis to determine the costs to retire these aircraft is underway and will include at a minimum contract termination costs, programmed depot maintenance adjustments, and costs to disposition aircraft, tools and equipment. The specific aircraft to remain in inventory are being identified now and modification programs will need be adjusted to ensure those aircraft receive required modifications. In the case of some modifications, inefficiencies may occur as modifications continue on aircraft later selected to retire leading to some planned modification quantities above 56 aircraft. Beginning in FY06, modification plans may be adjusted to provide funds for retirement and to most efficiently modify aircraft selected to remain in inventory. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

Aircraft Breakdown: Active 45, Reserve 17, ANG 0, Total 62

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	5.160										
PROCUREMENT (3010)												
INSTALL KITS	51	5.343	10	0.485								
KITS NONRECUR		2.865		0.484		0.840						
EQUIPMENT	51	43.688	[10]	14.655								
EQUIP NONREC				14.655		17.200						
CHANGE ORDERS												
DATA		4.432						1.000				
SIM/TRAINER	7	6.680										
SUPPORT-EQUIP		9.198		12.050		3.000						
OGC		8.155		1.476		2.597		2.734				
FLIGHT TEST		2.685										
RETROFIT		12.824		12.781		19.698		39.215				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-97			1									
FY-00		0.600	2									
FY-01		0.752	12									
FY-02		0.300	3		[3]	0.233						
FY-03					[8]	0.620						
FY-04					[3]	0.232	[16]	1.145	[4]	0.320		
FY-05									[10]	0.800		
TOTAL INSTALL			18	1.652	14	1.085	16	1.145	14	1.120		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			52	97.522	10	57.671		44.480		44.069		
INSTALLATION QTY			18		14		16		14			

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							1	5.160
PROCUREMENT (3010)								
INSTALL KITS							61	5.828
KITS NONRECUR								4.189
EQUIPMENT							[61]	58.343
EQUIP NONREC								31.855
CHANGE ORDERS								
DATA								5.432
SIM/TRAINER							[7]	6.680
SUPPORT-EQUIP								24.248
OGC								14.962
FLIGHT TEST								2.685
RETROFIT								84.518
INSTALLATION OF HARDWARE								
FY-97	1	KITS					[1]	
FY-00	2	KITS					[2]	0.600
FY-01	12	KITS					[12]	0.752
FY-02	6	KITS					[6]	0.533
FY-03	8	KITS					[8]	0.620
FY-04	23	KITS					[23]	1.697
FY-05	10	KITS					[10]	0.800
TOTAL INSTALL							62	5.002
TOTAL COST (BP-1100)							62	243.742
(Totals may not add due to rounding)								
INSTALLATION QTY							62	

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		
Input														1											1		1				4	3	3	2
Output														1													2		1	0	6	5		
		<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4														
Input					3	2	2	5	5	3	7	4	2	2	4	5	3																	
Output					2	2	2		3	3	5	5	5	4	2	3	4	4	3															

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: AVIONICS MIDLIFE IMPROVEMENTS (AMI) MN-4693

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

Description/Justification

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

The Air Force plans to reduce B-52 TAI from 76 to 56 in FY08. Analysis to determine the costs to retire these aircraft is underway and will include at a minimum contract termination costs, programmed depot maintenance adjustments, and costs to disposition aircraft, tools and equipment. The specific aircraft to remain in inventory are being identified now and modification programs will need be adjusted to ensure those aircraft receive required modifications. In the case of some modifications, inefficiencies may occur as modifications continue on aircraft later selected to retire leading to some planned modification quantities above 56 aircraft. Beginning in FY06, modification plans may be adjusted to provide funds for retirement and to most efficiently modify aircraft selected to remain in inventory. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

Aircraft Breakdown: Active 45, Reserve 17, ANG 0, Total 62

Development Status

Milestone C decision Dec 03. Trial install completed May 05. Kitproof completed Oct 05.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	179.759		9.176								
PROCUREMENT (3010)												
INSTALL KITS	3	0.300	42	4.200	17	1.700	0	0.000				
KITS NONRECUR		2.000		3.200		3.000		1.100				
EQUIPMENT	3	1.800	[42]	25.200	[17]	10.200	[0]	0.000				
EQUIP NONREC		4.500		1.000		11.000		0.500		0.000		
CHANGE ORDERS				0.000		0.590		0.000		0.000		0.000
DATA		0.050		0.150		1.000		1.125		0.000		0.000
SIM/TRAINER	1	1.000	[16]	5.840			[1]	8.800	[0]	0.000		
SUPPORT-EQUIP		0.700		0.800		3.700		3.100		0.000		
OGC		1.061		1.272		2.560		2.606		0.000		0.000
INSTALLATION OF HARDWARE												
FY-04			3 KITS									
FY-05			[3]	0.300								
FY-06					[42]	2.520						
FY-06							[17]	1.020				
TOTAL INSTALL			3	0.300	42	2.520	17	1.020				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	3	11.411	42	41.962	17	36.270		18.251				
INSTALLATION QTY			2		27		33					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	188.935
PROCUREMENT (3010)								
INSTALL KITS							62	6.200
KITS NONRECUR								9.300
EQUIPMENT							[62]	37.200
EQUIP NONREC								17.000
CHANGE ORDERS								0.590
DATA								2.325
SIM/TRAINER							[18]	15.640
SUPPORT-EQUIP								8.300
OGC								7.499
INSTALLATION OF HARDWARE								
FY-04 3 KITS							[3]	0.300
FY-05 42 KITS							[42]	2.520
FY-06 17 KITS							[17]	1.020
TOTAL INSTALL							62	3.840
TOTAL COST (BP-1100)							62	107.894
(Totals may not add due to rounding)								
INSTALLATION QTY							62	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																																					
Output																																					
Input	9	11	12	1	0	0	0																														
Output	10	12	10	11	1	0	0																														

02/16/2006
 FY 2007 PB
 Modification Title and No: TARGETING POD MN-92294

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-52 H

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

PE 0101113F

Team POWER

Description/Justification

B-52 Targeting Pod Integration modification will retrofit the Litening Pod Group A hardware to interface with pylon interface units and Advanced Targeting Pod (ATP) upgrades. The Air Force will not procure any additional targeting pods through this modification. The Air Force acquired the current targeting pod capability by fielding a temporary, non-integrated solution using software and hardware from an existing B-52 weapon, the AGM-142 HAVENAP standoff missile. A fully integrated targeting pod will provide the capability to autonomously find, fix, track, target, engage and assess targets; minimize the risk of fratricide; and improve Battle Damage Assessment (BDA). The fully integrated targeting pod will also give the B-52 the capability to remove target location error, generate target coordinates for J-series weapons, and employ laser guided bombs without the need for "Buddy Lazing." With this modification, the B-52 can more effectively use its range and loiter time in support combatant commander operational plans.

The Air Force plans to reduce B-52 TAI from 76 to 56 in FY08. Analysis to determine the costs to retire these aircraft is underway and will include at a minimum contract termination costs, programmed depot maintenance adjustments, and costs to disposition aircraft, tools and equipment. The specific aircraft to remain in inventory are being identified now and modification programs will need to be adjusted to ensure those aircraft receive required modifications. In the case of some modifications, inefficiencies may occur as modifications continue on aircraft later selected to retire leading to some planned modification quantities above 56 aircraft. Beginning in FY06, modification plans may be adjusted to provide funds for retirement and to most efficiently modify aircraft selected to remain in inventory. If the Air Force does not reduce B-52 TAI, the modification program will need to be reevaluated.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

FY 2008 new start which will fully incorporate the advanced functions of Advanced Targeting Pod (Sniper).

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										5.200		3.500
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA										1.068		0.652
SIM/TRAINER											[7]	2.725
SUPPORT-EQUIP												
RETROFIT KITS											[56]	1.496
PMA										0.534		0.447
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)											1.602	5.320
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0						8.700
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA		0.534						2.254
SIM/TRAINER	[2]	2.226					[9]	4.951
SUPPORT-EQUIP								
RETROFIT KITS							[56]	1.496
PMA		0.230						1.211
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.990						9.912
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: B-52H

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

PE 0101113F

Team POWER

Description/Justification

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

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.053		1.225		1.105		1.970		1.078		1.990
TOTAL COST (BP-1100)		2.053		1.225		1.105		1.970		1.078		1.990
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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)		1.043						10.464
(Totals may not add due to rounding)		1.043						10.464

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-117			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$22.578	\$9.493	\$24.422	\$8.932	\$0.000	\$0.000	\$0.000

This line item funds modifications to the F-117A aircraft. The F-117A is a twin engine, single seat fighter incorporating low-observable 'stealth' technology, enabling it to penetrate enemy air defenses and strike high-value targets with precision munitions. The primary modification budgeted in FY07 is in support of the outboard elevon actuator support structure, also known as the Brooklyn Bridge. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	31927	OMNIBUS ENGINE MODIFICA	0.2	0.2	0.3	0.3					4.9
	31937	SINGLE CONFIGURATION FL	12.9								124.4
	31972	EXPANDED DATA TRANSFER	0.6	0.7	0.8	0.2					2.3
	31975	BROOKLYN BRIDGE	1.4	3.8	11.4	6.0					22.5
	31978	COMMON DATA RECORDER (3.0	0.1					3.0
	31980	MISSION PLANNING SYSTEM		0.6							0.6
	31984	DUAL RADIO	3.0	1.2	3.3	0.6					8.0
	31985	SATCOM ANTENNA	3.7	1.5	4.7	1.0					10.8
	99999S	SERVICE BULLETINS	0.7	0.5	1.1	0.9					20.8
	Z88888	REPROGRAMMINGS	0.2	0.9							
TOTAL FOR CLASS P			22.6	9.5	24.4	9.0	0.0	0.0	0.0	0.0	197.4
TOTAL FOR WEAPON SYSTEM F-117			22.6	9.5	24.4	9.0	0.0	0.0	0.0	0.0	197.4

Totals may not add due to rounding.

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

02/16/2006
FY 2007 PB
Modification Title and No: SINGLE CONFIGURATION FLEET MN-31937

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

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F Team POWER

Description/Justification

The F-117A fleet has two major radar absorbing material (RAM) coating configurations, costly and labor intensive panel access technology, and five leading edge configurations. The Single Configuration Fleet (SCF) effort developed a single, optimized low observable configuration for the F-117 fleet and maintenance trainer. SCF features new leading edge technologies, spray-on coatings, new sheet RAMs, and new panel access technologies. This modification greatly reduces maintenance requirements, decreases LO consumables, increases aircraft availability, and preserves Radar cross section performance. The SIM/TRAINER cost in FY99 (\$.151M) was for the Maintenance Trainer. FY99 kit install was for trial kit installation. Mod Induction/Checkout includes Receiving (post flight, functional checks, inspection, engine removal, defuel), Teardown (review of parts, exterior shake), Service Bulletin Installation, Build Up/Checkout (reinstall parts, hydro & electrical checkouts, final operations checks, coating installation), and Paint/Redeliver (install engines, seat and canopy, weight & balance, fuel checkouts, preflight paint).

The total aircraft receiving the SCF mod will be 53 aircraft modified (51 operational, 2 test aircraft).

Aircraft Breakdown: Active 51, Reserve 0, ANG 0, Total 51

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)	2	10.670										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	51	37.624										
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.200										
SIM/TRAINER	1	0.151										
SUPPORT-EQUIP												
MOD OF SPARES		2.666										
MOD INDUC/CHECKOUT		23.346		4.072								
PMA		0.083		0.557								

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	13	13.447										
FY-00	7	7.327										
FY-01	9	9.487										
FY-02	6	6.696										
FY-03	12	10.547	[3]	3.530								
FY-04	4		[4]	4.706								
TOTAL INSTALL	44	47.504	7	8.236								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	51	111.574		12.865								
INSTALLATION QTY	44		7									

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[2]	10.670
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							51	37.624
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.200
SIM/TRAINER							[1]	0.151
SUPPORT-EQUIP								
MOD OF SPARES								2.666
MOD INDUC/CHECKOUT								27.418
PMA								0.640
INSTALLATION OF HARDWARE								
FY-99	13	KITS					[13]	13.447
FY-00	7	KITS					[7]	7.327
FY-01	9	KITS					[9]	9.487
FY-02	6	KITS					[6]	6.696
FY-03	12	KITS					[12]	14.077
FY-04	4	KITS					[4]	4.706
TOTAL INSTALL							51	55.740
TOTAL COST (BP-1100)							51	124.439
(Totals may not add due to rounding)								
INSTALLATION QTY							51	

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: BROOKLYN BRIDGE MN-31975

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F Team POWER

Description/Justification

The existing F117 outboard elevon actuator support structure (also referred to as the Brooklyn Bridge) has become a chronic maintenance burden. The top plate of the current elevon actuator structure must be removed each time the actuator has to be removed and replaced driving excess labor and materials costs. The revised Brooklyn Bridge plate will, by its shape, enable the actuator to be removed and replaced without removing the plate. An additional issue is that the flexing of the wing in flight causes an elongation of the fastener holes in the current top plate of the actuator support structure. If inspection reveals out of spec holes, then either the fastener must be drilled out, the hole 'next-sized' and re-fastened or the plate must be replaced. The new bridge structure resolves this issue through better design and stiffer materials. There is a requirement for 23 kits to be installed in the production program. Brooklyn Bridge is currently not a safety of flight issue.

The Air Force plans to retire 10 F-117 aircraft in FY07 and the remaining aircraft in FY08. Retirement of the aircraft will require a significant level of funding across the FYDP to carry out 1) contract terminations; 2) facility shutdown; 3) aircraft, tool and equipment disposition; and 4) potential environmental clean-up. All of the FY07 & FY08 procurement funding identified in this P-Doc will be re-allocated to start the program on termination/ shutdown efforts. A study to determine the required actions and their estimated costs is currently under way.

If retirement does not occur, the modification efforts outlined in this P-3A would continue.

Aircraft Breakdown: Active 23, Reserve 0, ANG 0, Total 23

Development Status

One year development program accomplished in FY04.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.221										
PROCUREMENT (3010)												
INSTALL KITS			16	1.129			7	0.520				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD INDUC/CHECKOUT					[5]	2.400	[10]	4.926	[8]	4.046		
DEPOT								2.504				
PMA						0.084		0.800		0.021		

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05			[1]	0.250	[5]	1.283	[10]	2.635				
FY-07									[7]	1.894		
TOTAL INSTALL			1	0.250	5	1.283	10	2.635	7	1.894		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			16	1.379		3.767	7	11.385		5.961		
INSTALLATION QTY			1		5		10		7			

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								0.221
PROCUREMENT (3010)								
INSTALL KITS							23	1.649
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD INDUC/CHECKOUT							[23]	11.372
DEPOT								2.504
PMA								0.905
INSTALLATION OF HARDWARE								
FY-05		16 KITS					[16]	4.168
FY-07		7 KITS					[7]	1.894
TOTAL INSTALL							23	6.062
TOTAL COST (BP-1100)							23	22.492
(Totals may not add due to rounding)								
INSTALLATION QTY							23	

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: COMMON DATA RECORDER (CDR) MN-31978

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207141F

Team POWER

Description/Justification

The current Structures Tracking and Engine Management System (STEMS) and Low Observable Instrumentation System (LOIS) have limited memory capacity and obsolescence issues. The STEMS recorder is required to determine inspection intervals of the engines and structures of the aircraft to predict economic life of the aircraft. Additional memory is required to record additional parameters and increase the fidelity of the safety inspections. The LOIS and STEMS functionality will be combined into the Common Data Recorder to reduce the cost of supporting two unique subsystems. Additionally, this approach allows for future add-ins such as recording of flight, video, and crash data.

The Air Force plans to retire 10 F-117 aircraft in FY07 and the remaining aircraft in FY08. Retirement of the aircraft will require a significant level of funding across the FYDP to carry out 1) contract terminations; 2) facility shutdown; 3) aircraft, tool and equipment disposition; and 4) potential environmental clean-up. All of the FY07 & FY08 procurement funding identified in this P-Doc will be re-allocated to start the program on termination/ shutdown efforts. A study to determine the required actions and their estimated costs is currently under way.

If retirement does not occur, the modification efforts outlined in this P-3A would continue.

Aircraft Breakdown: Active 24, Reserve 0, ANG 0, Total 24

Development Status

Development to start in FY06

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						0.800		3.525				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							24	2.897				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-07 24 KITS							[13]	0.056	[11]	0.048		
TOTAL INSTALL							13	0.056	11	0.048		
TOTAL COST (BP-1100)							24	2.953		0.048		
(Totals may not add due to rounding)												
INSTALLATION QTY							13		11			

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								4.325
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							24	2.897
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-07	24	KITS					[24]	0.104
TOTAL INSTALL							24	0.104
TOTAL COST (BP-1100)							24	3.001
(Totals may not add due to rounding)								
INSTALLATION QTY							24	

Method of Implementation: DEPOT/FIELD TEAM

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>
Contract Date (Month/CY)				03/07
Delivery Date (Month/CY)				06/07

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													6	7	6	5				
Output													6	7	6	5				

02/16/2006
 FY 2007 PB
 Modification Title and No: DUAL RADIO MN-31984

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207141F

Team POWER

Description/Justification

Employment and tactics have changed and the F-117 is now required to integrate with conventional strike packages, support aircraft, and special operations forces both in the air and on the ground. This requires the ability to communicate on and monitor multiple frequencies at the same time. This project enables the pilot to receive and transmit target, threat, and other critical mission data on two UHF channels at the same time. The dual radio capability meets this requirement and will allow the development of advanced tactics to support time sensitive targeting. Additionally, international communications requirements have changed and VHF 8.33KHz channel spacing has been mandated in many parts of the world. The current radio is UHF only. This project will provide growth capability to meet the required International communications capability on VHF once a VHF capable antenna is available to the aircraft.

The Air Force plans to retire 10 F-117 aircraft in FY07 and the remaining aircraft in FY08. Retirement of the aircraft will require a significant level of funding across the FYDP to carry out 1) contract terminations; 2) facility shutdown; 3) aircraft, tool and equipment disposition; and 4) potential environmental clean-up. All of the FY07 & FY08 procurement funding identified in this P-Doc will be re-allocated to start the program on termination/ shutdown efforts. A study to determine the required actions and their estimated costs is currently under way.

If retirement does not occur, the modification efforts outlined in this P-3A would continue.

Aircraft Breakdown: Active 16, Reserve , ANG , Total 16

Development Status

Development will start in FY05

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						1.538		0.726				
PROCUREMENT (3010)												
INSTALL KITS			[7]	0.964	[3]	0.421	[6]	0.860				
KITS NONRECUR				0.187		0.000						
EQUIPMENT			7	1.728	3	0.755	6	1.541				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05			7 KITS	0.087	[1]		[6]	0.604				
FY-06			3 KITS				[3]	0.302				
FY-07			6 KITS						[6]	0.555		
TOTAL INSTALL				0.087	1		9	0.906	6	0.555		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			7	2.966	3	1.176	6	3.307		0.555		
INSTALLATION QTY					1		9		6			

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								2.264
PROCUREMENT (3010)								
INSTALL KITS							[16]	2.245
KITS NONRECUR								0.187
EQUIPMENT							16	4.024
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-05 7 KITS							[7]	0.691
FY-06 3 KITS							[3]	0.302
FY-07 6 KITS							[6]	0.555
TOTAL INSTALL								
							16	1.548
TOTAL COST (BP-1100)							16	8.004
(Totals may not add due to rounding)								
INSTALLATION QTY							16	

Method of Implementation: CLS

Initial Lead Time: 14 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: SATCOM ANTENNA MN-31985

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207141F

Team POWER

Description/Justification

F-117 employment and tactics have changed. The F-117 must now be able to receive enroute changes to targets and routing from beyond line of sight locations. This project will provide the F-117 with the ability to reach back over UHF channels, via satellite, for updated Time Sensitive Targeting (TST) data - thus extending the F-117's ability to receive and transmit target, threat, and other critical mission data much closer to the target area.

The Air Force plans to retire 10 F-117 aircraft in FY07 and the remaining aircraft in FY08. Retirement of the aircraft will require a significant level of funding across the FYDP to carry out 1) contract terminations; 2) facility shutdown; 3) aircraft, tool and equipment disposition; and 4) potential environmental clean-up. All of the FY07 & FY08 procurement funding identified in this P-Doc will be re-allocated to start the program on termination/ shutdown efforts. A study to determine the required actions and their estimated costs is currently under way.

If retirement does not occur, the modification efforts outlined in this P-3A would continue.

Aircraft Breakdown: Active 16, Reserve , ANG , Total 16

Development Status

Development Starts in FY06

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						1.632		0.962				
PROCUREMENT (3010)												
INSTALL KITS			[7]	2.549	[3]	1.112	[6]	2.273				
KITS NONRECUR				0.166								
EQUIPMENT			7	0.832	3	0.364	6	0.742				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05			7 KITS	0.157	[1]		[6]	1.091				
FY-06			3 KITS				[3]	0.545				
FY-07			6 KITS						[6]	1.001		
TOTAL INSTALL				0.157	1		9	1.636	6	1.001		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			7	3.704	3	1.476	6	4.651		1.001		
INSTALLATION QTY					1		9		6			

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								2.594
PROCUREMENT (3010)								
INSTALL KITS							[16]	5.934
KITS NONRECUR								0.166
EQUIPMENT							16	1.938
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-05 7 KITS							[7]	1.248
FY-06 3 KITS							[3]	0.545
FY-07 6 KITS							[6]	1.001
TOTAL INSTALL							16	2.794
TOTAL COST (BP-1100)							16	10.832
(Totals may not add due to rounding)								
INSTALLATION QTY							16	

Method of Implementation: CLS

Initial Lead Time: 14 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: SERVICE BULLETINS MN-99999S

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

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

PE 0207141F Team POWER

Description/Justification

The F-117A Fighter is a contractor logistics supported aircraft managed under Total System Support Partnership (TSSP) and is maintained in a manner consistent with FAA standards. Service Bulletins improve safety, reliability and maintainability. FY06-FY08 efforts include efforts such as: Aft Body Bolt Re-Torque and Replacement, Nose Landing Gear Structural Enhancement, & Elevon Torque Tube. Due to the numerous small Service Bulletins included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification.

The Air Force plans to retire 10 F-117 aircraft in FY07 and the remaining aircraft in FY08. Retirement of the aircraft will require a significant level of funding across the FYDP to carry out 1) contract terminations; 2) facility shutdown; 3) aircraft, tool and equipment disposition; and 4) potential environmental clean-up. All of the FY07 & FY08 procurement funding identified in this P-Doc will be re-allocated to start the program on termination/ shutdown efforts. A study to determine the required actions and their estimated costs is currently under way.

If retirement does not occur, the modification efforts outlined in this P-3A would continue.

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		17.532		0.722		0.529		1.087		0.893		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		17.532		0.722		0.529		1.087		0.893		
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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								20.763
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								20.763
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A-10				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$67.851	\$51.466	\$107.432	\$142.325	\$146.872	\$224.254	\$558.433	

This line item funds modifications to the A-10 aircraft. The A-10 is a twin engine, single seat, close air support aircraft capable of delivering a full range of air-to-ground munitions as well as self defense air-to-air missiles. The primary modification budgeted in FY07 is the Precision Engagement. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P	_2701	Propulsion Upgrade					22.3	75.0	158.7		256.0
	37120	DIGITAL DATA LINK	5.1								5.1
	7856	MODE S/5	4.0	6.9	7.5						21.5
	9602	COUNTERMEASURE SET	1.6								16.0
	9804	A-10 Wing Replacement Progra			27.7	68.3	94.7	149.3	399.7		739.6
	9805	PRECISION ENGAGEMENT	44.8	42.0	72.3	74.0	29.9				270.3
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.0	0.0		0.3
	Z88888	REPROGRAMMINGS	0.0	2.6							
TOTAL FOR CLASS P			55.5	51.6	107.5	142.4	147.0	224.3	558.4	0.0	1308.8
	9604	Extended Duration Covert Infrar	12.4								12.4
TOTAL FOR CLASS			12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
TOTAL FOR WEAPON SYSTEM A-10			67.9	51.6	107.5	142.4	147.0	224.3	558.4	0.0	1321.2

Totals may not add due to rounding.

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02/16/2006
 FY 2007 PB
 Modification Title and No: DIGITAL DATA LINK MN-37120

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: A/OA-10

Center: ESC - Hanscom AFB, MA

PE 0207445F Team MOBIL

Description/Justification

The Digital Data Link (DDL) (MN-37120) will be incorporated onto the A/OA-10 via Precision Engagement (PE) Spiral #2, and a key component of the Precision Engagement Modification (MN 9805). Spiral #2 was to integrate and test the Multifunctional Information Distribution System (MIDS) Joint Tactical Radio System (JTRS) radio with the Enhanced Position Location Reporting System (EPLRS) waveform and Link-16 waveform, thereby providing a jam resistant, secure digital transfer network capability. It also included production installs of the radio into the aircraft. However, due to JTRS delays and integration and installation (I&I) funding being adjusted to support JPEO restructure of JTRS development, and thereby effectively delaying MIDS JTRS integration, the OSD Interoperability Senior Review Panel (ISRP) has approved Situation Awareness Data Link (SADL), with EPLRS waveform version as an interim A-10 data link solution. This modification will provide a cross-platform data link for digital data connectivity with joint forces communications that enables two-way digital transmission of precise target coordinates, location of friendlies, targets and threats, CAS briefs and other pertinent mission data via forward C2 friendly forces. However, A-10 aircraft modification and RDT&E efforts are funded under the Fighter TDL PE 0207445F.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0, Total 60

Development Status

SADL installs will occur in FY06 and FY07.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[60]	2.980								
KITS NONRECUR				1.000								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				1.000								
DATA				0.081								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				5.061								

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>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]	2.980	
KITS NONRECUR EQUIPMENT								1.000	
EQUIP NONREC									
CHANGE ORDERS								1.000	
DATA								0.081	
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								
(Totals may not add due to rounding)								5.061	

Method of Implementation:

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: MODE S/5 MN-7856

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

Description/Justification

Mode S is a new civilian mode for the aviation Identify Friend or Foe (IFF) systems. It provides more detailed flight information about an aircraft to ground controllers or other aircraft than currently available. Europe has set a deadline of 31 Mar 09 for aircraft to be equipped with Mode S or risk having those aircraft grounded.

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, which is no longer NSA certified. All combat aircraft will be required to have this IFF mode by approximately 2015.

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

The A-10 Mode S/5 program will be accomplished in three spirals. The first spiral will remove and replace the existing IFF transponder with a Mode S equipped transponder. 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 will provide detailed information to controllers including heading, location, and altitude tied to a specific aircraft tail number. For the controllers, Spiral 2 will tie this 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. This IFF control capability is scheduled to be released with A-10 PE Suite 3.3 in approximately Apr 07. As the A-10 completes PE it will fully comply with European requirements. A-10s based in Europe and any A-10 traveling through Europe will have this upgrade complete prior to 31 Mar 09.

Spiral 3 integrates the new Mode 5 capability. DoD development of Mode 5 is scheduled to complete near the end of 2007. A-10 will begin to integrate this capability in 2008. To accomplish this upgrade the IFF transponders installed during Spiral 1 will be returned to the manufacturer for installation of a new card and updated software. Also the program will replace the current IFF control panel with a new one providing a full backup control to the up front controller and digital displays.

Aircraft Breakdown: Active 203, Reserve 0, ANG 27, Total 230

Development Status

FY06 RDT&E funds were realigned to support the Wing Replacement 3-D Modeling , Design and Engineering Assessment due to delays in the development of the Identification, Friend, or Foe (IFF) Mode 5

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	28	0.183			[100]	0.100	[102]	0.100				
KITS NONRECUR												
EQUIPMENT	28	1.375			100	4.328	102	5.020				
EQUIP NONREC						0.000		0.414				
CHANGE ORDERS		0.633		2.500		0.300		0.081				
DATA		0.699		1.467		0.500		0.100				
SIM/TRAINER					[2]	0.316						
SUPPORT-EQUIP		0.210				1.362		1.752				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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						0.016		0.011				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	28	3.100		3.967	100	6.922	102	7.478				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[230]	0.383
KITS NONRECUR								
EQUIPMENT							230	10.723
EQUIP NONREC								0.414
CHANGE ORDERS								3.514
DATA								2.766
SIM/TRAINER							[2]	0.316
SUPPORT-EQUIP								3.324
OGC								0.027
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							230	21.467

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>
Contract Date (Month/CY)		07/05		02/06	11/06
Delivery Date (Month/CY)		04/06		04/06	01/07

02/16/2006
 FY 2007 PB
 Modification Title and No: COUNTERMEASURE SET MN-9602

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F

Team POWER

Description/Justification

The current Electronic Combat (EC) systems were installed into the aircraft under a design concept that required a separate Cockpit Control Unit (CCU) for each system; chaff and flares, Radar Homing and Warning (RHAW), and Electronic Countermeasures (ECM) Pod. The A-10 EC systems functionality as a whole is cumbersome, systematically disjointed, with limited growth capability. This modification incorporates the Countermeasures Set (CMS) ALQ-213 system. This single unit replaces all existing CCUs and provides more control of operation, mode selection, and management of all electronic warfare systems (chaff and flares, RHAW and ECM Pod) using one CCU that is Night Vision Goggle (NVG) compatible. It provides hands-on control, and improves pilot vehicle interface. The system can be programmed with up to 16 different chaff and flare scenarios that can be selected by the pilot (the current system supports only 1 pilot selected scenario). The system also provides a manual mode of operation for coordinated EC system response. Future automatic, or semi-automatic, threat response growth provisions are included and await the development of applicable threat response software programs for implementation. This is follow-on modification procurement primarily for Active Forces based on an Air Force Reserve and Air National Guard initiative, which completes the total A-10 program requirements. Three of the initial Active Forces kit purchases were added to existing ANG Delivery Order cutting procurement cost and time (to only 4 months) to meet requirements. Group B is managed by WR-ALC. Kit quantities include 2 additional for installation in Ground Trainer and System Integration Lab at LMSI contractor site.

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

Development Status

CMS program is complete with last installation being accomplished on 30 Sep 2005.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	208	2.619										
KITS NONRECUR												
EQUIPMENT	208	6.274										
EQUIP NONREC												
CHANGE ORDERS		0.124		0.033								
DATA				0.253								
SIM/TRAINER	7	0.334										
SUPPORT-EQUIP		1.545										
OGC		0.362		0.042								
INSTALLATION OF HARDWARE												
FY-01	16	0.473										
FY-02	48	1.240										
FY-03	65	1.453										
FY-04	79		[79]	1.240								
TOTAL INSTALL	129	3.166	79	1.240								
TOTAL COST (BP-1100)	208	14.424		1.568								
(Totals may not add due to rounding)												
INSTALLATION QTY	129		79									

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							208	2.619
KITS NONRECUR								
EQUIPMENT							[208]	6.274
EQUIP NONREC								
CHANGE ORDERS								0.157
DATA								0.253
SIM/TRAINER							[7]	0.334
SUPPORT-EQUIP								1.545
OGC								0.404
INSTALLATION OF HARDWARE								
FY-01	16	KITS					[16]	0.473
FY-02	48	KITS					[48]	1.240
FY-03	65	KITS					[65]	1.453
FY-04	79	KITS					[79]	1.240
TOTAL INSTALL							208	4.406
TOTAL COST (BP-1100)							208	15.992
(Totals may not add due to rounding)								
INSTALLATION QTY							208	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input					3								13	12	12	12	12	16	16	16	17	19	20	20	20
Output					3								13	12	12	12	12	16	16	16	17	19	20	20	20

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: Extended Duration Covert Infrared Countermeasures System MN-9604

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

Models of Aircraft Affected: A/OA-10

Center:

PE

Team

Description/Justification

The A/OA-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 EDCICS modification program allows A/OA-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. EDCICS allows the pilot to effectively manage and dispense countermeasures to operate at optimal performance and will improve A/OA-10 survivability in an offensive envelope. Optimal performance and efficiency will be maintained via spiral development and modifications to meet the changes in threat. Failure to fund Group B modifications to the remaining 307 aircraft increases risk when operating in an IRSAM environment.

Funding for this effort was provided through FY05 GWOT supplemental. Funding provided will purchase 356 kits and installations. Installations are scheduled to begin 1st Qtr FY07.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			356	2.500								
KITS NONRECUR				1.100								
EQUIPMENT			[50]	4.300								
EQUIP NONREC				2.500								
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	0.100								
SUPPORT-EQUIP			[10]	0.150								
OGC				0.050								
INSTALLATION OF HARDWARE												
FY-05 356 KITS			[356]	1.700								
TOTAL INSTALL			356	1.700								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			356	12.400								
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							356	2.500
KITS NONRECUR								1.100
EQUIPMENT							[50]	4.300
EQUIP NONREC								2.500
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	0.100
SUPPORT-EQUIP							[10]	0.150
OGC								0.050
INSTALLATION OF HARDWARE								
FY-05 356 KITS							[356]	1.700
TOTAL INSTALL							356	1.700
TOTAL COST (BP-1100)							356	12.400
(Totals may not add due to rounding)								
INSTALLATION QTY							356	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 5 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													19	37	60	60	60	60	60	60
Output													19	37	60	60	60	60	60	60

02/16/2006
 FY 2007 PB
 Modification Title and No: A-10 Wing Replacement Program MN-9804

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

Description/Justification

To increase the aircraft service life, aging A-10 thin-skin wings must be replaced by new thick-skin wings like those used on the later lots of production aircraft. Replacement wings can accomplish the CAF Operational Requirements Document (ORD) requirement to keep the A-10 operational and the corresponding A-10 Program Management Directive (PMD) requirement to extend the A-10 aircraft service life to 16,000 hours.

The cost of sustaining the thin-skin wings has exceeded its economic limit. It is more cost effective to replace them.

As a new start program, the FY07 PB provides \$741M across the FYDP to begin purchasing wing kits in FY07, replacing up to 121 wings.

Wings procured in FY10 and FY11 will be installed in future years.

Aircraft Breakdown: Active 59, Reserve 24, ANG 38, Total 121

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)								5.216					
PROCUREMENT (3010)													
INSTALL KITS							5	0.020	12	0.048	15	0.060	
KITS NONRECUR													
EQUIPMENT							[5]	27.649	[12]	68.222	[15]	94.609	
EQUIP NONREC													
CHANGE ORDERS													
DATA													
SIM/TRAINER													
SUPPORT-EQUIP													
OGC								0.015		0.030		0.031	
INSTALLATION OF HARDWARE													
FY-07				5 KITS									
FY-08				12 KITS									
FY-09				15 KITS									
FY-10				24 KITS									
FY-11				65 KITS									
TOTAL INSTALL													
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)								5	27.684	12	68.300	15	94.700
INSTALLATION QTY													

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								5.216
PROCUREMENT (3010)								
INSTALL KITS	24	0.096	65	0.260			121	0.484
KITS NONRECUR EQUIPMENT	[24]	144.768	[65]	393.320			[121]	728.568
EQUIP NONREC CHANGE ORDERS DATA		3.254						3.254
SIM/TRAINER SUPPORT-EQUIP OGC		0.032		0.033				0.141
INSTALLATION OF HARDWARE								
FY-07 5 KITS	[5]	1.104					[5]	1.104
FY-08 12 KITS			[12]	2.705			[12]	2.705
FY-09 15 KITS			[15]	3.382			[15]	3.382
FY-10 24 KITS								
FY-11 65 KITS								
TOTAL INSTALL	5	1.104	27	6.087			32	7.191
TOTAL COST (BP-1100) (Totals may not add due to rounding)	24	149.254	65	399.700			121	739.638
INSTALLATION QTY	5		27				32	

Method of Implementation: DEPOT

Initial Lead Time: 36 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																									1	4	6	6	6	7	8	8
																									1	4	6	6	6	7	8	8

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: PRECISION ENGAGEMENT MN-9805

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

Models of Aircraft Affected: A/OA-10

Center: OO-ALC - Hill AFB, UT

PE 0207131F Team POWER

Description/Justification

The Precision Engagement (PE) Program - MN-9805 - is a spiral development modification. This comprehensive modification creates substantial savings through concurrent integration and installation.

Spiral #1 of the PE modification integrates: MIL-STD 1760 Bus, Joint Direct Attack Munition (JDAM), Wind Corrected Munitions Dispenser (WCMD), LITENING and SNIPER targeting pods, Digital Stores Management System (DSMS), and DC power upgrade. The DSMS replaces the current Armament Control Panel (ACP) (television monitor) and the Interstation Control Unit (ICU) with Multi-functional Color Displays (MFC) and replaces the current stick and throttle with improved Hands on Throttle and Stick capable controls reducing the "heads down" time in the cockpit. During Spiral #1, the ICU will be replaced with a new processor; the Central Interface Control Unit (CICU). An approved waiver was received to incorporate Situational Awareness Data Link (SADL) into the A-10. It will be integrated and flight tested as part of PE Spiral 1. This program does not purchase JDAM/WCMD munitions, targeting pods or their associated support equipment. After Spiral #1, the A/OA-10A will be designated as an A/OA-10C.

Spiral #2 of the PE modification integrates tests, and fields an integrated battlefield air picture, an integrated ground picture, and legacy data link waveform through the addition of a digital data link system. However, A-10 aircraft modification and RDT&E efforts are funded under the Fighter TDL PE 0207445F.

Subsequent suites/OFPs of the A-10 modernization program may include: a moving map, BRU-57 Smart Rack, Small Diameter Bomb (SDB), and additional data link waveforms. Improvements will enhance situational awareness, enable the A-10 to carry two smart weapons on a single parent station, and expand combat data link capability. Through a spiral development approach, the PE program will ultimately improve survivability and tactical effectiveness and decrease fratricide.

Current funding levels provide for 292 aircraft to be modified. An increase in modification hours created a funding shortfall.

Aircraft Breakdown: Active 166, Reserve 42, ANG 76, Total 284

Development Status

PE Spiral 1 hardware and software is currently in flight test. PE Spiral 1 kit-proof is scheduled for April - July 06. Initial kit deliveries and installs are occurring in FY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		46.423		22.590		16.333		9.222				
PROCUREMENT (3010)												
INSTALL KITS	5	0.760	72	11.695	60	9.500	72	11.520	75	12.000		
KITS NONRECUR												
EQUIPMENT	5	1.547	[72]	22.615	[60]	17.160	[72]	20.592	[75]	20.625		
EQUIP NONREC		5.075										
CHANGE ORDERS				1.240						0.639		
DATA				0.382		0.208		0.500		1.449		0.155
SIM/TRAINER			[4]	2.381	[2]	0.712	[1]	0.356	[8]	3.614		
SUPPORT-EQUIP			[20]	2.250	[15]	2.015	[15]	2.015	[35]	2.498	[10]	0.778
ICS								0.868		2.791		0.135
OGC				0.543		0.607		0.183		1.065		0.145

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-04			5	3.743								
FY-05												
FY-06												
FY-07												
FY-08												
TOTAL INSTALL			5	3.743	28	11.756	98	36.221	78	29.328	75	28.650
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	5	7.382	72	44.849	60	41.958	72	72.255	75	74.009		29.863
INSTALLATION QTY			5		28		98		78		75	

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								94.568
PROCUREMENT (3010)								
INSTALL KITS							284	45.475
KITS NONRECUR								
EQUIPMENT							[284]	82.539
EQUIP NONREC								5.075
CHANGE ORDERS								1.879
DATA								2.694
SIM/TRAINER							[15]	7.063
SUPPORT-EQUIP							[95]	9.556
ICS								3.794
OGC								2.543
INSTALLATION OF HARDWARE								
FY-04	5	KITS					[5]	3.743
FY-05	72	KITS					[72]	28.018
FY-06	60	KITS					[60]	22.215
FY-07	72	KITS					[72]	27.072
FY-08	75	KITS					[75]	28.650
TOTAL INSTALL							284	109.698
TOTAL COST (BP-1100)							284	270.316
(Totals may not add due to rounding)								
INSTALLATION QTY							284	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 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>
Contract Date (Month/CY)				05/04	02/05	10/05	10/06	10/07
Delivery Date (Month/CY)				11/04	03/06	11/06	11/07	11/08

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Input														2	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Output														2	2			1	4	0	8	16	30	27	21	20	20	20	18			
Quarter	1	2	3	4	1	2	3	4																								
Input	20	20	20	15																												
Output	18	20	20	20	15																											

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$204.091	\$222.121	\$92.901	\$41.351	\$90.384	\$158.200	\$142.124

This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted in FY07 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY07 is the Advanced Display Core Processor. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	_1200	F-15C Avionics Replacement					25.7	15.2			40.9
	_1202	F-15E AESA Radar						108.7	140.9		249.6
	_2222	32J Fuel Manifold Clamping Sys		0.6	0.7	1.8	0.8				3.9
	10211B	SECONDARY POWER UPGR	1.0	0.1							13.1
	19203B	F100-220E ENGINE UPGRADE	15.4	1.4							423.5
	6145	FUEL NOZZLE DAMPING	0.1	0.1							3.0
	6157	Antenna Test Station			8.0	5.0	4.5				17.5
	6158	F-15C/D APG-63(V)3 radar upg		72.2							72.2
	8049	APG-63V(1) RADAR UPGRAD	2.5								636.1
	8250	FIGHTER DATA LINK (FDL)	0.8								131.5
	8265	PROGRAMMABLE ARMAMEN	17.1	3.6	7.3						95.9
	8314	AIR DATA PROCESSOR	4.2	1.8	0.7						32.4
	8352	JOINT HELMET-MOUNTED C	19.1	11.2	10.4						103.7
	8357	ADVANCED DISPLAY CORE P	45.2	35.0	17.9	7.5	3.7				109.4
	8419	ALQ 135, BAND 1.5	9.7								212.3
	8660	BOL					10.1	24.6			66.2
	8662	AETC MTD UPGRADES-FIELD		2.1	1.3						7.4
	8701	F-15 C/D GPS	14.6								31.7
	8703	F-15 A/D DIGITAL VIDEO REC				13.1	21.4	7.6			42.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 31	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$204.091	\$222.121	\$92.901	\$41.351	\$90.384	\$158.200	\$142.124	

This line item funds modifications to the F-15 aircraft. The F-15A/B/C/D is a twin engine, single seat, supersonic, all-weather, day/night, air-superiority fighter. The F-15E is a twin engine, two seat, supersonic dual-role, day/night, all-weather, deep interdiction fighter with multi-role air-to-air capabilities. The overall goal of the modifications budgeted in FY07 is to enhance flight safety while improving reliability and maintainability. The primary modification in FY07 is the Advanced Display Core Processor. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	8705	F-15E DIGITAL VIDEO RECOR	1.0	3.8		11.6	20.7				37.1
	8742	TEWS INTERMEDIATE SUPP		15.1	1.3						16.4
	8745	IFF A-D	34.4	35.7	23.3						126.1
	8746	IFF E	27.9	22.0	17.8						67.8
	8753	F-15 NVIS	2.0								2.3
	99999E	MISC ENGINE UPDATE MODS		0.7	1.0	0.0	1.0				4.0
	99999U	LOW COST RETROFIT MODS	0.1	0.1	1.2	1.4	1.3	1.4	1.2		12.3
	99999X	LOW COST MODIFICATIONS	1.3	1.7	1.9	1.0	1.2	0.7			15.4
	Z88888	REPROGRAMMINGS	7.7	14.9							
TOTAL FOR CLASS P			204.1	222.2	92.9	41.4	90.4	158.2	142.1	0.0	2573.8
TOTAL FOR WEAPON SYSTEM F-15			204.1	222.2	92.9	41.4	90.4	158.2	142.1	0.0	2573.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 31	PAGE NO. 2	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: 32J Fuel Manifold Clamping System MN-_2222

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

Models of Aircraft Affected: F-15 A-D

Center: ASC - Wright Patterson AFB, OH

PE 0207130F

Team AIR

Description/Justification

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

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

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

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09			
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST		
RDT&E (3600)														
PROCUREMENT (3010)														
INSTALL KITS					99	0.321	167	0.496	866	1.817	270	0.787		
KITS NONRECUR														
EQUIPMENT														
EQUIP NONREC														
CHANGE ORDERS														
DATA						0.020								
SIM/TRAINER														
SUPPORT-EQUIP						0.250	0.250							
INSTALLATION OF HARDWARE														
FY-06			99	KITS		0.000	[99]							
FY-07				167	KITS				[167]					
FY-08					866	KITS					[866]			
FY-09					270	KITS								
TOTAL INSTALL							99		167		866			
TOTAL COST (BP-1100)							99	0.591	167	0.746	866	1.817	270	0.787
(Totals may not add due to rounding)														
INSTALLATION QTY								99		167		866		

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1402	3.421
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.020
SIM/TRAINER								
SUPPORT-EQUIP								0.500
INSTALLATION OF HARDWARE								
FY-06 99 KITS							[99]	
FY-07 167 KITS							[167]	
FY-08 866 KITS							[866]	
FY-09 270 KITS							[270]	
TOTAL INSTALL							270	1,402
TOTAL COST (BP-1100)							1,402	3.941
(Totals may not add due to rounding)								
INSTALLATION QTY							270	1,402

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

Installation Schedule

Quarter	<u>FY-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													99								167				866				270							
Output													99								90	77			216	216	216	216	216	68	68	68	68			

02/16/2006
 FY 2007 PB
 Modification Title and No: SECONDARY POWER UPGRADE A-D MN-10211B

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

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

Installation of this modification is funded and performed at the depot level.

Aircraft Breakdown: Active 398, Reserve 0, ANG 77, Total 475

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3078	11.797	358	1.008								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.205										
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC		0.028				0.010						
TOOLING		0.054										

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-98	129	KITS	129									
FY-99	45	KITS	45	0.002								
FY-00	675	KITS	675	0.010								
FY-01	781	KITS	781									
FY-02	450	KITS	450									
FY-03	200	KITS	200									
FY-04	798	KITS			[798]							
FY-05	358	KITS				[358]						
TOTAL INSTALL	2280	0.012	798			358						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	3078	12.096	358	1.008		0.010						
INSTALLATION QTY	2280		798			358						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							3436	12.805
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.205
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								
OGC								0.038
TOOLING								0.054
INSTALLATION OF HARDWARE								
FY-98	129	KITS					[129]	
FY-99	45	KITS					[45]	0.002
FY-00	675	KITS					[675]	0.010
FY-01	781	KITS					[781]	
FY-02	450	KITS					[450]	
FY-03	200	KITS					[200]	
FY-04	798	KITS					[798]	
FY-05	358	KITS					[358]	
TOTAL INSTALL							3,436	0.012
TOTAL COST (BP-1100)							3,436	13.114
(Totals may not add due to rounding)								
INSTALLATION QTY							3,436	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

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									43	43	43	11	11	11	12	168	168	168	171	195	195	195	196	113	113	112	112	50	50	50	50	50				
Output									43	43	43	11	11	11	12	168	168	168	171	195	195	195	196	113	113	112	112	50	50	50	50	50				
		<u>FY-05</u>				<u>FY-06</u>																														
Quarter	1	2	3	4	1	2	3	4																												
Input	200	200	200	198	90	90	90	88																												
Output	200	200	200	198	90	90	90	88																												

02/16/2006
 FY 2007 PB
 Modification Title and No: F100-220E ENGINE UPGRADE MN-19203B

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

This effort modifies the F100-PW-100/-200 engine and spare modules to the F100-PW-220E configuration. The -220E includes the core, Low Pressure Turbine (LPT), augmentor, and fan modules as well as the gear pump and digital electronic engine control (DEEC) system. It will be equivalent to the new production -220 engine. Maintenance benefits include no engine trim, automated diagnostics, 23% fewer organizational-scheduled inspections, and 86% increased availability. Benefits include avoidance of six class A mishaps. Operational benefits include 32% faster idle-to-max transient, nominal 10% thrust improvement, full envelope capability, unrestricted throttle movement, automatic secondary control and 225 knot air start capability. Install plan utilizes scheduled Depot Overhaul (O&M) funding as negotiated with the using command, and labor at the field production facility. The quantities line represent the number of engines identified in the 'EQUIPMENT' line only and doesn't include the number of spare modules identified in the 'MOD OF SPARES' line. The INSTALLATION OF HARDWARE dollars represent the costs of the labor for modifying items associated with the engine upgrade kits purchased in the previous FY. Concurrent with the transition of installation from Kadena AFB, Japan to Eglin AFB, FL, installation has moved from field installation, which was paid for by the organization of the field to depot field team installation, which is paid for by the program. There have been three Congressional Plus-Ups (FY00, FY03, and FY04) for Air National Guard (ANG). During FY00, FY03, FY04, and FY05 additional 14, 9, 8, and 8 engines were upgraded for ANG fund of \$19.38M, \$14.00M, \$12.87M, and \$12.560M respectively. 12 additional engines were upgraded for ANG using FY02 GREA funds totaling \$18.5M and another 12 engine upgrades were procured for ANG using FY04 GREA funds totaling \$18.6M. The ANG engine upgrades installs (31) are to be performed at the Depot paid for by ANG. At the direction of ANG/XORC FY03 funds of \$49,731.52 were transferred to the Misc Engine Update MN 99999E for procurement of 220E engine bearing kits for ANG aircraft.

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

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	286	378.584	8	12.560								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP	4	2.954										
MOD OF SPARES	98	9.209										
OGC		5.475		1.149								

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-93	18	KITS	18									
FY-94	18	KITS	18									
FY-97	23	KITS	23	3.255								
FY-98	22	KITS	22	1.465								
FY-99	25	KITS	25	1.250								
FY-00	35	KITS	35	0.718								
FY-01	38	KITS	38	0.618								
FY-02	24	KITS	24	1.743								
FY-03	40	KITS	10	1.400	[30]	1.260						
FY-04	43	KITS			[10]	0.420	[33]	1.120				
FY-05	8	KITS					[8]	0.280				
TOTAL INSTALL	213	10.449	40	1.680	41	1.400						
TOTAL COST (BP-1100)	286	406.671	8	15.389		1.400						
(Totals may not add due to rounding)												
INSTALLATION QTY	213		40		41							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							294	391.144
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[4]	2.954
MOD OF SPARES							[98]	9.209
OGC								6.624
INSTALLATION OF HARDWARE								
FY-93	18 KITS						[18]	
FY-94	18 KITS						[18]	
FY-97	23 KITS						[23]	3.255
FY-98	22 KITS						[22]	1.465
FY-99	25 KITS						[25]	1.250
FY-00	35 KITS						[35]	0.718
FY-01	38 KITS						[38]	0.618
FY-02	24 KITS						[24]	1.743
FY-03	40 KITS						[40]	2.660
FY-04	43 KITS						[43]	1.540
FY-05	8 KITS						[8]	0.280
TOTAL INSTALL							294	13.529
TOTAL COST (BP-1100)							294	423.460
(Totals may not add due to rounding)								
INSTALLATION QTY							294	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: Antenna Test Station MN-6157

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 A-E

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

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

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS							5	2.100	24	4.266	11	3.800	
KITS NONRECUR								5.000					
EQUIPMENT													
EQUIP NONREC													
CHANGE ORDERS													
DATA								0.900					
SIM/TRAINER													
SUPPORT-EQUIP													
INSTALLATION OF HARDWARE													
FY-07	5	KITS							[5]	0.100			
FY-08	24	KITS							[18]	0.634	[6]	0.250	
FY-09	11	KITS									[11]	0.450	
TOTAL INSTALL									23	0.734	17	0.700	
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)								5	8.000	24	5.000	11	4.500
INSTALLATION QTY											23	17	

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							40	10.166
KITS NONRECUR								5.000
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.900
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-07 5 KITS							[5]	0.100
FY-08 24 KITS							[24]	0.884
FY-09 11 KITS							[11]	0.450
TOTAL INSTALL							40	1.434
TOTAL COST (BP-1100)							40	17.500
(Totals may not add due to rounding)								
INSTALLATION QTY							40	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

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																	5	6	6	6	6	6	6	5
Output																	5	6	6	6	6	6	6	5

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: F-15C/D APG-63(V)3 radar upgrade MN-6158

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

Models of Aircraft Affected:

Center:

PE 27130F

Team

Description/Justification

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

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

The FY06 funding comes from two separate Congressional adds. One add, for \$20M, provides the non-recurring funds necessary to start the (V)3 modification program and procures one (V)3 for the USAF. The second add, for \$52.5M, procures six (V)3 radars for the ANG.

Aircraft Breakdown: Active 1, Reserve 0, ANG 6, Total 7

Development Status

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

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		38.700		14.600	[1]	13.400						
PROCUREMENT (3010)												
INSTALL KITS					[7]	4.515						
KITS NONRECUR												
EQUIPMENT					7	48.450						
EQUIP NONREC						9.000						
CHANGE ORDERS						0.500						
DATA						0.300						
SIM/TRAINER												
SUPPORT-EQUIP						1.000						
SITE ACTIVATION						0.085						
ICS						1.000						
OGC						0.350						

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06						7.000			[1]			[6]
TOTAL INSTALL						7.000			1			6
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					7	72.200						
INSTALLATION QTY									1			6

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<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]	66.700
PROCUREMENT (3010)								
INSTALL KITS							[7]	4.515
KITS NONRECUR								
EQUIPMENT							7	48.450
EQUIP NONREC								9.000
CHANGE ORDERS								0.500
DATA								0.300
SIM/TRAINER								
SUPPORT-EQUIP								1.000
SITE ACTIVATION								0.085
ICS								1.000
OGC								0.350
INSTALLATION OF HARDWARE								
FY-06			7 KITS				[7]	7.000
TOTAL INSTALL							7	7.000
TOTAL COST (BP-1100)							7	72.200
(Totals may not add due to rounding)								
INSTALLATION QTY							7	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 28 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	<u>FY-09</u>																															
Input	1	2	3	4																												
Output	2	2	2																													

02/16/2006
 FY 2007 PB
 Modification Title and No: APG-63V(1) RADAR UPGRADE MN-8049

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

This modification provides significant improvements to the reliability and maintainability of the aging APG-63 radar. The current APG-63 is becoming logistically unsupportable because of parts obsolescence. Modification will ensure the F-15C/D is the world's best air superiority aircraft until the F-22 assumes primary air-to-air mission. APG-63(V)1 program is a building block and enabler for F-15 future growth capabilities such as Combat ID, Electronic Counter Measures, the APG-63(V)2 radar, and the APG-63(V)3 radar. APG-63(V)1 must be supported through the end of the F-15 life. This program uses a form-fit-function contractor sustainment concept, vice organic, that incentivizes the contractor to proactively improve radar reliability and eliminate obsolete parts. Installs are done in field by a contractor field team and take approximately 1 month from start to finish. Therefore, some aircraft will be inducted into the installation line in one quarter, but not complete until the following quarter.

In FY02, APG-63(V)1 Radar received \$34M as part of the Defense Emergency Relief Funding. Funding was used to purchase 11 radar systems and additional spares in support of Operation Enduring Freedom to bring the FY02 total to 34 systems. This DERF funding is not reflected in the FY02 program total, however install funding and quantities are included. In FY03, APG-63(V)1 Radar received \$36.5M of plus-up funding. Of the \$36.5M, \$6.2M was funding for spares. The remaining \$30.3M was used to purchase 11 additional radars to bring the total funded quantity to 179. This FY07 PB P3a submission is a closeout submission for the APG-63(V)1 as FY05 is our last year of 3010 BP11 funding.

Aircraft Breakdown: Active 168, Reserve 0, ANG 0, Total 168

Development Status

EMD start Aug 94. DT&E start Jul 97. LRIP awarded Aug 97. IOT&E effectiveness eval ended Jul 99. IOT&E suitability eval ended May 00. Follow-on suitability eval ended Mar 01. First system fielded in Mar 01 -- installs continue at a rate of 2-3 per month. Mean Time Between Maintenance Action (MTBMA) continues to improve and is currently above the projected growth maturation curve.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		218.545										
PROCUREMENT (3010)												
INSTALL KITS	168	6.544										
KITS NONRECUR												
EQUIPMENT	168	556.044										
EQUIP NONREC		37.611										
CHANGE ORDERS		0.373										
DATA		0.254										
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
ICS		11.242										
OGC		8.544		0.296								

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-97	4	0.860										
FY-98	17											
FY-99	22	1.608										
FY-00	33	2.601										
FY-01	38	4.121	[2]	0.101								
FY-02	25	3.783	[2]	0.101								
FY-03	29		[29]	1.985								
TOTAL INSTALL	146	12.973	33	2.187								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	168	633.585		2.483								
INSTALLATION QTY	143		17									

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								218.545
PROCUREMENT (3010)								
INSTALL KITS							168	6.544
KITS NONRECUR								
EQUIPMENT							[168]	556.044
EQUIP NONREC								37.611
CHANGE ORDERS								0.373
DATA								0.254
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
ICS								11.242
OGC								8.840
INSTALLATION OF HARDWARE								
FY-97	4 KITS						[4]	0.860
FY-98	17 KITS						[17]	
FY-99	22 KITS						[22]	1.608
FY-00	33 KITS						[33]	2.601
FY-01	38 KITS						[38]	4.222
FY-02	25 KITS						[36]	3.884
FY-03	29 KITS						[29]	1.985
TOTAL INSTALL							179	15.160
TOTAL COST (BP-1100)							168	636.068
(Totals may not add due to rounding)								
INSTALLATION QTY							179	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 20 Months

Milestones

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

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	
Input																																	
Output																					3												
																					3												
		<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													
Input	8	7	9	8	7	13	12	12	11	8	4	9	5	5	6	1	5	6	5	3													
Output	8	8	8	8	8	10	13	12	11	9	4	6	7	7	6	2	4	6	6	4													

02/16/2006
 FY 2007 PB

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 FY01. The F-15 E227 aircraft program funded the establishment of the production capability. The last lot of kits were bought in FY05.

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

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.728										
PROCUREMENT (3010)												
INSTALL KITS	215	5.766	2	0.259								
KITS NONRECUR												
EQUIPMENT	215	34.781	[2]	0.359								
EQUIP NONREC		0.273										
CHANGE ORDERS		0.010										
DATA		2.160		0.015								
SIM/TRAINER												
SUPPORT-EQUIP		10.520										
NUCLEAR CERTIFCATION		1.575		1.500								
DEPOT		1.301		5.530				1.400				
WEAPONS UMBILICALS	191	0.725	[135]	2.000				2.100				
TRAINING		0.269		0.100								
OGC		0.276		0.118								
ICS		0.203		0.412		0.060		0.300				
GFP		0.142		0.011								
WARRANTY		0.251		0.113								
1760 INTERFACE CAPABILITY		5.621		2.369				1.736				
	99	1.740	[47]	0.846	[36]	0.340	[35]	0.330				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-01	26	1.229										
FY-02	45	1.008	[24]	1.152								
FY-03	32		[32]	1.706								
FY-04	112		[13]	0.624	[71]	3.195	[28]	1.344				
FY-05	2						[2]	0.096				
TOTAL INSTALL	47	2.237	69	3.482	71	3.195	30	1.440				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	215	67.850	2	17.114		3.595		7.306				
INSTALLATION QTY	47		69		71		30					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								19.728
PROCUREMENT (3010)								
INSTALL KITS							217	6.025
KITS NONRECUR								
EQUIPMENT							[217]	35.140
EQUIP NONREC								0.273
CHANGE ORDERS								0.010
DATA								2.175
SIM/TRAINER								
SUPPORT-EQUIP								10.520
NUCLEAR CERTIFCATION								3.075
DEPOT								8.231
WEAPONS UMBILICALS							[326]	4.825
TRAINING								0.369
OGC								0.394
ICS								0.975
GFP								0.153
WARRANTY								0.364
1760 INTERFACE CAPABILITY								9.726
							[217]	3.256
INSTALLATION OF HARDWARE								
FY-01	26	KITS					[26]	1.229
FY-02	45	KITS					[45]	2.160
FY-03	32	KITS					[32]	1.706
FY-04	112	KITS					[112]	5.163
FY-05	2	KITS					[2]	0.096
TOTAL INSTALL							217	10.354
TOTAL COST (BP-1100)							217	95.865
(Totals may not add due to rounding)								
INSTALLATION QTY							217	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: AIR DATA PROCESSOR MN-8314

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

Description/Justification

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

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

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	5	2.900										
PROCUREMENT (3010)												
INSTALL KITS	166	3.667	28	0.625								
KITS NONRECUR												
EQUIPMENT	166	14.116	[28]	2.527								
EQUIP NONREC		0.106										
CHANGE ORDERS				0.046		0.133		0.118				
DATA						0.164						
SIM/TRAINER												
SUPPORT-EQUIP		2.814				0.350						
ICS		0.304		0.144		0.181						
DEPOT		1.419		0.011								
PARTS RETESTING		0.013		0.013		0.015						
OGC												
INSTALLATION OF HARDWARE												
FY-00	42	1.129										
FY-01	38	1.763										
FY-02	24	0.291	[13]	0.301								
FY-03	33		[26]	0.572	[7]	0.161						
FY-04	29				[29]	0.691						
FY-05	28				[7]	0.134	[21]	0.605				
TOTAL INSTALL	91	3.183	39	0.873	43	0.986	21	0.605				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	166	25.622	28	4.239		1.829		0.723				
INSTALLATION QTY	91		39		43		21					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[5]	2.900
PROCUREMENT (3010)								
INSTALL KITS							194	4.292
KITS NONRECUR								
EQUIPMENT							[194]	16.643
EQUIP NONREC								0.106
CHANGE ORDERS								0.297
DATA								0.164
SIM/TRAINER								
SUPPORT-EQUIP								3.164
ICS								0.629
DEPOT								1.430
PARTS RETESTING								0.041
OGC								
INSTALLATION OF HARDWARE								
FY-00	42 KITS						[42]	1.129
FY-01	38 KITS						[38]	1.763
FY-02	24 KITS						[24]	0.592
FY-03	33 KITS						[33]	0.733
FY-04	29 KITS						[29]	0.691
FY-05	28 KITS						[28]	0.739
TOTAL INSTALL							194	5.647
TOTAL COST (BP-1100)							194	32.413
(Totals may not add due to rounding)								
INSTALLATION QTY							194	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 17 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

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

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

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

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

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

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

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		15.418										
PROCUREMENT (3010)												
INSTALL KITS	129	5.565	41	0.941	0	0.000						
KITS NONRECUR												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	129	31.005	[41]	10.428	[0]	0.000						
EQUIP NONREC		7.465		0.525		0.487						
CHANGE ORDERS		0.232										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		6.551		1.063								
OGC		3.351		0.902		3.045		2.511				
TRAINING		0.405										
ICS		3.265		2.050		5.325		5.579				
PACKAGING												
INITIAL SPARES (WCF												
REIMBURSEMENTS)												
INSTALLATION OF HARDWARE												
FY-01	10	1.607										
FY-02	54	3.574	[2]	0.113								
FY-03	35		[35]	2.741								
FY-04	30		[4]	0.386	[26]	1.789						
FY-05	41				[8]	0.551	[33]	2.270				
TOTAL INSTALL	62	5.181	41	3.240	34	2.340	33	2.270				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	129	63.020	41	19.149		11.197		10.360				
INSTALLATION QTY	62		41		34		33					

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								15.418
PROCUREMENT (3010)								
INSTALL KITS							170	6.506
KITS NONRECUR								
EQUIPMENT							[170]	41.433
EQUIP NONREC								8.477
CHANGE ORDERS								0.232
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								7.614
OGC								9.809
TRAINING								0.405
ICS								16.219
PACKAGING								
INITIAL SPARES (WCF								
REIMBURSEMENTS)								
INSTALLATION OF HARDWARE								
FY-01	10 KITS						[10]	1.607
FY-02	54 KITS						[54]	3.687
FY-03	35 KITS						[35]	2.741
FY-04	30 KITS						[30]	2.175
FY-05	41 KITS						[41]	2.821
TOTAL INSTALL							170	13.031
TOTAL COST (BP-1100)							170	103.726
(Totals may not add due to rounding)								
INSTALLATION QTY							170	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB

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 plagued with obsolete parts and they barely support current computer resource requirements. The ADCP program has interdependencies with several currently funded F-15 Mod programs, to include the Programmable Armament Control System (PACS), Air Data Processor (ADP), Smart Weapons, and Suite 5E. The ADCP is also on the critical path to fielding of the Small Diameter Bomb (SDB) on the F-15E. Depot start-up, parts obsolescent and ECP costs are included in the Support Equipment line starting in FY 07.

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		86.562		10.056		2.000						
PROCUREMENT (3010)												
INSTALL KITS			96	1.002	87	0.994	41	0.460	0	0.000	0	0.000
KITS NONRECUR												
EQUIPMENT			[86]	25.400	[87]	25.740	[41]	10.234	[0]	0.000	[0]	0.000
EQUIP NONREC				6.288								
CHANGE ORDERS				1.842		1.624		0.808		0.497		0.000
DATA				2.974		0.525		0.237				
SIM/TRAINER												
SUPPORT-EQUIP				3.058		2.663		1.195		1.180		0.511
PROGRAM MNGMT				1.256		0.750		0.559		0.000		0.000
TRAINING				0.325		0.385		0.433				
RETROFIT KITS			[10]	2.578								
OGC				0.333		0.344		0.163		0.300		0.000
ICS				0.125		0.519		0.720		1.525		0.562
INSTALLATION OF HARDWARE												
FY-05			96 KITS		[23]	1.504	[64]	3.123	[9]	0.401		
FY-06			87 KITS						[71]	3.550	[16]	0.728
FY-07			41 KITS								[41]	1.941
TOTAL INSTALL					23	1.504	64	3.123	80	3.951	57	2.669
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			96	45.181	87	35.048	41	17.932		7.453		3.742
INSTALLATION QTY					23		64		80		57	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								98.618
PROCUREMENT (3010)								
INSTALL KITS							224	2.456
KITS NONRECUR								
EQUIPMENT							[214]	61.374
EQUIP NONREC								6.288
CHANGE ORDERS								4.771
DATA								3.736
SIM/TRAINER								
SUPPORT-EQUIP								8.607
PROGRAM MNGMT								2.565
TRAINING								1.143
RETROFIT KITS							[10]	2.578
OGC								1.140
ICS								3.451
INSTALLATION OF HARDWARE								
FY-05	96	KITS					[96]	5.028
FY-06	87	KITS					[87]	4.278
FY-07	41	KITS					[41]	1.941
TOTAL INSTALL							224	11.247
TOTAL COST (BP-1100)							224	109.356
(Totals may not add due to rounding)								
INSTALLATION QTY							224	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: ALQ 135, BAND 1.5 MN-8419

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

Description/Justification

Modification provides low/mid band jamming capability against electronic threats. Under the Band 1.5 EMD program, Band 1.5 has been integrated with the ALQ-135 Band 3 Internal Countermeasures Set (ICS) and ALR56C Radar Warning Receiver (RWR) to provide full threat coverage. A Band 1.5 system consists of one Control Oscillator (CO) and two RF Amplifiers (RFA). Band 1.5 Special Purpose Requirements Authorized to Maintenance (SPRAM) shipsets consists of one CO and one RFA. SPRAM units are 'golden boxes' utilized by maintenance to troubleshoot and analyze failures in the field. The costs below include production and fielding support of the Band 1.5 ICS. Milestone III approval received on 12 Dec 00. Lot II contract was awarded 12 Dec 00. Lot III contract was awarded 11 Dec 01 (13 shipsets). Lot III+ contract awarded 26 Mar 02 (Congressional Plus-up added 15 shipsets to Lot III Production Buy). Lot IV contract awarded 17 Dec 02 (9 shipsets). Lot IV+ contract awarded 11 Mar 03 (Congressional Plus-up added 8 shipsets to Lot IV Production Buy). Lot V contract awarded 9 Jan 04 (4 shipsets). Lot V+ contract awarded 19 Feb 04 (Congressional Plus-up added 5 shipsets to Lot V Production Buy). Lot VI contract award in Jun 05 (Congressional Plus-up acquires 3 additional shipsets).

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

Development Status

Hardware development is complete. Integration with ALR-56C RWR and Initial Development Flight Test was completed. Initial RDT&E EMD was completed FY97/2-FY99/2. In over 330 cumulative hours of ground and flight testing, there have been very few Band 1.5 hardware failures. Initial IOT&E (FY99/3-FY99/4) identified opportunities to improve software performance of the system. The Band 1.5 program was restructured to incorporate these improvements prior to fielding.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		39.586										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	88	158.677	3	7.089								
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.288		0.000								
SIM/TRAINER												
SUPPORT-EQUIP		14.120		1.051								
SPRAM	7	13.681										
OGC		4.660		0.645								
GFE		6.703		0.323								
CONTRACT SUPPORT		1.448		0.170								
ICS		2.040		0.411								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	88	202.617	3	9.689								

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								39.586
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							91	165.766
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.288
SIM/TRAINER								
SUPPORT-EQUIP								15.171
SPRAM							[7]	13.681
OGC								5.305
GFE								7.026
CONTRACT SUPPORT								1.618
ICS								2.451
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							91	212.306

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

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0809731F

Team AIR

Description/Justification

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

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER		4.047			[6]	2.072	[3]	1.306				
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		4.047				2.072		1.306				
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[9]	7.425
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)								7.425
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: F-15 C/D GPS MN-8701

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15C/D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

The NAVSTAR Global Positioning System (GPS) is spaced based radio navigation system that provides suitability equipped host vehicles with highly jam resistant, all weather, three dimensional position, velocity, and time information anywhere in the world. F-15C/D GPS program provides this capability using an Embedded GPS and Inertial Navigation Unit (INU) unit (EGI) upgraded with Selective Availability Anit-Spoofing Module (SAASM). The required quantity of modified aircraft is 179 F-15 C/D, 18 previously completed on another program leaving 161 A/C to complete. Additional Group B (2 units) will be procured in FY 05 to allow removal of temporary Group B units from (2) test A/C. Installation is contract field team and Program Depot Maintenance (PDM). Retrofit (upgrade) of approx 300 existing Legacy EGIs to SAASM is required to maintain economical logistics footprint and should be F-15 PE 3150.

To save installation costs and to minimize aircraft downtime, the EGI installation is being conducted concurrently with the APG-63(V)1 Radar Upgrade (MN-8049) and the Joint Helmet Mounted Cueing System (JHMCS) (MN-8352) when feasible. Due to lead time and complexity of Air Combat Command's Joint Installation Schedule, installation could extend two years from receipt of kits. The cost for the installs is included in the kit cost in the year the kits are being bought, not the year they are being installed.

Aircraft Breakdown: Active 161, Reserve 0, ANG 0, Total 161

Development Status

EGI development and integration completed on F-15A-E in 1997. The EGI is currently installed on F-15E aircraft. Changes to the EGI will be made to address obsolete parts and CJCSI 6140.01 (SAASM), therefore limited verification testing will be required.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	121	4.770	40	7.803								
KITS NONRECUR												
EQUIPMENT	121	9.917	[40]	3.442								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.544										
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT	25	0.655										
OTHER												
OGC		1.213	[290]	3.325								

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	19		[19]				[1]					
FY-04			[17]		[65]		[33]					
FY-05									[7]			
TOTAL INSTALL	19		36		65		34		7			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	121	17.099	40	14.570								
INSTALLATION QTY	19		36		65		34		7			

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							161	12.573
KITS NONRECUR EQUIPMENT							[161]	13.359
EQUIP NONREC CHANGE ORDERS DATA								0.544
SIM/TRAINER SUPPORT-EQUIP RETROFIT							[25]	0.655
OTHER OGC							[290]	4.538
INSTALLATION OF HARDWARE								
FY-03 38 KITS							[38]	
FY-04 83 KITS							[83]	
FY-05 40 KITS							[40]	
TOTAL INSTALL							161	
TOTAL COST (BP-1100)							161	31.669
(Totals may not add due to rounding)								
INSTALLATION QTY							161	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

Milestones

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

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									8	11	10	12	8	6	16	21	19	9	9	8	9	8	9	8	7			
Output									8	11	10	12	8	6	16	21	19	9	9	8	9	8	9	8	7			

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: F-15 A/D DIGITAL VIDEO RECORDER MN-8703
 Models of Aircraft Affected: F15A-D

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

Center: WRALC Robins AFB GA

Description/Justification

The 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 2+ 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 capability. 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 2008.

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

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 3+ channels. Integration and verification testing will be complete in FY08.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS									108	0.080	124	0.094	
KITS NONRECUR													
EQUIPMENT									[108]	9.132	[124]	9.113	
EQUIP NONREC													
CHANGE ORDERS										0.588		1.454	
DATA										0.210		0.649	
SIM/TRAINER											[12]	0.961	
SUPPORT-EQUIP										0.638		0.898	
INTEGRATION										1.990			
ICS										0.194		0.426	
ENG SUPPORT													
DEPOT												3.921	
OGC										0.301		0.294	
INSTALLATION OF HARDWARE													
FY-08		108 KITS										[108]	3.603
FY-09		124 KITS											
TOTAL INSTALL												108	3.603
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)										108	13.133	124	21.413
INSTALLATION QTY												108	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							232	0.174
KITS NONRECUR EQUIPMENT							[232]	18.245
EQUIP NONREC								
CHANGE ORDERS		0.339						2.381
DATA								0.859
SIM/TRAINER							[12]	0.961
SUPPORT-EQUIP								1.536
INTEGRATION								1.990
ICS		0.657						1.277
ENG SUPPORT		1.910						1.910
DEPOT								3.921
OGC		0.067						0.662
INSTALLATION OF HARDWARE								
FY-08 108 KITS							[108]	3.603
FY-09 124 KITS	[124]	4.630					[124]	4.630
TOTAL INSTALL	124	4.630					232	8.233
TOTAL COST (BP-1100) (Totals may not add due to rounding)		7.603					232	42.149
INSTALLATION QTY	124						232	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 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)					01/08	01/09
Delivery Date (Month/CY)					10/08	10/09

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: F-15E DIGITAL VIDEO RECORDER MN-8705

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

Description/Justification

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

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

Development Status

The DVR is an off-the-shelf, NDI replacement for the existing AVTR. Aircraft wiring changes required to increase recording capability from 2 channels to 3+ channels are being made under the Advanced Display Core Processor Program. Integration and verification testing will be complete in FY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	0.001	10	0.007			84	0.063	128	0.097
KITS NONRECUR EQUIPMENT			[2]	0.154	[10]	0.985			[84]	5.902	[128]	7.885
EQUIP NONREC CHANGE ORDERS				0.054		0.162				0.345		0.880
DATA						0.638				0.685		0.313
SIM/TRAINER SUPPORT-EQUIP				0.011						0.429	[5]	0.350
ENG SUPPORT						0.788						1.967
INTEGRATION				0.810		0.735						
ICS				0.003		0.042				0.173		0.831
DEPOT										3.840		
OGC				0.002		0.028				0.197		0.252
INSTALLATION OF HARDWARE												
FY-05 2 KITS						0.062	[2]					
FY-06 10 KITS						0.314	[10]					
FY-08 84 KITS											[84]	2.802
FY-09 128 KITS												4.646
TOTAL INSTALL						0.376	12				84	7.448
TOTAL COST (BP-1100) (Totals may not add due to rounding)			2	1.035	10	3.761			84	11.634	128	20.697
INSTALLATION QTY							12				84	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							224	0.168
KITS NONRECUR EQUIPMENT							[224]	14.926
EQUIP NONREC CHANGE ORDERS								1.441
DATA								1.636
SIM/TRAINER							[5]	0.674
SUPPORT-EQUIP								0.790
ENG SUPPORT								2.755
INTEGRATION								1.545
ICS								1.049
DEPOT								3.840
OGC								0.479
INSTALLATION OF HARDWARE								
FY-05 2 KITS							[2]	0.062
FY-06 10 KITS							[10]	0.314
FY-08 84 KITS							[84]	2.802
FY-09 128 KITS							[128]	4.646
TOTAL INSTALL								
							128	7.824
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							224	37.127
INSTALLATION QTY							128	224

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

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

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													6	6							21	21	21	21	32	32	32	32
Output													6	6							21	21	21	21	32	32	32	32

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

PE 0207134F

Team POWER

Description/Justification

The Tactical Electronic Warfare System TEWS Intermediate Support System (TISS) is the Intermediate (I)-level support equipment for the F-15A-E TEWS Suite. F-15 TEWS Suite is made up of the ALR-56A/C Radar Warning Receiver (RWR), ALQ-135 Internal Countermeasures Set (ICS), and the ALQ-128 Electronic Warfare Warning Set (EWWS). There are 35 TISS systems located at 21 locations world wide that provide organic support for testing and repair of 400-500 LRU's per month. TISS was originally fielded in 1988. Being designed to Modular Automatic Test Equipment (MATE) hardware guidelines, TISS systems can be upgraded/modified throughout the life cycle of the F-15 aircraft. Although minor modifications have been accomplished, TISS systems have had no major upgrades since initial fielding. This Phase 1 effort, the TISS Technology Insertion Program (TTIP), upgrades the TISS systems by replacing obsolete and soon to be unsupportable Commercial Off the Shelf (COTS) equipment. The manufacturers of this equipment have announced that all support (spares/repairs) for the existing system will end between 2006 and 2008. TTIP will replace this obsolete equipment with new technology circuit cards and modularized power supplies. TTIP will solve the pending COTS obsolescence issues and insert new technology into the TISS equipment, keeping it a viable TEWS support system throughout the life of the F-15. Of the 35 TISS systems worldwide, 34 will be upgraded with TTIP using production funds, and 1 is being upgraded as a developmental item. The TISS unique 20 year old hardware will be adressed for upgrade or modification in a Phase 2 effort of the TTIP program.

This is a new start for FY 2006.

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

Development Status

TTIP is a 4 year development/production program to upgrade the existing TISS baseline. The development contract was awarded in Jan 04. One TISS system will be upgraded for the formal System Compatibility Test at the end of FY06. Development concludes in FY07 with transition support and training during the system upgrades. The production contract is planned for award in Jan 06 allowing the contractor to order long-lead parts to prepare for the upgrade of 34 fielded systems from Jan 07-Dec 07.

Projected Financial Plan

		PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		7.900		6.000		6.200		2.800				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						[34]	15.098					
SITE ACTIVATION								1.299				
OGC						0.000		0.000				
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						15.098		1.299				
(Totals may not add due to rounding)												
INSTALLATION QTY								26				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								22.900
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[34]	15.098
SITE ACTIVATION								1.299
OGC								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								16.397
(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: 12 Months

Milestones

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

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>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	8	9	9	8				
Output																	8	9	9	8				

02/16/2006
 FY 2007 PB
 Modification Title and No: IFF A-D MN-8745

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207445F Team MOBIL

Description/Justification

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

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS				0.180		1.774		2.119				
KITS NONRECUR												
EQUIPMENT	72	9.326	188	15.471	67	9.511	31	4.010				
EQUIP NONREC		19.844		7.569		8.342		8.248				
CHANGE ORDERS		0.183		2.293		7.528		4.912				
DATA		1.792										
SIM/TRAINER			[0]	1.500								
SUPPORT-EQUIP				4.260		2.653						
OGC		1.326		1.226		2.431		1.129				
TRAINING				0.125		0.139		0.038				
ICS						2.000		2.860				
OTHER		0.226	[21]	1.751	[15]	1.352						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	72	32.697	188	34.375	67	35.730	31	23.316				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								4.073
KITS NONRECUR								
EQUIPMENT							358	38.318
EQUIP NONREC								44.003
CHANGE ORDERS								14.916
DATA								1.792
SIM/TRAINER								1.500
SUPPORT-EQUIP								6.913
OGC								6.112
TRAINING								0.302
ICS								4.860
OTHER							[36]	3.329
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							358	126.118

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: IFF E MN-8746

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 E

Center: WRALC Robins AFB GA

PE 0207445F Team MOBIL

Description/Justification

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS						1.835				1.662		
KITS NONRECUR EQUIPMENT			90	14.434	80	13.732	54	6.984				
EQUIP NONREC CHANGE ORDERS				2.635		2.119		5.658				
DATA				1.110								
SIM/TRAINER			[0]	1.500								
SUPPORT-EQUIP				4.260								
OGC				2.263		0.900		0.604				
TRAINING				0.144		0.106		0.071				
ICS						2.000		2.860				
OTHER			[12]	1.525	[11]	1.352						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			90	27.871	80	22.044	54	17.839				

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								3.497
KITS NONRECUR								
EQUIPMENT							224	35.150
EQUIP NONREC								
CHANGE ORDERS								10.412
DATA								1.110
SIM/TRAINER								1.500
SUPPORT-EQUIP								4.260
OGC								3.767
TRAINING								0.321
ICS								4.860
OTHER							[23]	2.877
TOTAL COST (BP-1100)							224	67.754
(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-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)	01/05	12/05	12/06	
Delivery Date (Month/CY)	01/06	12/06	12/07	

02/16/2006
 FY 2007 PB
 Modification Title and No: F-15 NVIS MN-8753

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 A-E

Center: 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 320 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 179, Reserve , ANG , Total 179

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-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			179	1.740								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.271		0.260								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		0.271	179	2.000								
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							179	1.740
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.531
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						179	2.271
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST RETROFIT MODS MN-99999U

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 E AIRCRAFT

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

Description/Justification

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

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.467										
AIRCRAFT		5.085	0.138		0.127		1.213		1.350		1.284	
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.552	0.138		0.127		1.213		1.350		1.284	

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.467
AIRCRAFT		1.415		1.223				11.835
TOTAL COST (BP-1100)		<hr/>		<hr/>				<hr/>
(Totals may not add due to rounding)		1.415		1.223				12.302

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

PE 0207130F

Team AIR

Description/Justification

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

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.327										
OGC		6.376	1.285		1.710		1.888		0.964			1.179
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		7.703	1.285		1.710		1.888		0.964			1.179

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.327
OGC		0.698						14.100
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.698						15.427

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$347.100	\$414.375	\$352.054	\$319.512	\$280.787	\$150.335	\$97.987

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 FY07 is the Modular Mission Computer MMC-CCIP and Falcon Star. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	173009	F110 DIGITAL ENGINE CONT	1.8	2.9	9.3						165.3
	6301	Overcurrent Sensing Controller	1.0								2.3
	F19419	F110-100 HPT C-CLIP BACKO	1.9	0.3	0.2	0.2	0.1				6.0
	F19420	F110-100 TURBINE FRAME OI	0.2	0.9							1.8
	F19424	F110 ENGINE SERVICE LIFE	38.2	42.7	44.0	44.5	45.1	45.8	29.9		290.3
TOTAL FOR CLASS P-S			43.2	46.8	53.5	44.7	45.3	45.8	29.9	0.0	465.8
P	3450	ALE-47	0.5	0.2							48.6
	3461	ALR-69 Antenna Reposition	0.6								1.9
	4260	ADVANCED WEAPON INTEG	3.9	4.0	4.3	1.3					50.9
	602043	BLOCK 42 ANG RE-ENGINE	21.0	20.7							110.0
	602150	MODULAR MISSION COMPUT	73.0	69.4	78.0	67.0	72.6	5.5			619.6
	6022	PRE BLK 40 STRUCTURAL IM	0.6	0.9							196.9
	602241	F-16A STRUCTURE IMPROVE	0.0	0.9							18.0
	602250	BLOCK 50/52 STRUCTURAL I	0.2	0.0							7.0
	6023	FALCON STAR	43.2	63.9	88.8	112.3	96.7	69.1	44.0	58.5	634.5
	603035	COMMERCIAL CENTRAL INT	13.5	4.8							24.6
	604050	EMBEDDED GPS/INS (EGI)				27.9	21.4	4.7	5.0		59.0
	610230	-COLOR DISPLAYS - BLK 30	0.4	6.4							9.9
	610250	COLOR DISPLAYS - CCIP	32.4	41.7	40.1	19.3	16.1	3.1			297.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$347.100	\$414.375	\$352.054	\$319.512	\$280.787	\$150.335	\$97.987	

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 FY07 is the Modular Mission Computer MMC-CCIP and Falcon Star. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
	612130	ADVANCED IDENTIFICATION		3.5							3.5
	612150	AIR-TO-AIR INTERROGATOR	2.4	6.7							119.7
	612151	Mode 5 Identification			8.7						8.7
	6300	ON BOARD OXYGEN GENER	5.6	0.4							27.4
	650050	JOINT HELMET MOUNTED C	36.3	45.1	22.6	7.9	5.1	1.1			258.0
	660050	HTS PYLONS	8.2	7.0	1.9						18.8
	661650	LINK 16 - CCIP	24.6	14.0	14.5	6.2	5.0	1.1			178.4
	661651	F-16 TACTICAL DATA LINK (T	19.8	20.1	19.8	12.7					128.6
	8662	AETC MTD UPGRADES-FIELD	11.8	9.8	15.3	17.6	18.1	18.6	18.8		115.4
	99999E	MISC ENGINE UPDATE MODS	0.5	0.4	1.5	0.8	0.2	0.4	0.1	1.2	15.0
	99999U	LOW COST RETROFIT MODS	1.0	0.4	1.5	0.8	0.2	0.4	0.1	1.2	13.7
	99999X	LOW COST MODIFICATIONS	1.1	0.4	1.5	0.8	0.2	0.4	0.1	1.2	15.1
	Z88888	REPROGRAMMINGS	3.1	47.0							
TOTAL FOR CLASS P			303.9	367.6	298.6	274.8	235.5	104.5	68.1	62.1	2980.5
TOTAL FOR WEAPON SYSTEM F-16			347.1	414.4	352.1	319.5	280.8	150.3	98.0	62.1	3446.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 32	PAGE NO. 2	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

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

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

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[316]	2.849	[1,032]	9.291				
KITS NONRECUR				1.840								
EQUIPMENT	785	111.624										
EQUIP NONREC		0.437										
CHANGE ORDERS												
DATA		0.883				0.020						
SIM/TRAINER												
SUPPORT-EQUIP		2.516										
MOD OF SPARES	186	4.951										
DEPOT PROCESS	967	11.996										
EMSC UPGRADE		0.344										
MEC UPGRADE												
MEC KIT	857	18.579										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	785	151.330		1.840		2.869		9.291				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[1,348]	12.140
KITS NONRECUR								1.840
EQUIPMENT							785	111.624
EQUIP NONREC								0.437
CHANGE ORDERS								
DATA								0.903
SIM/TRAINER								
SUPPORT-EQUIP								2.516
MOD OF SPARES							[186]	4.951
DEPOT PROCESS							[967]	11.996
EMSC UPGRADE								0.344
MEC UPGRADE								
MEC KIT							[857]	18.579
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							785	165.330

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

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

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

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.950										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.175										
SIM/TRAINER												
SUPPORT-EQUIP		0.299										
PYLONS	1076	20.025	[247]	3.027	[324]	3.189	[324]	3.962	[123]	0.758		
WEAPONS UMBILICALS	1580	4.512	[250]	0.861	[212]	0.773	[50]	0.300	[80]	0.520		
INTEGRATION		6.500										
SOFTWARE		5.992										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		37.503		3.888		3.962		4.262		1.278		

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								6.950
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.175
SIM/TRAINER								
SUPPORT-EQUIP								0.299
PYLONS						[2,094]		30.961
WEAPONS UMBILICALS						[2,172]		6.966
INTEGRATION								6.500
SOFTWARE								5.992
TOTAL COST (BP-1100)								50.893
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: BLOCK 42 ANG RE-ENGINE MN-602043

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

Models of Aircraft Affected: F-16 Blk 42

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	18	2.066	[12]	1.199	[6]	0.600						
KITS NONRECUR	2	2.755										
EQUIPMENT	13	54.309	4	18.351	4	18.400						
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.724										
SIM/TRAINER	1	0.202										
SUPPORT-EQUIP		1.606										
FLIGHT TEST		1.200										
INITIAL SPARES		3.241		1.000		1.567						
CONTRACTOR SUPPORT		1.162		0.418		0.160						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	13	68.265	4	20.968	4	20.727						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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]	3.865
KITS NONRECUR							[2]	2.755
EQUIPMENT							21	91.060
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.724
SIM/TRAINER							[1]	0.202
SUPPORT-EQUIP								1.606
FLIGHT TEST								1.200
INITIAL SPARES								5.808
CONTRACTOR SUPPORT								1.740
TOTAL COST (BP-1100)								<hr/>
(Totals may not add due to rounding)							21	109.960

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>
Contract Date (Month/CY)		12/00		01/03	01/04	01/05	01/06
Delivery Date (Month/CY)		10/01		01/04	01/05	01/06	01/07

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

This modification replaces the General Avionics Computer (GAC) with a Modular Mission Computer (MMC) and any associated prerequisite modifications (i.e., Battery Charger Control Unit (BCCU)). Block 40 aircraft will also be modified to support CAS IDM equipment. The MMC will increase core computer capability to allow incorporation of advanced capabilities such as Joint Helmet Mounted Cueing System 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. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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, AAI. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate.

Aircraft Breakdown: Active 535, Reserve 0, ANG 91, Total 626

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-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		206.961										
PROCUREMENT (3010)												
INSTALL KITS	354	31.933	94	6.765	91	6.103	78	5.449	9	0.809		
KITS NONRECUR EQUIPMENT	354	174.677	[94]	46.927	[91]	39.100	[78]	38.855	[9]	6.613		
EQUIP NONREC CHANGE ORDERS		3.590						1.000				
DATA SIM/TRAINER												
SUPPORT-EQUIP		8.266					3.000		3.643		3.830	
RETROFIT KITS				8.437		1.392	7.268		20.800		7.000	
CONTRACTOR SUPPORT									10.360		36.740	

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99	23	4.017										
FY-00	54	10.338										
FY-01	79	18.585										
FY-02	51	2.624	[39]	7.704								
FY-03	47		[16]	3.161	[31]	6.739						
FY-04	100				[74]	16.087	[26]	6.397				
FY-05	94						[65]	15.993	[29]	7.478		
FY-06	91								[67]	17.278	[24]	6.917
FY-07	78										[63]	18.151
FY-08	9											
TOTAL INSTALL	168	35.563	55	10.865	105	22.826	91	22.390	96	24.756	87	25.068
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	354	254.029	94	72.994	91	69.421	78	77.962	9	66.981		72.638
INSTALLATION QTY	168		55		105		91		96		87	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								206.961
PROCUREMENT (3010)								
INSTALL KITS							626	51.059
KITS NONRECUR								
EQUIPMENT							[626]	306.172
EQUIP NONREC								
CHANGE ORDERS								4.590
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		1.046						19.785
RETROFIT KITS								44.897
CONTRACTOR SUPPORT								47.100
INSTALLATION OF HARDWARE								
FY-99	23 KITS						[23]	4.016
FY-00	54 KITS						[54]	10.338
FY-01	79 KITS						[79]	18.585
FY-02	51 KITS						[51]	10.328
FY-03	47 KITS						[47]	9.900
FY-04	100 KITS						[100]	22.484
FY-05	94 KITS						[94]	23.471
FY-06	91 KITS						[91]	24.195
FY-07	78 KITS						[78]	22.117
FY-08	9 KITS						[2]	0.529
TOTAL INSTALL								
							17	4.495
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)								5.541
								626
								619.566
INSTALLATION QTY							17	
								619

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	25	26	26	22	22	25								
Output									4	12	18	9	17	16	13	16	15	18	7	11	12	15	8	14	18	28	25	26	26	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	10	7																														
Output	25	22	24	26	24	25	20	20	22	10	7																													

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: FALCON STAR MN-6023

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and field experience indicate that under current operational usage the F-16 will not reach the 8,000 hour service life needed to support force structure plans. This shortfall is due to structural fatigue driven primarily by usage severity and gross weight, which have both increased significantly over design parameters with the incorporation of new systems and capabilities. Falcon STAR (Structural Augmentation Roadmap) is a depot-level upgrade program that replaces or reworks known life-limited structure to preclude the onset of widespread fatigue damage, maintain safety of flight, enhance aircraft availability, and extend the life of affected components to 8,000 hours. Life-limited components and required installation dates vary by aircraft block as follows: Blocks 25/30/32 (FY04-11) -- FS 110 Canopy Hook Support Frame, FS 158 Bulkhead, BL 19 Forward Longerons, FS 293 Strake Frame & Closure Rib, Upper and Lower Wing Attach Fittings, Lower Wing Skin, Vertical Skin at Flaperon Cutout, Leading Edge Flaps, FS 446 Lower Bulkhead, Horizontal Tail Support Beam, Ventral Fins, and Engine Access Covers; Blocks 40/42 (FY05-09) -- FS 158 Bulkhead, FS 462 Upper Bulkhead, FS 479 Upper Bulkhead, and Engine Access Covers; Blocks 50/52 (FY08-14) -- FS 158 Bulkhead, FS 462 Upper Bulkhead, and FS 479 Upper Bulkhead. Without modification of these components, the F-16 will experience continued structural degradation, which will adversely affect mission capable rates and become increasingly costly to correct. Because of variation in modification requirements and installation schedules among aircraft blocks, the quantity and unit cost of kit procurement and hardware installation differs from year to year, depending on the mix of aircraft involved. The upgrades included in Falcon STAR are distinct from those included in previous F-16 structures improvement programs and have been identified through the Aircraft Structural Integrity Program (ASIP) as the system has aged and operational usage has evolved.

Aircraft Breakdown: Active 661, Reserve 57, ANG 433, Total 1151

Development Status

Development costs are being shared with the European Participating Governments (EPG) and several FMS customers. Engineering is being focused on Blk 30 in FY01 and FY02, and Blk 40/blk 50s in FY03-FY04. There is almost no concurrency.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		15.443										
PROCUREMENT (3010)												
INSTALL KITS	180	29.492	122	12.489	130	16.332	221	30.508	204	29.257	109	18.394
KITS NONRECUR		1.900										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS						2.231		0.820		0.500		0.720
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.880		1.010				3.289		4.691		1.865
KIT PROOF		1.794										
OGC		1.382		0.710		0.720		0.730		0.760		0.760

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-03				57 KITS								
FY-04				123 KITS								
FY-05				122 KITS								
FY-06				130 KITS								
FY-07				221 KITS								
FY-08				204 KITS								
FY-09				109 KITS								
FY-10				81 KITS								
FY-11				58 KITS								
FY-12				46 KITS								
TOTAL INSTALL	26	19.440	75	29.039	164	44.570	153	53.435	220	77.113	208	74.930
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	180	57.888	122	43.248	130	63.853	221	88.782	204	112.321	109	96.669
INSTALLATION QTY	26		75		164		153		220		208	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								15.443
PROCUREMENT (3010)								
INSTALL KITS	81	14.345	58	8.204	46	5.456	1151	164.477
KITS NONRECUR								1.900
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		0.710		0.610		0.600		6.191
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		1.865		0.986		0.336		17.922
KIT PROOF								1.794
OGC		0.780		0.800		0.800		7.442
INSTALLATION OF HARDWARE								
FY-03			57 KITS				[57]	31.443
FY-04			123 KITS				[123]	38.506
FY-05			122 KITS				[122]	36.022
FY-06			130 KITS				[130]	45.420
FY-07			221 KITS				[221]	77.610
FY-08			204 KITS				[204]	74.531
FY-09			109 KITS				[109]	49.704
FY-10			81 KITS				[81]	38.167
FY-11			58 KITS				[58]	26.930
FY-12			46 KITS				[46]	16.393
TOTAL INSTALL								
	113	51.413	71	33.434	121	51.352	1,151	434.726
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	81	69.113	58	44.034	46	58.544	1,151	634.452
INSTALLATION QTY	113		71		121		1,151	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

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

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
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	55	55	55	55	52	52	52	28	28	28	29	17	18	18	18	17	18	18	18	25	25															
Output	38	39	55	55	55	52	52	52	52	28	28	28	29	17	18	18	18	17	18	18	18	25	25													

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

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

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	109	4.936	300	13.516	103	4.837						
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.208										
SIM/TRAINER												
SUPPORT-EQUIP	1	1.150										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	109	6.294	300	13.516	103	4.837						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							512	23.289
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.208
SIM/TRAINER								
SUPPORT-EQUIP							[1]	1.150
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)							512	24.647

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: EMBEDDED GPS/INS (EGI) MN-604050

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

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

Center: ASC

PE 0207133F

Team POWER

Description/Justification

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

Aircraft Breakdown: Active 530, Reserve 0, ANG 85, Total 615

Development Status

EGI development is currently on going

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)				2.690		3.654		3.383		0.841		0.031	
PROCUREMENT (3010)													
INSTALL KITS									308	2.362	307	1.738	
KITS NONRECUR													
EQUIPMENT									[308]	17.560	[307]	17.161	
EQUIP NONREC													
CHANGE ORDERS										1.255		0.825	
DATA										1.581		1.345	
SIM/TRAINER													
SUPPORT-EQUIP										4.864			
OGC										0.308		0.307	
INSTALLATION OF HARDWARE													
FY-08			308	KITS									
FY-09			307	KITS									
TOTAL INSTALL													
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)										308	27.930	307	21.376
INSTALLATION QTY													

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								10.599
PROCUREMENT (3010)								
INSTALL KITS							615	4.100
KITS NONRECUR								
EQUIPMENT							[615]	34.721
EQUIP NONREC								
CHANGE ORDERS		0.080		0.223				2.383
DATA		0.401		0.281				3.608
SIM/TRAINER								
SUPPORT-EQUIP								4.864
OGC								0.615
INSTALLATION OF HARDWARE								
FY-08 308 KITS	[308]	4.257					[308]	4.257
FY-09 307 KITS			[307]	4.468			[307]	4.468
TOTAL INSTALL	308	4.257	307	4.468			615	8.725
TOTAL COST (BP-1100)		4.738		4.972			615	59.016
(Totals may not add due to rounding)								
INSTALLATION QTY	308		307				615	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																																				
Output																																				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: -COLOR DISPLAYS - BLK 30 MN-610230

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

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

Center: ASC

PE 0207133F

Team POWER

Description/Justification

CMFDS is a replacement for the current monochrome display system on the Blk 25/30/32. The existing Programmable Display Generator (PDG) has insufficient memory or throughput to meet current or future requirements. The CMFDS provides increased computing capability and memory and is required for SCU 5.1 and beyond. Aircraft without CMFDS will remain with the SCU5 OFP and will not receive the capability to employ AIM-9X enhancements, and enhanced GBU-24. The CMFDS provides increased pilot situational awareness through improved display symbology (targets, threats, etc) recognition and decreases pilot workload. This mod will also provide depot repair equipment. Note: Kit costs are dependent on quantities procured by FY. As funds become available, a total of 190 Active Duty aircraft will be modified as the ANG and AFRC are using National Guard Reserve Equipment Account (NGREA) funding to upgrade their aircraft with CMFDS. Since the F-16 Block 25/30/32 fleet updates its operational flight program approximately every two years to add warfighting capability, the current monochrome system cannot support Software Capabilities Upgrade 6 (SCU 6) Operational Flight Program (OFP), fielding in March 2007, due to limited computing capability and memory. Additionally, operational units without CMFDS will not be able to share SADL datalink with SCU 6 Block25/30/32 aircraft due to Fire Control Computer (FCC) upgrades for precision targeting.

Aircraft Breakdown: Active 190, Reserve 0, ANG 0, Total 190

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	42	3.089	4	0.358	144	5.227						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[1]	1.200						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	42	3.089	4	0.358	144	6.427						
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							190	8.674
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[1]	1.200
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)							190	9.874

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: COLOR DISPLAYS - CCIP MN-610250

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

Replaces the existing four inch monochrome displays with color displays and any associated prerequisite modifications. The color displays will provide increased pilot situational awareness through improved display symbology (targets, threats, etc) recognition. It will decrease pilot workload. Also, provides depot repair equipment. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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, JHMCS;and MN612150, AAI. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in the contract; therefore, unit costs will also fluctuate.

Aircraft Breakdown: Active 535, Reserve 0, ANG 91, Total 626

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-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		11.921										
PROCUREMENT (3010)												
INSTALL KITS	354	15.962	94	2.301	91	4.238	78	3.638	9	0.639		
KITS NONRECUR EQUIPMENT	354	95.886	[94]	23.263	[91]	23.107	[78]	20.607	[9]	3.593		
EQUIP NONREC CHANGE ORDERS		1.800		0.000		0.000		2.000				
DATA SIM/TRAINER												
SUPPORT-EQUIP		8.111		0.000		0.000		0.000				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	12.287										
FY-02	51	1.928	[39]	4.882								
FY-03	47		[16]	2.003	[31]	4.227						
FY-04	100				[74]	10.091	[26]	3.972				
FY-05	94						[65]	9.930	[29]	4.561		
FY-06	91								[67]	10.538	[24]	4.433
FY-07	78										[63]	11.639
FY-08	9											
TOTAL INSTALL	168	23.074	55	6.885	105	14.318	91	13.902	96	15.099	87	16.072
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	354	144.833	94	32.449	91	41.663	78	40.147	9	19.331		16.072
INSTALLATION QTY	168		55		105		91		96		87	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								11.921
PROCUREMENT (3010)								
INSTALL KITS							626	26.778
KITS NONRECUR								
EQUIPMENT							[626]	166.456
EQUIP NONREC								
CHANGE ORDERS								3.800
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								8.111
INSTALLATION OF HARDWARE								
FY-99	23 KITS						[23]	2.289
FY-00	54 KITS						[54]	6.570
FY-01	79 KITS						[79]	12.287
FY-02	51 KITS						[51]	6.810
FY-03	47 KITS						[47]	6.230
FY-04	100 KITS						[100]	14.063
FY-05	94 KITS						[94]	14.491
FY-06	91 KITS						[91]	14.971
FY-07	78 KITS	[15]	2.719				[78]	14.358
FY-08	9 KITS	[2]	0.363				[2]	0.363
TOTAL INSTALL		17	3.083				619	92.432
TOTAL COST (BP-1100)			3.083				626	297.578
(Totals may not add due to rounding)								
INSTALLATION QTY		17					619	

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			
Input																	4	12	18	9	17	16	13	16	15	18	7	11	12						
Output																	4	12	18	9	17	16	13	16	15	18	7	11							
		<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>													
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4											
Input	15	8	14	18	28	25	26	26	22	22	22	25	22	24	26	24	25	20	20	22	10	7													
Output	12	15	8	14	18	28	25	26	26	22	22	22	25	22	24	26	24	25	20	20	22	10	7												

02/16/2006
 FY 2007 PB

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: Blk 30 F-16

Center: OO-ALC - Hill AFB, UT

PE 27133F

Team

Description/Justification

The AN/APX-113 Advanced Identification Friend or Foe (AIFF) receiver/transmitter is installed in the present location of the IFF transponder and includes the IFF capability as well as the interrogator capability. In addition, it provides the F-16 with Mode S and Mode 5 upgrade capability. 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). This program was a Congressional plus-up in FY06 and not a new start.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					10	0.352						
KITS NONRECUR												
EQUIPMENT					[10]	2.052						
EQUIP NONREC												
CHANGE ORDERS						0.028						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL KITS					[10]	0.200						
INSTALLATION OF HARDWARE												
FY-06						0.823		[10]				
TOTAL INSTALL						0.823		10				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					10	3.455						
INSTALLATION QTY								10				

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	0.352
KITS NONRECUR								
EQUIPMENT							[10]	2.052
EQUIP NONREC								
CHANGE ORDERS								0.028
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALL KITS							[10]	0.200
INSTALLATION OF HARDWARE								
FY-06 10 KITS							[10]	0.823
TOTAL INSTALL							10	0.823
TOTAL COST (BP-1100)							10	3.455
(Totals may not add due to rounding)								
INSTALLATION QTY							10	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: AIR-TO-AIR INTERROGATOR MN-612150

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Provides an 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. Aircraft breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Kit installation schedule is built around fluctuating F-16 Air Expeditionary Force (AEF) commitments. Squadrons will stand down during the conversion process and must complete installations in time to meet the next AEF commitment. Procurement schedule reflects economic order quantities to support minimum contract production levels. This mod is baselined with MN 602150, MMC; MN 610250, Color Display; MN 661650, Link 16; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into Install kits and Equipment unit costs. DMS costs fluctuate year to year per plan set forth in contract; therefore, unit costs will also fluctuate. This effort includes the procurement of support equipment for the stand-up of a depot level repair capability.

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

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.336										
PROCUREMENT (3010)												
INSTALL KITS	241	9.759										
KITS NONRECUR												
EQUIPMENT	241	85.412										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.866				0.000						
DEPOT STAND-UP						6.210						
INSTALLATION OF HARDWARE												
FY-00	34 KITS	1.534										
FY-01	79 KITS	6.558										
FY-02	91 KITS	6.493	[21]	1.253								
FY-03	37 KITS		[28]	1.155	[9]	0.471						
TOTAL INSTALL	175	14.585	49	2.408	9	0.471						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	241	110.622		2.408		6.681						
INSTALLATION QTY	175		49		9							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								5.336
PROCUREMENT (3010)								
INSTALL KITS							241	9.759
KITS NONRECUR								
EQUIPMENT							[241]	85.412
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.866
DEPOT STAND-UP								6.210
INSTALLATION OF HARDWARE								
FY-00	34 KITS						[26]	1.534
FY-01	79 KITS						[79]	6.558
FY-02	91 KITS						[91]	7.746
FY-03	37 KITS						[37]	1.626
TOTAL INSTALL							233	17.464
TOTAL COST (BP-1100)							241	119.711
(Totals may not add due to rounding)								
INSTALLATION QTY							233	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>										
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4							
Input																																								
Output																																								
Input	6	1	1	1																																				
Output	20	6	1	1	1																																			

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: Mode 5 Identification MN-612151

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

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

Center: ASC

PE 27133F

Team

Description/Justification

Provides Mode 5 encrypted identification and Mode S elementary surveillance (ELS) for F-16 Block 40/42/50/52 aircraft. Block 40/42 aircraft require replacement of current Identification Friend-or-Foe (IFF) transponder with Mode 5/Mode S capable transponder. Funding would support approximately 120 transponders for field install. Block 50/52 aircraft are already equipped with the Advanced Air-to-Air Interrogator (AAI) units capable of Mode S. Mode 5 for Blk 50/52 requires hardware and software upgrades of the current AAI combined interrogator transponder.

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

Development Status

Funding supports development and integration of a transponder with M5/S ELS capability for Block 40/42.
 Funding supports development of Mode 5/S ELS hardware up to the point of, but not including, hardware qualification ground testing and OFP integration for Block 50/52 interrogator units.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						2.800		7.793				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							120	7.800				
EQUIP NONREC												
CHANGE ORDERS								0.400				
DATA								0.400				
SIM/TRAINER												
SUPPORT-EQUIP								0.100				
GFP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							120	8.700				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								10.593
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							120	7.800
EQUIP NONREC								
CHANGE ORDERS								0.400
DATA								0.400
SIM/TRAINER								
SUPPORT-EQUIP								0.100
GFP								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							120	8.700

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) MN-6300

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

The OBOGS produces breathing gas by separating oxygen from engine bleed air taken from the ECS system. OBOGS replaces the Liquid Oxygen (LOX) system and reduces maintenance costs. The automatic Back-up Oxygen System (BOS) and Emergency Oxygen System (EOS) will provide breathing gas in the event of an engine, ECS or OBOGS failure. The retrofit will start with F-16 C/D Block 50/52 post-CCIP configured aircraft. Initial funding for the program was appropriated in FY00 thru FY05 as Congressional Plus-ups. NOTE: Congressional language directed AF to conduct 4 year nondevelopmental OBOGS installation program without specific quantities. FY00 funding not sufficient to pay 100% of NRE and procurement of (1) kit. NRE funded over 2 fiscal years.

Aircraft Breakdown: Active 118, Reserve 0, ANG 18, Total 136

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	136	8.101										
KITS NONRECUR		4.971										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.080										
SIM/TRAINER	5	0.630										
SUPPORT-EQUIP												
KIT PROOF		0.461										
OGC						0.361						
INSTALLATION OF HARDWARE												
FY-01 84 KITS		7.159	[1]	5.598	[40]		[43]					
FY-02 52 KITS							[32]		[20]			
TOTAL INSTALL		7.159	1	5.598	40		75		20			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	136	21.401		5.598		0.361						
INSTALLATION QTY					26		70		40			

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							136	8.101
KITS NONRECUR								4.971
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.080
SIM/TRAINER							[5]	0.630
SUPPORT-EQUIP								
KIT PROOF								0.461
OGC								0.361
INSTALLATION OF HARDWARE								
FY-01	84	KITS					[84]	12.757
FY-02	52	KITS					[52]	
TOTAL INSTALL							136	12.757
TOTAL COST (BP-1100)							136	27.360
(Totals may not add due to rounding)								
INSTALLATION QTY							136	

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>
Contract Date (Month/CY)	08/02	08/03	06/04	
Delivery Date (Month/CY)	08/04	02/05	12/05	

Installation Schedule

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																													1	5	10	10
																													1	5	10	10
Quarter	1	2	3	4	1	2	3	4																								
Input	15	15	20	20	20	20																										
Output	15	15	20	20	20	20																										

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: Overcurrent Sensing Controller MN-6301

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

Models of Aircraft Affected: F16 block 50

Center: ASC

PE 0207133F

Team POWER

Description/Justification

This effort retrofits a different OCSC part (16VE534-2) into store stations 3, 5, and 7 on block 50/52 F-16 aircraft. A problem was discovered with the existing part number OCSC (16VE534-1) and a TCTO (TCTO 2113 dated 31 March 1998) was issued but rescinded in January 2000 due to uncertainty in the risk analysis and cost considerations. At that time the decision was to make the new part the preferred item and replace it by attrition. Subsequent experience has shown the risk to be unacceptable and the old part needs to be replaced by the new part (16VE534-2; NSN is 5945-01-423-3669) through a forced retrofit.

Aircraft Breakdown: Active 182, Reserve , ANG , Total 182

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	102	1.314	80	1.026								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	102	1.314	80	1.026								
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							182	2.340
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						182	2.340
(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-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)		03/06	03/06
Delivery Date (Month/CY)		09/06	09/06

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

Adds the Joint Helmet Mounted Cueing System (JHMCS) and any associated prerequisite modifications. JHMCS provides a man-mounted, ejection compatible helmet mounted display system, with capability to cue and verify cueing of high off-axis sensors and weapons. The JHMCS includes a flight helmet with display optics, image source, helmet tracker transducer, and cable attached to it, graphics processor/video hardware and software to drive the display, helmet tracker hardware and software, interfaces to the aircraft computers, weapons and sensor hardware, with software to integrate the JHMCS functions with other onboard systems. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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; MN 661650, Link 16; and MN612150, AAI. 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.

Aircraft Breakdown: Active 554, Reserve 0, ANG 91, Total 645

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		26.708										
PROCUREMENT (3010)												
INSTALL KITS	373	28.883	94	3.667	91	3.660	78	3.051	9	0.293		
KITS NONRECUR												
EQUIPMENT	373	84.720	[94]	22.745	[91]	31.500	[78]	11.250	[9]	2.928		
EQUIP NONREC												
CHANGE ORDERS		1.809										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		11.419		2.303		5.000		4.000				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-01	28	2.271										
FY-02	108	10.628	[6]	0.400								
FY-03	137		[108]	7.208	[29]	1.301						
FY-04	100				[81]	3.633	[19]	0.907				
FY-05	94						[72]	3.437	[22]	1.081		
FY-06	91								[74]	3.637	[17]	0.990
FY-07	78										[70]	4.113
FY-08	9											
TOTAL INSTALL	130	12.899	114	7.608	110	4.934	91	4.344	96	4.718	87	5.103
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	373	139.729	94	36.323	91	45.094	78	22.645	9	7.939		5.103
INSTALLATION QTY	130		114		110		91		96		87	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								26.708
PROCUREMENT (3010)								
INSTALL KITS							645	39.554
KITS NONRECUR							[645]	153.143
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								1.809
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								22.722
INSTALLATION OF HARDWARE								
FY-01	28						[28]	2.271
FY-02	108						[108]	11.028
FY-03	137						[137]	8.509
FY-04	100						[100]	4.540
FY-05	94						[94]	4.518
FY-06	91						[91]	4.627
FY-07	78	[8]	0.543				[78]	4.656
FY-08	9	[9]	0.596				[9]	0.596
TOTAL INSTALL	17	1.139					645	40.745
TOTAL COST (BP-1100)		1.139					645	257.972
(Totals may not add due to rounding)								
INSTALLATION QTY	17						645	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)				03/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08	01/09
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	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>											
1	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	10										
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	10									

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: HTS PYLONS MN-660050

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

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

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

Development Status

Completed in FY02.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.659										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			96	2.190	108	1.528	91	1.936				
EQUIP NONREC												
CHANGE ORDERS												
DATA		1.562										
SIM/TRAINER												
SUPPORT-EQUIP		0.033										
OGC				6.046		5.500						
INSTALLATION OF HARDWARE												
FY-05			96									
FY-06					108							
FY-07							91					
TOTAL INSTALL												
TOTAL COST (BP-1100)		1.595	96	8.236	108	7.028	91	1.936				
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								1.659
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							295	5.654
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.562
SIM/TRAINER								
SUPPORT-EQUIP								0.033
OGC								11.546
INSTALLATION OF HARDWARE								
FY-05		96 KITS						
FY-06		108 KITS						
FY-07		91 KITS						
TOTAL INSTALL								
TOTAL COST (BP-1100)							295	18.795
(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-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)						02/05	02/06	02/07
Delivery Date (Month/CY)						02/06	02/07	02/08

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: LINK 16 - CCIP MN-661650

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

This modification adds a Link 16 capable data link and any associated prerequisite modifications. Link 16 provides a jam-resistant, secure digital data transfer network capability with a standardized waveform and data format allowing intraflight (within a formation) and interflight (external to a formation) communications, primarily among aircraft. Link 16 will increase mission effectiveness by providing positive position awareness of all aircraft on a network, correlating offboard and onboard sensor data and realtime sharing of target, threat, and intel updates. Aircraft installation number is lower than current Combat Air Force numbers due to anticipated attrition. 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, JHMCS; and MN612150, AAI. Note: Diminishing Manufacturing Sources (DMS) costs are rolled into Install Kits and Equipment unit costs. These costs fluctuate year to year per the plan set forth in contract; therefore, unit costs will also fluctuate. FY03 and out equipment line of funds reduced due to shift of LINK 16 terminal procurement from this MN 661650 to the MN 661651 (Tactical Data Link PE 27445F).

Aircraft Breakdown: Active 554, Reserve 0, ANG 91, Total 645

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		52.873										
PROCUREMENT (3010)												
INSTALL KITS	373	24.403	94	3.823	91	2.703	78	2.769	9	0.461		
KITS NONRECUR												
EQUIPMENT	373	73.993	[94]	9.229	[91]	6.336	[78]	6.400	[9]	1.028		
EQUIP NONREC												
CHANGE ORDERS		0.603										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.087		3.900				1.000				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	8.646	[6]	0.400								
FY-03	137		[108]	7.208	[29]	1.301						
FY-04	100				[81]	3.633	[19]	0.907				
FY-05	94						[72]	3.437	[22]	1.081		
FY-06	91								[74]	3.637	[17]	0.990
FY-07	78										[70]	4.033
FY-08	9											
TOTAL INSTALL	130	10.933	114	7.608	110	4.934	91	4.344	96	4.718	87	5.023
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	373	113.019	94	24.560	91	13.973	78	14.513	9	6.207		5.023
INSTALLATION QTY	130		114		110		91		96		87	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								52.873
PROCUREMENT (3010)								
INSTALL KITS							645	34.159
KITS NONRECUR							[645]	96.986
EQUIPMENT								0.603
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								7.987
INSTALLATION OF HARDWARE								
FY-01	28						[28]	2.287
FY-02	108						[108]	9.046
FY-03	137						[137]	8.509
FY-04	100						[100]	4.540
FY-05	94						[94]	4.518
FY-06	91						[91]	4.627
FY-07	78	[8]	0.544				[78]	4.577
FY-08	9	[9]	0.596				[9]	0.596
TOTAL INSTALL	17	1.140					645	38.700
TOTAL COST (BP-1100)		1.140					645	178.435
(Totals may not add due to rounding)								
INSTALLATION QTY	17						645	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 Months

Milestones

	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)				03/01	01/02	01/03	01/04	01/05	01/06	01/07	01/08	01/09
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	22	33	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>															
1	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	10														
Output	29	22	18	40	34	31	26	25	28	24	22	22	23	23	23	25	25	23	21	20	23	7	10													

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: F-16 TACTICAL DATA LINK (TDL) MN-661651

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207445F

Team MOBIL

Description/Justification

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

Aircraft Breakdown: Active 424, Reserve 0, ANG 85, Total 509

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	237	56.166	94	19.825	91	20.118	78	19.783	9	12.688		
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	237	56.166	94	19.825	91	20.118	78	19.783	9	12.688		
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							509	128.580
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						509	128.580
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	8	5.339	[20]	11.844	[11]	9.800	[19]	15.268	[21]	17.594	[21]	18.130
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		5.339		11.844		9.800		15.268		17.594		18.130

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[21]	18.597	[21]	18.837			[142]	115.409
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>		<hr/>		<hr/>		<hr/>	
(Totals may not add due to rounding)		18.597		18.837				115.409

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: MISC ENGINE UPDATE MODS MN-99999E

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

These are low cost engine modifications in support of miscellaneous low cost ECP/CCP's.

Current FY04 program includes as a minimum: F129 DEC PHI Restore (\$5,000), Current for Cancelled Bill (\$276K), Transportation Charges (\$5K) and F100 DEFT Modification (\$1.4M)

Current FY05 program includes as a minimum: Bleed Air Control Valve (\$140K)

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
		9.903		0.471		0.363		1.531		0.834		0.175
TOTAL COST (BP-1100)		9.903		0.471		0.363		1.531		0.834		0.175
(Totals may not add due to rounding)		9.903		0.471		0.363		1.531		0.834		0.175

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		0.394		0.080		1.200		14.951
(Totals may not add due to rounding)		0.394		0.080		1.200		14.951

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST RETROFIT MODS MN-99999U

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

Aircraft require modifications to correct deficiencies revealed during development and initial use. Corrections are incorporated into production at the earliest time. Update modifications are required to maintain configuration control of delivered aircraft and those too far into production for incorporation.

FY04 program includes: Thunderbird #12 Falcon Up (\$124K) and Spider Harness Kits (\$558K)

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		8.083		1.000		0.363		1.532		0.834		0.175
(Totals may not add due to rounding)		8.083		1.000		0.363		1.532		0.834		0.175

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		0.395		0.080		1.200		13.662
(Totals may not add due to rounding)		0.395		0.080		1.200		13.662

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

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

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

FY04 programs include: GAS-1 Qualification (\$43K) and Flight Control Accumulator (\$170K)

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		9.401		1.116		0.364		1.532		0.835		0.176
(Totals may not add due to rounding)		9.401		1.116		0.364		1.532		0.835		0.176

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)		0.396		0.080		1.200		15.100
(Totals may not add due to rounding)		0.396		0.080		1.200		15.100

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: F110-100 HPT C-CLIP BACKOFF MN-F19419

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

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

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. This modification was originally planned for implementation in FY04-10. In fall of 2003, FY01 and 02 funding was identified to accelerate this safety modification, and Congressional New Start notification was accomplished.

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

Development Status

Development completed under engine CIP

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	470	2.989	495	1.318								
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.017										
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING												
MOD Prep	130	0.200	[200]	0.126	[217]	0.280	[155]	0.200	[155]	0.200	[108]	0.140
CONTRACTOR SUPPORT		0.097		0.475								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	470	3.303	495	1.919		0.280		0.200		0.200		0.140

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	4.307
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.017
SIM/TRAINER								
SUPPORT-EQUIP								
TOOLING								
MOD Prep							[965]	1.146
CONTRACTOR SUPPORT								0.572
TOTAL COST (BP-1100)								<u>6.042</u>
(Totals may not add due to rounding)							965	6.042

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>
Contract Date (Month/CY)		08/03	09/03			08/05
Delivery Date (Month/CY)		08/04	09/04			08/06

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: F110 ENGINE SERVICE LIFE EXTENSION PROGRAM (SLEP) MN-F19424

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F

Team POWER

Description/Justification

The SLEP will increase the time on wing over two times the current configuration. This is achieved in large part through the installation of a new Compressor and Common High Pressure Turbine Rotor. It eliminates all special inspections 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.

Aircraft Breakdown: Active 447, Reserve 52, ANG 252, Total 751

Development Status

Qualification completed in Mar 2005.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09			
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST		
RDT&E (3600)														
PROCUREMENT (3010)														
INSTALL KITS														
KITS NONRECUR														
EQUIPMENT			94	28.168	112	42.654	115	43.810	116	44.380	117	44.950		
EQUIP NONREC														
CHANGE ORDERS														
DATA				2.500										
SIM/TRAINER														
SUPPORT-EQUIP				7.500										
CONTRACTOR SUPPORT				0.080		0.080		0.160		0.160		0.160		
INSTALLATION OF HARDWARE														
FY-05			94	KITS										
FY-06					112	KITS								
FY-07							115	KITS						
FY-08									116	KITS				
FY-09											117	KITS		
FY-10												119	KITS	
FY-11													78	KITS
TOTAL INSTALL						94		112		115		116		
TOTAL COST (BP-1100)														
(Totals may not add due to rounding)			94	38.248	112	42.734	115	43.970	116	44.540	117	45.110		
INSTALLATION QTY						94		112		115		116		

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	119	45.640	78	29.744			751	279.346
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.500
SIM/TRAINER								
SUPPORT-EQUIP								7.500
CONTRACTOR SUPPORT		0.160		0.160				0.960
INSTALLATION OF HARDWARE								
FY-05 94 KITS							[94]	
FY-06 112 KITS							[112]	
FY-07 115 KITS							[115]	
FY-08 116 KITS							[116]	
FY-09 117 KITS	[117]						[117]	
FY-10 119 KITS			[119]				[119]	
FY-11 78 KITS					[78]		[78]	
TOTAL INSTALL	117		119		78		751	
TOTAL COST (BP-1100)	119	45.800	78	29.904			751	290.306
(Totals may not add due to rounding)								
INSTALLATION QTY	117		119		78		751	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	Quarter	1	2	3	4	1	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	23	25	28	28	28	28	29	29	29	28	29	29	29	29	29	29	30	29	29	30	31
Output										22	24	23	25	28	28	28	28	29	29	29	28	29	29	29	29	29	29	30	29	29	30	31
Quarter	1	2	3	4																												
Input	19	20	19	20																												
Output	19	20	19	20																												

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: F-22				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$68.553	\$53.275	\$216.095	\$164.424	\$137.344	\$124.607	\$106.318	

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 FY07 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-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	17607	TEST INSTRUMENTATION		2.1							10.9
	6881	JTRS I&I						34.5	16.7		51.2
	F22000	LOW COST MODS (ENGINE)	1.0	1.0	0.9	0.9	0.9				4.8
	F22001	COMMON CONFIGURATION	65.6	5.0	136.5	88.1	63.4	9.3	9.6		391.1
	F22003	Spiral 3a					16.0	22.8	21.0		59.8
	F22004	LOW COST MOD (Air Vehicle)	1.0	1.0	1.0	1.0	1.0				8.3
	F22006	F/A-22 Reliability and Maintaina		29.0	30.0	28.4	25.0	25.0	25.0		162.4
	F22011	Alternate Nav Light Cover		1.0	4.0	3.0					8.0
	F22013	Trainer Low Cost Mod			2.0	2.0	2.0	2.0	2.0		10.0
	F22014	F119 Engine Modifications		12.0	39.7	39.0	27.0	29.0	30.0		176.7
	F22015	Air Vehicle Low Cost Mods			2.0	2.0	2.0	2.0	2.0		10.0
	Z88888	REPROGRAMMINGS	1.0	2.1							
TOTAL FOR CLASS P			68.6	53.3	216.1	164.4	137.3	124.6	106.3	0.0	893.3
TOTAL FOR WEAPON SYSTEM F-22			68.6	53.3	216.1	164.4	137.3	124.6	106.3	0.0	893.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 33	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: TEST INSTRUMENTATION MN-17607

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

Description/Justification

ACC determined that PRTV I (Group B) Instrumentation capability is needed to perform Force Development Evaluation (FDE) and Tactics Development using PRTV II aircraft. Mission Instrumentation Requirements include: recording of Avionics data during FDE events, real-time encrypted battle-shaping, live missile test launches, future weapon development, instrumentation operational support, and instrumentation software support with future Operational Flight Programs (OFP). Contract award was 30 Aug 04 (currently on Unfinalized Contractual Authorization). The \$4.25M in FY06 is to retrofit the required Group A wiring onto existing production aircraft. A study currently ongoing will determine the aircraft quantity and retrofit schedule.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS						2.092						
KITS NONRECUR												
EQUIPMENT	7	8.845										
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	7	8.845				2.092						

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								2.092
KITS NONRECUR								
EQUIPMENT							7	8.845
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)							7	10.937

Method of Implementation:

Initial Lead Time: 25 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>
Contract Date (Month/CY)		06/03			11/05
Delivery Date (Month/CY)		07/05			05/07

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODS (ENGINE) MN-F22000

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0207219F Team Unassigned

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance and to reduce logistics costs. Also, provides funding for modifications driven by EMD concurrency.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR				1.000		1.000		0.932		0.928		0.927
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				1.000		1.000		0.932		0.928		0.927
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR								4.787	
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								4.787
(Totals may not add due to rounding)									

Method of Implementation:

Initial Lead Time: 8 Months

Follow-On Lead Time: 8 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: COMMON CONFIGURATION MN-F22001

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

Description/Justification

- The purpose of Common Configuration is to modify F-22A aircraft to accommodate a common OFP across separate Lots of aircraft. Diminishing Manufacturing Source (DMS) issues and Production Improvement Program (PIP) projects have driven the creation of several unique hardware/OFP configurations, resulting in the need for separate OFPs. These different OFP configurations have several impacts, including the need for multiple OFP configurations for every planned OFP upgrade, increased support costs, heavy demand on lab capacity, etc. The ultimate goal of the Common Configuration effort is to:

- o Reduce the number of different OFPs in the aircraft fleet.
- o Make early produced aircraft up to later configuration.

- This effort focuses on upgrading selected Lot 1 through Lot 4 aircraft with hardware/OFP and appropriate software. The objective is to optimally utilize the available funding to minimize the number of unique OFP configurations. Each hardware/OFP upgrade and retrofit kit for each aircraft Lot configuration will be significantly different and procured over multiple years based on requirements. This effort also provides for a DMS program required to maintain an executable common configuration program.

The 4th generation array modification (MN-F22005-closed) has been incorporated into the common configuration modification effort.

Aircraft Breakdown: Active 42, Reserve 0, ANG 0, Total 42

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	10	12.233	5	62.142			12	125.688	9	84.429	6	52.051
EQUIP NONREC		1.338		3.470		5.014		3.592		3.657		3.723
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-03			4	KITS			[4]	0.099				
FY-04			6	KITS			[6]	0.149				
FY-05			5	KITS			[5]	6.955				
FY-07			12	KITS							[12]	7.592
FY-08			9	KITS								
FY-09			6	KITS								
TOTAL INSTALL							15	7.203			12	7.592
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	10	13.571	5	65.612		5.014	12	136.483	9	88.086	6	63.366
INSTALLATION QTY							15				12	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							42	336.543
EQUIP NONREC		3.790		4.130				28.714
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-03	4						[4]	0.099
FY-04	6						[6]	0.149
FY-05	5						[5]	6.955
FY-07	12						[12]	7.592
FY-08	9	5.513					[9]	5.513
FY-09	6		6	5.508			[6]	5.508
TOTAL INSTALL	9	5.513	6	5.508			42	25.816
TOTAL COST (BP-1100)		9.303		9.638			42	391.073
(Totals may not add due to rounding)								
INSTALLATION QTY	9		6				42	

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>
Contract Date (Month/CY)		04/05	04/05	12/05		11/06	11/07	11/09
Delivery Date (Month/CY)		04/07	04/07	12/07		11/08	11/09	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
Quarter																																
Input																																
Output																																
Quarter																																
Input	3	2	2	2	2	2	2	2																								
Output	3	3	2	2	2	2	2	2																								

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MOD (Air Vehicle) MN-F22004

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F/A-22

Center: ASC - Wright Patterson AFB, OH

PE 0207219F Team Unassigned

Description/Justification

These are low cost modifications necessary to improve reliability, safety and mission performance and to reduce logistics costs.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		3.336		0.970		1.038		1.000		1.000		1.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		3.336		0.970		1.038		1.000		1.000		1.000
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT								8.344	
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								8.344
(Totals may not add due to rounding)									

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Modification Title and No: F/A-22 Reliability and Maintainability Maturation Program (RAMMP) Mods MN-F22006

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

Description/Justification

Provides for retrofit to incorporate pattern failure fixes to achieve the Mean Time Between Maintenance (MTBM) requirement of 3.0 flight hours (FH) at 100,000 total flight hours. MTBM of 3.0 FH is an Operational Requirements Document (ORD) and Acquisition Program Baseline (APB) requirement. MTBM directly influences other Key Performance Parameters (KPP) and ORD requirements such as Sortie Generation Rate, C-17 loads and manpower spaces per aircraft. Install kit quantity exceeds aircraft breakdown total quantity due to multiple kit procurement/installation per aircraft in support of various MTBM initiatives.

Aircraft Breakdown: Active 178, Reserve 0, ANG 0, Total 178

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						14.000		29.000		38.000		18.000
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					1457	26.970	896	14.940	976	16.270		12.600
EQUIP NONREC												
CHANGE ORDERS						1.450		0.800		0.870		0.680
DATA						0.580		0.320		0.340		0.270
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 1457 KITS							[1,457]	13.940				
FY-07 896 KITS									[896]	10.930		
FY-08 976 KITS											[976]	11.480
TOTAL INSTALL							1,457	13.940	896	10.930	976	11.480
TOTAL COST (BP-1100)							1,457	29.000	896	30.000	976	28.410
(Totals may not add due to rounding)												25.030
INSTALLATION QTY								1,457		896		976

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		8.000		3.000				110.000
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		15.080		13.450			3329	99.310
EQUIP NONREC								
CHANGE ORDERS		0.810		0.720				5.330
DATA		0.320		0.290				2.120
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06	1457 KITS						[1,457]	13.940
FY-07	896 KITS						[896]	10.930
FY-08	976 KITS	8.790	10.540				[976]	30.810
TOTAL INSTALL		8.790	10.540				3,329	55.680
TOTAL COST (BP-1100)		25.000	25.000				3,329	162.440
(Totals may not add due to rounding)								
INSTALLATION QTY							3,329	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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													1,45								896				976							
Output																	1,45				896								976			

02/16/2006
 FY 2007 PB
 Modification Title and No: Alternate Nav Light Cover MN-F22011

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

Description/Justification

Classified project.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT						1.000		4.000			3.000	
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						1.000		4.000			3.000	
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT								8.000	
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								8.000
(Totals may not add due to rounding)									

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: Trainer Low Cost Mod MN-F22013

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

Description/Justification

These are low cost modifications necessary to improve reliability, safety and mission performance of training devices. These funds will assist in maintaining fielded devices to same configuration of aircraft.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							2.000		2.000			2.000
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							2.000		2.000			2.000
(Totals may not add due to rounding)							2.000		2.000			2.000

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER		2.000		2.000				10.000
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)		2.000		2.000				10.000

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)															

02/16/2006
 FY 2007 PB
 Modification Title and No: F119 Engine Modifications MN-F22014

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F-22A

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

Description/Justification

Engine modifications are necessary to improve safety, reliability, maintainability, sustainability and mission performance. These mods will focus on fuel nozzles, heat exchanger mounts, engine control moisture drains, compression variable vane actuator bracket, augmentor screech, augmentor ignition and other modifications developed within the CIP program (27268F). Kit quantities vary based on engine modification.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					12.000		39.680		39.000		27.000	
EQUIP NONREC												
CHANGE ORDERS					0.000		0.000		0.000		0.000	
DATA					0.000		0.000		0.000		0.000	
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)					12.000		39.680		39.000		27.000	
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		29.000		30.000				176.680
EQUIP NONREC								
CHANGE ORDERS		0.000		0.000				
DATA		0.000		0.000				
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)		29.000		30.000				176.680
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-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																																	

02/16/2006
 FY 2007 PB
 Modification Title and No: Air Vehicle Low Cost Mods MN-F22015

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: F/A-22

Center: ASC - Wright Patterson AFB, OH

PE 0207138F

Team AIR

Description/Justification

These are low cost modifications necessary to improve reliability, safety, mission performance and reduce logistics costs.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							2.000		2.000			2.000
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)							2.000		2.000			2.000
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT		2.000		2.000				10.000
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)		2.000		2.000				10.000
(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-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>
Contract Date (Month/CY)				01/07	01/08	01/09	01/10	01/11
Delivery Date (Month/CY)				01/08	01/09	01/10	01/11	01/12

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																																

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: A/T-37				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.077	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

The T-37 is a twin engine, two seat (side-by-side), subsonic jet trainer used by AETC as a primary trainer in Undergraduate Pilot and Navigator Training. The specific modification budgeted and programmed is below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	99999A	LOW COST SAFETY MODIFIC	0.1								0.4
TOTAL FOR CLASS P-S			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
P	99999X	LOW COST MODIFICATIONS	0.1								0.1
TOTAL FOR CLASS P			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
TOTAL FOR WEAPON SYSTEM A/T-37			0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 34	PAGE NO. 1	
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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-5			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$114.149	\$111.633	\$223.078	\$506.089	\$680.885	\$807.782	\$890.412

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 FY07 is the Reliability Enhancement & Reenginining Program (RERP), and the Avionics Modernization Program (AMP). Other modifications enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	6038	AVIONICS MODERNIZATION	98.9	71.2	50.4	28.2	4.2				464.4
	6154	C-5 RELIABILITY ENHANCEM		7.9	76.9	342.8	521.6	631.7	713.3	5,991.2	8,285.5
	6154A	C-5 RERP AP		19.7	66.7	97.6	120.8	146.6	171.0	851.6	1,474.1
	8629	LARGE AIRCRAFT INFRARED			28.9	37.4	34.2	29.4	6.0		135.9
	8662	AETC MTD UPGRADES-FIELD	0.8	1.6							3.6
	8719	EMERGENCY DC POWER GE	4.8								19.5
	8828	AN/AAR-47 Sensor Upgrade	4.1								4.1
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.7
	Z88888	REPROGRAMMINGS	5.5	11.2							
TOTAL FOR CLASS P			114.1	111.7	223.1	506.1	680.9	807.8	890.4	6842.8	10391.8
TOTAL FOR WEAPON SYSTEM C-5			114.1	111.7	223.1	506.1	680.9	807.8	890.4	6842.8	10391.8

Totals may not add due to rounding.

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038

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

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

Center: WRALC Robins AFB GA

PE 0401119F

Team MOBIL

Description/Justification

The purpose of this modification is to implement communication, navigation, surveillance/air traffic management (CNS/ATM) [formerly Global Air Traffic Management (GATM)] and navigation safety capabilities. It redesigns the avionics components to replace unreliable line replacement units (LRUs) in the autopilot/flight augmentation systems and the flight and engine instrument suite. This mod also installs safety equipment: Traffic Alert and Collision Avoidance System (TCAS) and Terrain Awareness and Warning system (TAWS). In addition, installation of new CNS/ATM capabilities will improve air traffic management by taking advantage of optimum air routes. Connectivity to mobility command and control capabilities will also be incorporated in the AMP design. Mod is baselined with GPS (mod#3150). In FY04 the C-5 modernization program was approved to use the contractor supported weapon system (CSWS) support concept. Initial spares in support of CSWS will be purchased with 3010, BP11 funds instead of 3010, BP16 funds.

Aircraft Breakdown: Active 39, Reserve 20, ANG 0, Total 59

Development Status

RDT&E supports engineering, Commercial Off-The-Shelf (COTS) identification and interfacing hardware design, software design, and data design. Preliminary Design Review (PDR) occurred in 3rd quarter FY00 and Critical Design Review (CDR) occurred in 3rd quarter FY01. 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 build completed August 05, and operational testing is scheduled to complete in May 06. TCAS procurement effort was accelerated ahead of the AMP procurement due to DEPSECDEF direction. TCAS installation completed 31 Oct 02. Avionics capability required for modernization that is not complete at the end of AMP development will be captured and funded in RERP, which is phase II of the C-5 modernization.

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	2	358.714		33.327								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	26	63.478	19	50.433	9	26.266	3	9.643	2	6.708		
EQUIP NONREC												
CHANGE ORDERS		7.768		4.713		1.046		2.671		3.370		1.087
DATA		7.540		0.574		0.359		0.391		0.206		0.211
SIM/TRAINER												
SUPPORT-EQUIP		4.546		5.895		0.890		1.954				
GFE		14.065		0.919		3.277		0.765		4.323		0.306
OTHER												
TCAS NRE	2	0.759										
TCAS INTG/INSTL	11	2.678										
ATD KITS	3	13.681	[2]	15.692			[1]	6.041				
CPT NRE												
ATD INTEGRATION	2	20.305	[1]	3.403	[2]	6.957	[1]	3.925				
CPT INTG/INSTL												
MAINT TRAINER	2	20.850										

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
TCAS	126	22.552											
INSTALLATION OF H	126	5.799											
OGC		8.301		0.930		2.517		3.689		1.696		0.405	
INITIAL SPARES		11.974		7.135		11.972		9.946		6.873			
OTHER								0.200		2.100		0.200	
OMNIBUS													
INSTALLATION OF HARDWARE													
FY-03	8 KITS	2	7.202	[6]									
FY-04	18 KITS			[1]	9.213	[17]							
FY-05	19 KITS					[1]	17.915	[18]					
FY-06	9 KITS							[0]	11.201	[9]			
FY-07	3 KITS									[3]	2.912		
FY-08	2 KITS											[2]	
TOTAL INSTALL		2	7.202	7	9.213	18	17.915	18	11.201	12	2.912	2	1.988
TOTAL COST (BP-1100)		26	211.498	19	98.907	9	71.199	3	50.426	2	28.188		4.197
(Totals may not add due to rounding)													
INSTALLATION QTY		2		7		18		18		12		2	

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<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]	392.041
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							59	156.528
EQUIPMENT								
EQUIP NONREC								20.655
CHANGE ORDERS								9.281
DATA								
SIM/TRAINER								13.285
SUPPORT-EQUIP								23.655
GFE								
OTHER								
TCAS NRE							[2]	0.759
TCAS INTG/INSTL							[11]	2.678
ATD KITS							[6]	35.414
CPT NRE								
ATD INTEGRATION							[6]	34.590
CPT INTG/INSTL								
MAINT TRAINER							[2]	20.850
TCAS							[126]	22.552
INSTALLATION OF H							[126]	5.799
OGC								17.538
INITIAL SPARES								47.900
OTHER								2.500
OMNIBUS								
INSTALLATION OF HARDWARE								
FY-03	8	KITS					[8]	7.202
FY-04	18	KITS					[18]	9.213
FY-05	19	KITS					[19]	17.915
FY-06	9	KITS					[9]	11.201
FY-07	3	KITS					[3]	2.912
FY-08	2	KITS					[2]	1.988
TOTAL INSTALL							59	50.431
TOTAL COST (BP-1100)							59	464.415
(Totals may not add due to rounding)								
INSTALLATION QTY							59	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

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	5	4	6	5	4	5	4	4	4	4	2																
Output					1	1	2	1	2	4	8	4	6	3	5	4	4	6	4	2																

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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-5A/B/C

Center: WRALC Robins AFB GA

PE 0401119F

Team MOBIL

Description/Justification

The C-5 Reliability Enhancement and Re-Engining Program (RERP), Phase II of an Air Force planned two-phase modernization effort for the C-5 (C-5 AMP is Phase I), is a comprehensive modernization effort that will improve aircraft reliability, maintainability, and availability. This effort centers on replacing the current TF-39 engines with more reliable Commercial Off-the-Shelf (COTS) turbofan engines. These engines will be stage III noise compliant. In addition to new engines/pylons, C-5 RERP will provide upgrades to the wing attach fittings, thrust reversers, Auxiliary Power Units (APUs), landing gear and airframe. Electrical, hydraulic, fuel, fire suppression, and pressurization/air conditioning systems will also be upgraded. The System Development & Demonstration (SDD) phase of the contract started in 1Q FY02. The approved acquisition strategy calls for the modification of B-model aircraft first. A separate production contract with yearly options to modify the C-5 aircraft is scheduled to start 2Q FY06 with the award of the Lot 1 Advance Procurement contract. The C-5 modernization program was approved in FY04 to use the contractor supported weapon system (CSWS) support concept. Initial spares in support of CSWS will be purchased with 3010, BP11 funds instead of 3010, BP16 funds.

Aircraft Breakdown: Active 64, Reserve 32, ANG 13, Total 109

Development Status

Preliminary work contract began in FY00 and continued through FY01. The purpose of this effort was to reduce risk by selection of major subcontract vendors, identification of reliability improvements, and completion of a system specification. The SDD contract was awarded in the 1st quarter of FY02 under a Undefinitized Contract Action (UCA). That contract was definitized Mar 02. Development includes flight test of three prototypes, one C-5A and two C-5Bs. Three RDT&E test articles were funded in FY04 for installation and flight test in FY05/06/07. Avionics capability required for modernization that is not complete at the end of AMP development, which is the first phase of the modernization effort, will be captured and funded in RERP, which is Phase II of the C-5 Modernization 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. RERP also includes a new start effort for avionics capability required for modernization, but which may not be complete at the end of AMP development.

Note: Advance Procurement (AP) is required due to the length of time it will take to procure some of the hardware items. The use of Advance Procurement (AP) in BP11 versus BP10 was approved, as RERP is a modernization program, requiring the use of BP11 funds.

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

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	3	591.256		278.181		223.252		150.209		51.691		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							1	27.889	3	156.474	5	238.574
EQUIP NONREC												
CHANGE ORDERS								26.440		83.962		93.437
DATA								1.069		2.138		4.638
SIM/TRAINER												
SUPPORT-EQUIP								0.020		16.290		11.557
GFE						2.000		4.416		12.040		19.616
ICS										1.715		16.904
ATD KITS												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
ATD INTEGRATION												
INITIAL SPARES						5.000		7.004		9.022		37.498
OGC								9.877		35.715		49.842
TRAINING										5.000		
OTHER						0.927		0.200		5.450		4.120
MAINT TRAINER												
INSTALLATION OF HARDWARE												
FY-07			1	KITS						[1]	14.972	
FY-08			3	KITS								[3] 45.438
FY-09			5	KITS								
FY-10			7	KITS								
FY-11			9	KITS								
FY-12			12	KITS								
FY-13			12	KITS								
FY-14			12	KITS								
FY-15			12	KITS								
FY-16			12	KITS								
FY-17			12	KITS								
FY-18			12	KITS								
TOTAL INSTALL										1	14.972	3 45.438
TOTAL COST (BP-1100)						7.927		1 76.915		3 342.778		5 521.624
(Totals may not add due to rounding)												
INSTALLATION QTY										1		3

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[3]	1294.589
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	7	322.016	9	395.243	84	3786.041	109	4926.237
EQUIP NONREC								
CHANGE ORDERS		95.679		29.706		170.304		499.528
DATA		4.104		4.069		2.675		18.693
SIM/TRAINER								
SUPPORT-EQUIP				9.772		50.980		88.619
GFE		27.004		35.419		333.660		434.155
ICS		22.047		27.301				67.967
ATD KITS			[2]	9.225	[7]	35.067	[9]	44.292
ATD INTEGRATION			[1]	2.892	[8]	24.668	[9]	27.560
INITIAL SPARES		48.302		52.345		428.742		587.913
OGC		60.322		68.352		569.755		793.863
TRAINING								5.000
OTHER		3.110		2.110		4.200		20.117
MAINT TRAINER				14.062				14.062
INSTALLATION OF HARDWARE								
FY-07	1						[1]	14.972
FY-08	3						[3]	45.438
FY-09	5	49.154					[5]	49.154
FY-10	7		[7]	62.787			[7]	62.787
FY-11	9				[9]	76.265	[9]	76.265
FY-12	12				[12]	76.554	[12]	76.554
FY-13	12				[12]	76.429	[12]	76.429
FY-14	12				[12]	76.046	[12]	76.046
FY-15	12				[12]	79.708	[12]	79.708
FY-16	12				[12]	85.171	[12]	85.171
FY-17	12				[12]	62.685	[12]	62.685
FY-18	12				[12]	52.249	[12]	52.249
TOTAL INSTALL	5	49.154	7	62.787	93	585.107	109	757.458
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	7	631.738	9	713.283	84	5991.199	109	8285.464
INSTALLATION QTY	5		7		93		109	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>
Contract Date (Month/CY)								02/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13
Delivery Date (Month/CY)								02/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15
	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>											
Contract Date (Month/CY)	01/14	01/15	01/16	01/17											
Delivery Date (Month/CY)	01/16	01/17	01/18	01/19											

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
	<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				1	1	1		1	2	2		2	2	3		3	3	3		4	4	4		4	4	4		4	4	4	
Output										1			1	1	1	1	1	1	2	1	2	2	2	2	2	2	2	3	3	3	3	3				
	<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>				<u>FY-18</u>				<u>FY-19</u>				<u>FY-20</u>															
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input		4	4	4	4	4	4		4	4	4		4	4	4		4	4	4		4	4	4													
Output	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3												

02/16/2006
 FY 2007 PB
 Modification Title and No: C-5 RERP AP MN-6154A

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

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

Center: WRALC Robins AFB GA

PE 0401119F Team MOBIL

Description/Justification

This is the Advance Procurement exhibit for the C-5 Reliability Enhancement and Re-engining Program (RERP). See Mod 6154 for complete description/justification.

Aircraft Breakdown: Active 64, Reserve 32, ANG 13, Total 109

Development Status

This is the Advance Procurement exhibit for the C-5 Reliability Enhancement and Re-engining Program (RERP). See Mod 6154 for complete development status.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ADVANCE PROCUREMENT					[1]	19.734	[3]	66.700	[5]	97.600	[7]	120.800
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						19.734		66.700		97.600		120.800
(Totals may not add due to rounding)												
INSTALLATION QTY									1		3	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
ADVANCE PROCUREMENT	[9]	146.600	[12]	171.000	[72]	851.641	[109]	1474.075
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		146.600		171.000		851.641		1474.075
(Totals may not add due to rounding)								
INSTALLATION QTY	5		7		69		97	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>
Contract Date (Month/CY)			02/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16	01/17
Delivery Date (Month/CY)			02/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16	01/17	01/18	01/19

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																	1				1	1	1		1	2	2		2	2	3	
Output																					1				1	1	1		1	1	1	2
	<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>				<u>FY-18</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output	1	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

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 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Center: WRALC Robins AFB GA

PE 41134F

Team

Description/Justification

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the IR Man-Portable Air-Defense Systems (MANPADS) threat.

The current LAIRCM system [AN/AAQ-24(V)] consists of ultra-violet (UV) missile warning sensors (MWS), a missile tracking system, small laser turret assemblies (SLTA) and processors to detect, track and counter incoming IR missiles. This system is fully automatic following power up. FY01 was the first year for LAIRCM RDT&E funding (PE 41130F). The Multi-Command Operational Requirements Document (LAIRCM ORD 314-92) was validated in FY98.

The current plan will modify 154 AF aircraft (92 C-17, 32 C-130H, 22 C-5B, 8 C-130J) over the FYDP. This fleet's sized to support two Small Scale Contingencies.

Development for the LAIRCM equipped C-5B starts in FY 05 with production starting in FY 07. The C-5 LAIRCM system will incorporate the mini-turret and the NexGen sub-systems.

PE 41134F is a PE established in FY 02 to consolidate LAIRCM into one PE for RDT&E installation. Funding reflected in the RDT&E line reflects the total of the various aircraft being modified with LAIRCM. Reference the LAIRCM R-doc for a breakdown of the funding.

A total of 22 Active C-5s (including 1 RDT&E) will be modified with LAIRCM over the FYDP. The first 22 C-5s will be modified with a two-aft, side mounted GLTAs to accelerate fielding of this defensive system. This interim configuration is called LAIRCM Lite. The full-up LAIRCM configuration for the C-5 includes one additional forward mounted GLTA.

The Source of Repair Assignment Process (SORAP) has been completed and the airborne electronic components of the AN/AAQ-24 IRCM system have been determined to be a core candidate workload. Test and support equipment, training, data rights and other support equipment is required to maintain increasing fleet size for contractor repair under the Public/Private partnership.

Aircraft Breakdown: 22 Active (1 RDT&E), Reserve 0, ANG 0, Total 22

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

Development Status

LAIRCM Phase 1 contract was awarded on 28 Sep 01.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				69.069		58.596		34.916		26.893		26.042
PROCUREMENT (3010)												
INSTALL KITS							5	5.230	6	6.408	10	10.900
KITS NONRECUR EQUIPMENT							[5]	12.284	[6]	15.050	[10]	13.611
EQUIP NONREC CHANGE ORDERS								1.210		1.969		2.054
DATA SIM/TRAINER												
SUPPORT-EQUIP								0.262		0.320		0.545

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
CONTRACTOR SUPPORT													
INITIAL SPARES								4.794		7.705			
OGC								5.170					
TRAINING										0.214			
INSTALLATION OF HARDWARE													
FY-07 5 KITS									[5]	5.767			
FY-08 6 KITS											[6]	7.063	
FY-09 10 KITS													
TOTAL INSTALL										5	5.767	6	7.063
TOTAL COST (BP-1100)								5	28.950	6	37.433	10	34.173
(Totals may not add due to rounding)													
INSTALLATION QTY										5		6	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.101		7.097				228.714
PROCUREMENT (3010)								
INSTALL KITS							21	22.538
KITS NONRECUR EQUIPMENT							[21]	40.945
EQUIP NONREC								
CHANGE ORDERS		2.970		0.354				8.557
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								1.127
CONTRACTOR SUPPORT								
INITIAL SPARES		12.733		5.680				30.912
OGC		1.627						6.797
TRAINING								0.214
INSTALLATION OF HARDWARE								
FY-07 5 KITS							[5]	5.767
FY-08 6 KITS							[6]	7.063
FY-09 10 KITS	[10]	12.020					[10]	12.020
TOTAL INSTALL	10	12.020					21	24.850
TOTAL COST (BP-1100)		29.350		6.034			21	135.939
(Totals may not add due to rounding)								
INSTALLATION QTY	10						21	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

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

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																	2	2	1		2	2			4			
Output																	2	2	1		2	2	2		4	4		2

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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

(NOTE: Funds transferred to MN-Z89731 for AQXR tracking purposes)

There are several C-5 trainers whose operation no longer accurately reflect the electrical or mechanical functions of the system intended to be represented because it does not match current aircraft configuration. These maintenance trainers are designed to represent an actual stand-alone aircraft mechanical system as it exists on the C-5 aircraft. These trainer upgrades typically demonstrate normal, abnormal, degraded, manual, and emergency aircraft system operation.

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

Development Status

TBD

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</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	1.287	[1]	0.752	[1]	1.578						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.287		0.752		1.578						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</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]	3.617	
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								
(Totals may not add due to rounding)								3.617	

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

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 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Modification Title and No: EMERGENCY DC POWER GENERATOR MN-8719

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

Center: WRALC Robins AFB GA

PE 0401119F

Team MOBIL

Description/Justification

This modification replaces the DC emergency generator and the aircraft batteries. It installs a hydraulic motor generator, generator control unit, regulated transformer rectifier unit, battery charging system, single battery, and modifies the flight engineers DC control panel. This program was a result of an engineering study to ascertain the power requirements of the C-5. Identified a DC power shortfall of 15 amps growing to potentially 25 amps under the Aircraft Modernization Program (AMP).

Aircraft Breakdown: Active 67, Reserve 32, ANG 13, Total 112

Development Status

N/A-3600 funds. Proof of concept will be funded using 3400 and 583 funds.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	112	3.090										
KITS NONRECUR		0.250										
EQUIPMENT	112	7.646										
EQUIP NONREC												
CHANGE ORDERS		0.139										
DATA		1.350		1.000								
SIM/TRAINER	4	0.850	[7]	0.500								
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 10 KITS	2	1.301	[8]	1.000								
FY-04 102 KITS			[22]	2.338	[44]		[36]					
TOTAL INSTALL	2	1.301	30	3.338	44		36					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	112	14.626		4.838								
INSTALLATION QTY	2		30		44		36					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[112]	3.090
KITS NONRECUR								0.250
EQUIPMENT							112	7.646
EQUIP NONREC								
CHANGE ORDERS								0.139
DATA								2.350
SIM/TRAINER							[11]	1.350
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-03 10 KITS							[10]	2.301
FY-04 102 KITS							[102]	2.338
TOTAL INSTALL							112	4.639
TOTAL COST (BP-1100)							112	19.464
(Totals may not add due to rounding)								
INSTALLATION QTY							112	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 7 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input									2	3	4		3	6	10	11	11	11	11	11	11	11	11	11	10	10	5	
Output									2				3	6	10	11	11	11	11	11	11	11	11	11	10	10	5	

02/16/2006
 FY 2007 PB
 Modification Title and No: AN/AAR-47 Sensor Upgrade MN-8828

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: C-5B (50) C-5A (1)

Center: WRALC Robins AFB GA

PE 41119F

Team

Description/Justification

To continue to provide protection for C-5 aircraft against infrared (IR) guided surface-to-air missiles and correct system obsolescence issues, the missile warning system (MWS) must be modified. When an attacking missile is detected, the MWS automatically sends a flare-eject signal to the dispenser, displays the threat quadrant, and sounds a warning tone in the pilot's headset. It also provides situational awareness for laser threats.

Optical sensors chemically decompose, blinding MWS sensors to a missile's signature. Failing sensors must be replaced to maintain a missile warning system capable of detecting IR surface-to-air missiles. Obsolete parts must be replaced to ensure the MWS remains logistically supportable. Without a functioning MWS, AMC crews and aircraft are vulnerable to the IR SAM threat.

Due to advances in technology, various system components have been rendered obsolete. These obsolete parts must be replaced to ensure the Missile Warning System remains logistically supportable. Failing sensors must be replaced to maintain a missile warning system capable of detecting IR surface-to-air missiles. Without a functioning Missile Warning System, crew and aircraft are vulnerable to the IR SAM threat. The V2 is currently going through an upgrade that will avoid the need for the AAR-47 Missile Warning System Smart Cable.

All kits will be purchased at once. This will be a field installation done by TCTO, consisting of 4 LRUs taking approximately 4 hours – box for box swap, no SE changes, no wiring changes, no Group A impact. Plan is to send the kits out and have the field do the work.

(Note: Common system upgrade—units are in production and being installed on other weapon systems).

50 - C-5B
 1 - C-5A

Aircraft Breakdown: Active 51, Reserve , ANG , Total 51

Development Status

NA - no 3600 Funds

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			51	4.100								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05			51	KITS					[51]			
TOTAL INSTALL									51			
TOTAL COST (BP-1100)			51	4.100								

Projected Financial Plan Continued

(Totals may not add due to rounding)

INSTALLATION QTY

PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>

51

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	4.100
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-05			51	KITS			[51]	
TOTAL INSTALL							51	
TOTAL COST (BP-1100)							51	4.100
(Totals may not add due to rounding)								
INSTALLATION QTY							51	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 31 Months

Follow-On Lead Time: 1 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																				
Output																	4	12	35	
																	4	12	35	

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-9				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$6.121	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

This line item funds modifications to the C-9 aircraft, commercial equivalent DC-9. The C-9A is a medium-range, twin-engine, jet transport designed to carry patients and medical personnel. The C-9C is used to transport the vice-president, cabinet members, members of Congress and other high ranking U.S. and foreign officials.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_2045	Hush Kit	5.9								5.9
	99999S	SERVICE BULLETINS	0.2	0.0	0.0						20.2
	Z88888	REPROGRAMMINGS	-0.0	0.0							
TOTAL FOR CLASS P			6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1
TOTAL FOR WEAPON SYSTEM C-9			6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1

Totals may not add due to rounding.

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02/16/2006
 FY 2007 PB
 Modification Title and No: Hush Kit MN-_2045

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-9 Class P

Models of Aircraft Affected: C-9C

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

PE 0401314F

Team MOBIL

Description/Justification

Purchases and installs hush kits and accomplishes all associated SBs on 1 C-9C aircraft. One hush kit consists of aircraft and engine mods (to include one spare engine), as well as the associated tech data. Aircraft will be transferred to Reserve (932AW Scott AFB, IL) by the end of FY05. Purchase and installation of hush kit for remaining two aircraft TBD.

Aircraft Breakdown: Active , Reserve 1, ANG , Total 1

Development Status

Commercial off-the-shelf item. No development required.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	2.504								
KITS NONRECUR												
EQUIPMENT			[1]	2.000								
EQUIP NONREC												
CHANGE ORDERS				1.400								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP			[1]									
INSTALLATION OF HARDWARE												
FY-05							[1]					
TOTAL INSTALL							1					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	5.904								
INSTALLATION QTY							1					

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							1	2.504
KITS NONRECUR							[1]	2.000
EQUIPMENT								1.400
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[1]	
INSTALLATION OF HARDWARE								
FY-05 1 KITS							[1]	
TOTAL INSTALL							1	
TOTAL COST (BP-1100)							1	5.904
(Totals may not add due to rounding)								
INSTALLATION QTY							1	

Method of Implementation: DEPOT

Initial Lead Time: 3 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

	<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
Input										1		
Output											1	

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$182.720	\$257.358	\$251.404	\$327.427	\$713.968	\$606.987	\$551.161	

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The primary mods in FY07 are the Large Aircraft Infrared Counter Measures (LAIRCM) and Block 13 to 17 Retrofit. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_1058	Mission Computer Replacement				15.2	22.6	30.3	32.8	94.9	195.8
	_1155	RNP - RNAV/VNAV Capability							21.8	3.1	24.9
	_1587	CVR and SFDR Backup Power					30.5	22.2	23.2	68.0	144.0
	_1823	M1A2 Loading Capability							18.0	539.0	557.0
	_2441	Joint Precision Approach and L						54.1	26.8	219.4	300.3
	_2703	IFF GATM Enhanced Mode S					32.4	21.8	21.0	78.5	153.7
	_2746	On Board Loose Equipment					56.9	47.2	48.3	105.6	257.9
	_3781	Fourth Life Raft Addition					32.1	28.1	25.0		85.2
	_6461	External Iridium Antenna						54.0	8.1	13.3	75.4
	_7655	LOX Bottle Protection		7.0							7.0
	_8962	Block 13 to 17 Retrofit		94.6	79.7	137.1	171.2	134.8	99.5	50.8	767.7
	0399	AIRLIFT DEFENSIVE SYSTEM	0.5	5.6	0.9	0.1					11.0
	5029	AERIAL DELIVERY SYSTEM I	0.5								5.0
	6026	400 POUND PARATROOPER	0.6	3.9	0.6						16.0
	6401	GATM - AUTOMATIC DEPEN							16.8	3.4	20.2
	6402	OBIGGS II		22.0	12.4	14.5	29.6	47.5	53.2	169.6	348.8
	6409	AERIAL DELIVERY SYSTEM I							24.1	539.0	563.1
	6412	EXTENDED RANGE RETROFI	41.6	28.7	17.9	26.7	49.5	82.6	93.3	394.1	734.5
	6415	CREW ARMOR PLATING PRO							26.0	83.9	109.9

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-17				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$182.720	\$257.358	\$251.404	\$327.427	\$713.968	\$606.987	\$551.161	

This line item funds modifications to the C-17 aircraft. The four engine C-17 is the only aircraft capable of routine delivery of outsize cargo (tanks, helicopters, etc.) to short, austere airfields. The aircraft can carry up to 102 troops, 36 litter patients, or 18 standard 463-L pallets. The primary mods in FY07 are the Large Aircraft Infrared Counter Measures (LAIRCM) and Block 13 to 17 Retrofit. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
	8629	LARGE AIRCRAFT INFRARED	134.7	83.3	137.9	131.7	287.3	82.4	11.2		987.8
	9714	STATION KEEPING FOLLOW-	0.2	0.2							17.5
	99999X	LOW COST MODIFICATIONS	2.0	2.0	2.0	2.0	2.0	2.0	2.0	8.0	22.0
	TAWS	TERRAIN AWARENESS & WA	2.6	2.4							43.3
	Z88888	REPROGRAMMINGS	0.0	7.7							
TOTAL FOR CLASS P			182.7	257.4	251.4	327.4	714.0	607.0	551.2	2370.5	5447.8
TOTAL FOR WEAPON SYSTEM C-17			182.7	257.4	251.4	327.4	714.0	607.0	551.2	2370.5	5447.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 38	PAGE NO. 2	
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02/16/2006
 FY 2007 PB
 Modification Title and No: Mission Computer Replacement MN-_1058

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

Models of Aircraft Affected: C17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

The current C-17 Mission Computer/Core Integrated Processor (MC/CIP) has been identified as a candidate for redesign to support future avionics capability upgrade Block 18 and later aircraft. A Form, Fit and Function CIP Replacement at the LRU level will replace the existing CIP for Block 18 and later aircraft with the exception of added capability for memory zeroization and fault tolerant inter-CIP communication. The CIP Replacement shall be operationally transparent to the aircrew with the exception of the added memory zeroization functionality. The CIP Replacement shall provide processing throughput improvement and added memory capacities to support future capability upgrade via block software.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/AFC-070

Aircraft Breakdown: Active 164, Reserve 8, ANG 8, Total 180

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	3.281	25	21.942
KITS NONRECUR										11.939		
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08		1 KITS										
FY-09		25 KITS									[1]	0.657
FY-10		33 KITS										
FY-11		33 KITS										
FY-12		33 KITS										
FY-13		33 KITS										
FY-14		22 KITS										
TOTAL INSTALL											1	0.657
TOTAL COST (BP-1100)									1	15.220	25	22.599
(Totals may not add due to rounding)												
INSTALLATION QTY											1	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	33	26.282	33	27.472	88	74.387	180	153.364
KITS NONRECUR								11.939
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08 1 KITS							[1]	0.657
FY-09 25 KITS	[25]	3.991					[25]	3.991
FY-10 33 KITS			[33]	5.362			[33]	5.362
FY-11 33 KITS					[33]	5.459	[33]	5.459
FY-12 33 KITS					[33]	5.557	[33]	5.557
FY-13 33 KITS					[33]	5.657	[33]	5.657
FY-14 22 KITS					[22]	3.835	[22]	3.835
TOTAL INSTALL	25	3.991	33	5.362	121	20.508	180	30.518
TOTAL COST (BP-1100)	33	30.273	33	32.834	88	94.895	180	195.821
(Totals may not add due to rounding)								
INSTALLATION QTY	19		31		124		180	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Input																																
Output																					1											
																						1										
	<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>															
	Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4											
Input	8	8	8	9	8	8	8	9	8	8	8	9	8	6	6	5	5															
Output	9	8	8	8	9	8	8	8	9	8	8	8	9	8	6	6	5	5														

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: LOX Bottle Protection MN-_7655

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

Provide C-17 LOX Bottles and converters with protection from a lower hemisphere operational threat of a 12.7mm Armor Piercing Incendiary (API). C-17s are currently equipped with temporary mission kits, for protection of crew area against 7.62mm threat. LOX bottles and converter are currently unprotected.

Updated approach: This retrofit assumes an alternate approach for protection. Development is still underway. The development effort conducted a live fire test in FY05 with the analysis still occurring in FY06. This update assumes a protective bag for the LOX Bottle vs an armor plating to the aircraft.

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-118

Aircraft Breakdown: Active 136, Reserve 8, ANG 8, Total 152

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					152	3.700						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06		152 KITS			[152]	3.253						
TOTAL INSTALL					152	3.253						
TOTAL COST (BP-1100)					152	6.953						
(Totals may not add due to rounding)												
INSTALLATION QTY					114							

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							152	3.700
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06	152	KITS					[152]	3.253
TOTAL INSTALL							152	3.253
TOTAL COST (BP-1100)							152	6.953
(Totals may not add due to rounding)								
INSTALLATION QTY							152	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									38	38	38	38				
Output									38	38	38	38				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: Block 13 to 17 Retrofit MN- 8962

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Models of Aircraft Affected:

Center: ASC

PE 41130F

Team

Description/Justification

This modification will incorporate Block 14, 15, 16, and 17 projects in one integrated retrofit work package to facilitate retrofit of C-17 aircraft P-1 through P-152 to a homogeneous configuration, and will be done in conjunction with the Extended Range (ER)/On Board Inert Gas Generating System (OBIGGS) II retrofit, when possible. The following projects were combined: Mobility 2000 (M2K), MN-6406; Secure Enroute Communication Package - Improved (SECOMP-I), MN-6411; Communication Open System Architecture (COSA), MN-4660; Weather Radar Replacement, MN-6422; Stabilizer Strut, MN-9735; Combat Lighting, MN- 8608; Formation Flying System (FFS), MN- 3056; and Global Air Traffic Management Required Navigational Performance - Improved (GATM/RNP-I), MN- 6414.

All of these projects have been or will be cut into the C-17 production line in Long Beach; M2K at P-98, SECOMP-I at P-106, COSA at P-121, Weather Radar Replacement and Stabilizer Strut at P-138, Combat Lighting, FFS, and GATM/RNP-I at P-153.

Block 14:

M2K provides an Aircraft Communications Addressing and Reporting System (ACARS) capability for data link communications between the aircraft and the Tanker Airlift Control Center (TACC). SECOMP-I will add three UHF SATCOM antennas, two Army multi-band VHF/UHF antennas, two additional SATCOM antennas, and add a cargo compartment communication panel.

Block 15:

COSA updates the design of the communications systems to add growth capacity through an open systems architecture approach.

Block 16:

Weather Radar Replacement will replace the current AN/APS-133 weather radar. Stabilizer Strut retrofit will implement design changes to the stabilizer strut system that will eliminate uncommanded movement.

Block 17:

FFS is an alternate-technology (to SKE Follow On) solution that is intended to meet AMC's requirement for a Strategic Brigade Airdrop (SBA) pass-time of 30 minutes. GATM/RNP-I provides the additional capability to maintain precise control of navigation accuracy to within one nautical mile of the aircraft's planned position while enroute and less than one nautical mile if in the terminal area. 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.

Aircraft Breakdown: Active 136, Reserve 8, ANG 8, Total 152

Development Status

Projected Financial Plan

PRIOR	FY-05	FY-06	FY-07	FY-08	FY-09
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Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR						19.285						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP							8.059					
Install Kits - M2K					[33]	1.597	[12]	0.523	[33]	1.495	[19]	0.827
Install Kits - SECOMP-I					[37]	5.049	[12]	1.670	[33]	4.684	[23]	3.330
Install Kits - COSA					[33]	50.957	[12]	14.240	[33]	39.852	[33]	40.570
Install Kits - Wthr Radar					[33]	5.713	[12]	2.544	[33]	7.196	[33]	7.416
Install Kits - Stab Struts					[33]	9.160	[12]	3.079	[33]	8.635	[33]	8.807
Install Kits - Combat Ltg					[1]	0.610	[12]	6.854	[33]	19.227	[33]	19.611
Install Kits - FFS					[1]	0.500	[12]	3.075	[33]	8.651	[33]	8.867
Install Kits - GATM RNP-I					[1]	1.513	[12]	6.270	[33]	17.553	[33]	17.869
MOD OF SPARES						0.071		0.873		2.414		2.457
GFE						0.193		2.316		6.582		6.701
PMA										1.869		1.912
INSTALLATION OF HARDWARE												
FY-07		0 KITS						[172]	30.221			
FY-08		0 KITS								[96]	18.991	
FY-09		0 KITS										[264] 52.787
FY-10		0 KITS										
FY-11		0 KITS										
FY-12		0 KITS										
FY-13		0 KITS										
TOTAL INSTALL								172	30.221	96	18.991	264 52.787
TOTAL COST (BP-1100)						94.648		79.724		137.149		171.154
(Totals may not add due to rounding)												
INSTALLATION QTY								129		115		222

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								19.285
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								8.059
Install Kits - M2K							[97]	4.442
Install Kits - SECOMP-I							[105]	14.733
Install Kits - COSA	[9]	11.286					[120]	156.905
Install Kits - Wthr Radar	[26]	6.006					[137]	28.875
Install Kits - Stab Struts	[26]	7.072					[137]	36.753
Install Kits - Combat Ltg	[33]	20.002	[33]	20.394	[7]	4.413	[152]	91.111
Install Kits - FFS	[33]	9.080	[33]	9.289	[7]	2.006	[152]	41.468
Install Kits - GATM RNP-I	[33]	18.190	[33]	18.518	[7]	4.006	[152]	83.919
MOD OF SPARES		2.501		2.548		0.551		11.415
GFE		6.822		6.958		1.505		31.077
PMA		1.958		2.000		4.141		11.880
INSTALLATION OF HARDWARE								
FY-07 0 KITS							[172]	30.221
FY-08 0 KITS							[96]	18.991
FY-09 0 KITS							[264]	52.787
FY-10 0 KITS	[240]	51.882					[240]	51.882
FY-11 0 KITS			[160]	39.770			[160]	39.770
FY-12 0 KITS					[99]	28.074	[99]	28.074
FY-13 0 KITS					[21]	6.074	[21]	6.074
TOTAL INSTALL	240	51.882	160	39.770	120	34.148	1,052	227.799
TOTAL COST (BP-1100)		134.799		99.477		50.770		767.721
(Totals may not add due to rounding)								
INSTALLATION QTY	246		180		154		1,052	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

		<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input														43	43	43	43	24	24	24	24	66	66	66	66	60	60	60	60	40	40	40	
Output														43	43	43	43	24	24	24	24	24	66	66	66	66	60	60	60	60	40	40	
		<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																					
Input	40	24	25	25	25	5	5	5	6																								
Output	40	40	24	25	25	25	5	5	5	6																							

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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 cost are for retrofit of 2 repeaters per aircraft being modified. The FY 03 Kit installation on P-94 was performed during LAIRCM testing; cost was incurred by LAIRCM test effort.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-025B

Aircraft Breakdown: Active 112, Reserve 0, ANG 0, Total 112

Development Status

Complete 09/00.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	56	3.453			51	5.101	5	0.450				
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES				0.167		0.172		0.175			0.030	
RETROFIT												
INSTALLATION OF HARDWARE												
FY-01 32 KITS	2	0.350	[30]	0.281								
FY-02 9 KITS			[5]	0.049	[4]	0.040						
FY-03 15 KITS					[15]	0.125						
FY-06 51 KITS					[16]	0.135	[35]	0.305				
FY-07 5 KITS									[5]	0.119		
TOTAL INSTALL	2	0.350	35	0.330	35	0.300	35	0.305	5	0.119		
TOTAL COST (BP-1100)	56	3.803		0.497	51	5.573	5	0.930			0.149	
(Totals may not add due to rounding)												
INSTALLATION QTY	2		27		35		35		13			

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							112	9.004
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								0.544
RETROFIT								
INSTALLATION OF HARDWARE								
FY-01	32 KITS						[32]	0.631
FY-02	9 KITS						[9]	0.089
FY-03	15 KITS						[15]	0.125
FY-06	51 KITS						[51]	0.440
FY-07	5 KITS						[5]	0.119
TOTAL INSTALL							112	1.404
TOTAL COST (BP-1100)							112	10.952
(Totals may not add due to rounding)								
INSTALLATION QTY							112	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: 400 POUND PARATROOPER SEAT MN-6026

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

Procures and installs one set (102 fabric-type) paratrooper seats on each aircraft. These seats support user (Army) requirements, provide safety and support to the occupant and meet the revised C-17 troop seat specifications.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/FS-021

Aircraft Breakdown: Active 26, Reserve 0, ANG 0, Total 26

Development Status

RDT&E complete Aug 1996.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	9.696	1	0.525	9	3.823						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-97	1	0.120										
FY-98	7	0.652										
FY-99	3	0.206										
FY-00	1	0.038										
FY-01	1	0.042										
FY-02	1	0.099										
FY-03	1	0.056										
FY-04			[1]	0.051								
FY-05					[1]	0.065						
FY-06							[9]	0.600				
TOTAL INSTALL	15	1.213	1	0.051	1	0.065	9	0.600				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	16	10.909	1	0.576	9	3.888		0.600				
INSTALLATION QTY	15		1		1		7					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							26	14.044
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-97	1	KITS					[1]	0.120
FY-98	7	KITS					[7]	0.652
FY-99	3	KITS					[3]	0.206
FY-00	1	KITS					[1]	0.038
FY-01	1	KITS					[1]	0.042
FY-02	1	KITS					[1]	0.099
FY-03	1	KITS					[1]	0.056
FY-04	1	KITS					[1]	0.051
FY-05	1	KITS					[1]	0.065
FY-06	9	KITS					[9]	0.600
TOTAL INSTALL							26	1.929
TOTAL COST (BP-1100)							26	15.973
(Totals may not add due to rounding)								
INSTALLATION QTY							26	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

		<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input													1	2	1	2	2	1	1														
Output													1	2	1	1	2	2	1	1					1						1		
		<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>															
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4													
Input		1				1				1				3	2	2	2																
Output			1				1					1			3	2	2	2															

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: OBIGGS II MN-6402

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

Updated Approach: This retrofit will add the OBIGGS II system to aircraft P71-P137 (aircraft that already have Extended Range capability). P1 - P70 will receive OBIGGS II in conjunction with the Extended Range Retrofit in MN-6412.

The new system will be a continuous flow design, as opposed to the current accumulation/storage version. Molecular Sieve Air Separator Modules (ASM's) in the current system are not efficient enough to generate Nitrogen Enriched Air (NEA) as required. Thus, NEA must be accumulated and stored. High pressure is necessary to minimize storage volume, so the compressor is required. Mission planning is required to allow NEA accumulation, and initialization procedures are lengthy. In general, the current system is complicated and has low reliability.

Permeable membrane ASM's in the new system are efficient enough to generate NEA as required. Compression via the compressors and storage in the bottles are not required, and consequently, these components can be eliminated. Mission planning to allow NEA accumulation is no longer necessary either. The new system will automatically initialize by running for 20-40 minutes and weigh approximately 475lbs less than the current system. The new system will also be simpler with 900% higher reliability as measured by MTBMS.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-038

Aircraft Breakdown: Active 59, Reserve 0, ANG 8, Total 67

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	4.671	3	9.000	3	10.020	8	24.960
KITS NONRECUR						6.637						
EQUIPMENT						6.012						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
LONG LEAD ITEMS						4.651						

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06			1	KITS			[1]	3.400				
FY-07			3	KITS					[3]	4.500		
FY-08			3	KITS							[3]	4.590
FY-09			8	KITS								
FY-10			11	KITS								
FY-11			11	KITS								
FY-12			11	KITS								
FY-13			11	KITS								
FY-14			8	KITS								
TOTAL INSTALL							1	3.400	3	4.500	3	4.590
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)					1	21.971	3	12.400	3	14.520	8	29.550
INSTALLATION QTY							1		3		3	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	11	35.013	11	35.717	30	101.160	67	220.541
KITS NONRECUR								6.637
EQUIPMENT								6.012
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
LONG LEAD ITEMS								4.651
INSTALLATION OF HARDWARE								
FY-06 1 KITS							[1]	3.400
FY-07 3 KITS							[3]	4.500
FY-08 3 KITS							[3]	4.590
FY-09 8 KITS	[8]	12.480					[8]	12.480
FY-10 11 KITS			[11]	17.512			[11]	17.512
FY-11 11 KITS					[11]	17.864	[11]	17.864
FY-12 11 KITS					[11]	18.216	[11]	18.216
FY-13 11 KITS					[11]	18.579	[11]	18.579
FY-14 8 KITS					[8]	13.780	[8]	13.780
TOTAL INSTALL	8	12.480	11	17.512	41	68.439	67	110.921
TOTAL COST (BP-1100)	11	47.493	11	53.229	30	169.599	67	348.762
(Totals may not add due to rounding)								
INSTALLATION QTY	6		11		41		67	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1				1	1	1		1	1	1		1	1	1		2	2	2	2	3	3	3	
Output													1				1	1	1	1	1	1	1		2	2	2		2	2	2	2	2	3	3	
	<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>																			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	2	3	4													
Input	2	3	3	3	2	3	3	3	2	3	3	3	2	2	2	2	2	2	2	2	2	2	2	2												
Output	3	2	3	3	3	3	3	3	2	3	3	3	3	3	2	2	2	2	2	2	2															

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: EXTENDED RANGE RETROFIT MN-6412

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

Models of Aircraft Affected: Center: PE Team

Description/Justification

Updated Approach:

This program combines two retrofits, Extended Range and OBIGGS II, into one combined effort in an attempt to minimize cost and schedule (previous submission was for ER only). This is achieved programmatically by opening the wing sections once and accomplishing both efforts. In order to have the Extended Range Fuel Containment System (ERFCS) retrofit in a position for FY07 kit proofing (simultaneous with OBIGGS II), the up front installation design effort began in FY05. Accomplishment any later would prohibit simultaneous execution of the two retrofit efforts. The FY05 non-recurring engineering (NRE) will be used for development and release of difference engineering drawings, tooling design effort, time critical technical orders (TCTO) for Block VII aircraft. The FY06 effort includes the acquisition of one each ERFCS and OBIGGS II Kitproof kit, the delta TCTOs for the remaining 6 block configurations and the acquisition of tooling and special test equipment.

The ERFCS portion increases aircraft fuel capacity by approximately 9,500 gallons and adds approximately 1,800 pounds to the gross aircraft weight. The OBIGGS II portion vastly improves the performance of the current OBIGGS system. The OBIGGS II redesign will be a continuous flow redesign, as opposed to the current accumulation/storage version which is complicated and has low reliability. The modification includes structural improvements to the wing and fuselage, and changes to subsystems and software. This redesign will significantly increase system effectiveness, utility and maintainability and reduce system Life Cycle Costs (LCC) by nearly \$400M.

OBIGGS II is currently funded for retrofit actions in FY06 with the development of the engineering drawings (non-recurring activities) already in work under the C-17 Producibility Enhancement/Performance Improvement delivery order contract (PTP-0111).

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan: AV/FS-029b

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

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	3.757	3	12.900	3	13.158	8	35.776
KITS NONRECUR				41.646		20.289						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
LONG LEAD ITEMS						4.651						

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-06			1	KITS			[1]	5.000				
FY-07			3	KITS					[3]	13.500		
FY-08			3	KITS							[3]	13.770
FY-09			8	KITS								
FY-10			10	KITS								
FY-11			10	KITS								
FY-12			10	KITS								
FY-13			10	KITS								
FY-14			10	KITS								
FY-15			5	KITS								
TOTAL INSTALL							1	5.000	3	13.500	3	13.770
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)				41.646	1	28.697	3	17.900	3	26.658	8	49.546
INSTALLATION QTY							1		3		3	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	10	45.150	10	45.580	35	166.974	70	323.295
KITS NONRECUR								61.935
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
LONG LEAD ITEMS								4.651
INSTALLATION OF HARDWARE								
FY-06 1 KITS							[1]	5.000
FY-07 3 KITS							[3]	13.500
FY-08 3 KITS							[3]	13.770
FY-09 8 KITS	[8]	37.440					[8]	37.440
FY-10 10 KITS			[10]	47.750			[10]	47.750
FY-11 10 KITS					[10]	48.710	[10]	48.710
FY-12 10 KITS					[10]	49.680	[10]	49.680
FY-13 10 KITS					[10]	50.680	[10]	50.680
FY-14 10 KITS					[10]	51.690	[10]	51.690
FY-15 5 KITS					[5]	26.360	[5]	26.360
TOTAL INSTALL	8	37.440	10	47.750	45	227.120	70	344.580
TOTAL COST (BP-1100)	10	82.590	10	93.330	35	394.094	70	734.461
(Totals may not add due to rounding)								
INSTALLATION QTY	6		10		47		70	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>
Contract Date (Month/CY)	02/05	01/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16
Delivery Date (Month/CY)	02/06	01/07	01/08	01/09	01/10	01/11	01/12	01/13	01/14	01/15	01/16	01/17

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														1	0	0		1	1	1		1	1	1		2	2	2	2	3	3	2	
Output														1			1	1	1		1	1	1			2	2	2	2	2	3	3	
		<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4									
Input	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3		2									
Output	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	2	3					2									

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401134F

Team MOBIL

Description/Justification

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the IR Man-Portable Air-Defense Systems (MANPADS) threat.

The current LAIRCM system [AN/AAQ-24V(13)] consists of ultra-violet (UV) missile warning sensors, Small Laser Transmitter Assemblies (SLTA) containing an IR (Infrared) tracker a colorless eye-safe multiband laser, a Control Indicator Unit (CIU) and a system processor to detect, track and counter incoming IR missiles. This system is fully automatic following power up. FY01 was the first year for LAIRCM RDT&E funding (PE 41130F). The Multi-Command Operational Requirements Document (LAIRCM ORD 314-92) was validated in FY98.

The current plan is to modify 157 AF aircraft (92 C-17, 32 C-130H, 22 C-5B, 8 C-130J, 3 C-40Bs) in the 06-11 FYDP to meet AMC's need for a minimum of 444 LAIRCM-equipped aircraft.

Phase I LAIRCM installations have been accelerated through a FY04 Above Threshold Reprogramming action (\$32.6M) and a FY05 Supplemental (\$95M). These accelerated installs began in Feb 05 and are scheduled to complete in Mar 07.

Phase II LAIRCM develops the Next Generation Missile Warning System (NexGen MWS) and a smaller new turret assembly (Guardian Laser Turret Assembly). Development of the NexGen MWS began in Jun 04 with LAIRCM production incorporation in FY07. Mini-turret development began in FY03 with Low Rate Initial Production planned to start in late FY06/early FY07. C-17s will be retrofitted with Phase II equipment when both become available in FY07.

A total of 92 Active C-17s (including 2 RDT&E) are planned to be modified with LAIRCM thru FY11 with today's funding . The first 30 C-17s have been modified with a single tail SLTA to accelerate fielding of this advanced defensive system. This interim configuration is called LAIRCM Lite. The full-up LAIRCM configuration for the C-17 includes two additional forward-mounted SLTAs.

The Source of Repair Assignment Process (SORAP) has been completed and the airborne electronic components of the AN/AAQ-24 IRCM system have been determined to be a core candidate workload. Test and support equipment, training, data rights and other logistics support elements are required to stand up organic depot repair capability. Test and support equipment is required to maintain ever increasing fleet size for contractor repair under the Public/Private partnership.

Aircraft Breakdown: Active 92, Reserve 0, ANG 0, Total 92

Aircraft Breakdown: Active 90, Reserve 0, ANG 0, Total 90

Development Status

The LAIRCM program Phase I contract was awarded on 28 Sep 01.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		75.846		69.069		58.596		34.916		26.893		26.042
PROCUREMENT (3010)												
INSTALL KITS	28	29.529	25	23.395	14	14.340	11	11.510	5	5.340	7	7.630
KITS NONRECUR				6.500								
EQUIPMENT	28	42.637	[25]	55.337	[14]	26.808	[11]	21.516	[5]	21.258	[7]	31.018
EQUIP NONREC												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
CHANGE ORDERS		1.744				4.227		14.420		5.619		14.280
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		2.489		3.294		0.860		0.700		0.320		0.080
INITIAL SPARES		24.379		6.797		14.875		25.010		21.190		23.350
ICS		0.560		3.762		3.490		3.380				
DEPOT								19.858		6.230		57.028
TRAINING				0.200				0.200				
RETROFIT KITS					[6]	5.040	[16]	39.456	[20]	51.050	[50]	128.484
TOOLING		1.737		1.800								
OGC		1.738										
OTHER										2.778		7.043
RETROFIT INSTALLATION							[6]	1.800	[16]	7.200	[30]	13.500
INSTALLATION OF HARDWARE												
FY-03	10	14.499										
FY-04			[18]	15.824								
FY-05			[25]	17.805								
FY-06					[14]	13.700						
FY-07							[11]					
FY-08									[5]	10.747		
FY-09											[7]	4.850
TOTAL INSTALL	10	14.499	43	33.629	14	13.700	11		5	10.747	7	4.850
TOTAL COST (BP-1100)	28	119.312	25	134.713	14	83.340	11	137.850	5	131.732	7	287.263
(Totals may not add due to rounding)												
INSTALLATION QTY	10		16		18		23		14		9	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.101		7.097				304.560
PROCUREMENT (3010)								
INSTALL KITS							90	91.744
KITS NONRECUR								6.500
EQUIPMENT							[90]	198.575
EQUIP NONREC								
CHANGE ORDERS		2.065						42.355
DATA								
SIM/TRAINER								7.743
SUPPORT-EQUIP								115.601
INITIAL SPARES								11.192
ICS								84.526
DEPOT		1.410						0.400
TRAINING								271.260
RETROFIT KITS	[35]	47.230					[127]	3.537
TOOLING								7.459
OGC		5.721						9.821
OTHER								52.879
RETROFIT INSTALLATION	[43]	19.200	[32]	11.179			[127]	
INSTALLATION OF HARDWARE								
FY-03	10 KITS						[10]	14.499
FY-04	18 KITS						[18]	15.824
FY-05	25 KITS						[25]	17.805
FY-06	14 KITS						[14]	13.700
FY-07	11 KITS						[11]	
FY-08	5 KITS						[5]	10.747
FY-09	7 KITS						[7]	11.650
TOTAL INSTALL		6.800					90	84.225
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		82.426		11.179			90	987.816
INSTALLATION QTY							90	

Method of Implementation: CONTRACTOR FACILITY

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

Installation Schedule

	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					2	3	3	2					4	6	6	4	2	6	6	5	6	6	6	5	3	3	3	3	3	3	3	3	3	3	3	3
Output						2	3	3	2					4	6	6	4	2	6	6	5	6	6	6	5	3	3	3	3	3	3	3	3	3	3	3

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

Covers the costs for high priority improvement or enhancement modifications.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan #: SS/MOD-002

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

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR				2.000		2.000		2.000		2.000		2.000
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
TOTAL COST (BP-1100)				2.000		2.000		2.000		2.000		2.000
(Totals may not add due to rounding)				2.000		2.000		2.000		2.000		2.000

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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		8.000		22.000
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
TOTAL COST (BP-1100)		2.000		2.000		8.000		22.000
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

PE 0401130F

Team MOBIL

Description/Justification

The 12 Feb 97 White House Commission on Aviation Safety and Security final report states, "EGPWS should be installed on all commercial and military passenger aircraft." Mandated by AF/XO. Impact: Absence of this capability results in decreased pilot situational awareness. A fourth generation Terrain Awareness and Warning System (TAWS) will be installed to provide terrain map and caution/warning annunciation based on a stored terrain database, reactive wind shear annunciation during takeoff/landing, etc. Fix: Install a fourth-generation GPWS with a digital terrain database that includes capabilities outlined in the following AF/XO message: "Implementation of AF Navigation and Safety Master Plan and Policy Clarification for GPWS, ADS, and GPS Navigation Systems," 260735Z Mar 97 and supports low level operations.

This retrofit effort is tied with the C-17 Station Keeping Follow-On effort (MN 9714) which encountered technical issues in FY03 and delayed the kits installs. As such, FY03 installs delayed until FY04, and FY04 installs delayed until FY05.

The C-17 program office executes its modernization program on a calendar year basis. The 12-month funded delivery period runs from January to December each year.

Project Plan Id#: AV/AFC-006

Aircraft Breakdown: Active 85, Reserve 0, ANG 0, Total 85

Development Status

Design to complete 4/00.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	27.836										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.457										
INSTALLATION OF HARDWARE												
FY-01 9 KITS	9	2.513										
FY-02 33 KITS	33	6.528										
FY-03 24 KITS	10	1.000	[8]	2.601	[6]	0.577						
FY-04 19 KITS					[19]	1.828						
TOTAL INSTALL	52	10.041	8	2.601	25	2.405						
TOTAL COST (BP-1100)	85	38.334		2.601		2.405						

Projected Financial Plan Continued

(Totals may not add due to rounding)

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	25		29		25							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	27.836
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MOD OF SPARES								0.457
INSTALLATION OF HARDWARE								
FY-01	9	KITS					[9]	2.513
FY-02	33	KITS					[33]	6.528
FY-03	24	KITS					[24]	4.178
FY-04	19	KITS					[19]	1.828
TOTAL INSTALL							85	15.047
TOTAL COST (BP-1100)							85	43.340
(Totals may not add due to rounding)								
INSTALLATION QTY							85	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

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

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																	1				6	6	12	9	7	7	6	6	7	6	6	6				
Output																	1	6	6	12	9	7	7	6	6	6	7	6	6	6	6	6				

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-21				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$1.110	\$7.819	\$1.322	\$0.939	\$0.753	\$0.581	\$0.407	

This line item funds modifications to the C-21 aircraft, commercial equivalent to the Learjet 35. The C-21 aircraft is a twin-turboprop engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The overall goal of C-21 modifications in FY07 is to fund 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-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	_8995	RVSM (Reduced Vertical Separ		3.9							3.9
	99999S	SERVICE BULLETINS	0.9	3.3	1.1	0.3	0.1	0.4	0.3		10.0
	99999X	LOW COST MODIFICATIONS	0.2	0.2	0.2	0.6	0.7	0.1	0.1		5.3
	Z88888	REPROGRAMMINGS	0.1	0.4							
TOTAL FOR CLASS P			1.2	7.8	1.3	0.9	0.8	0.6	0.4	0.0	19.2
TOTAL FOR WEAPON SYSTEM C-21			1.2	7.8	1.3	0.9	0.8	0.6	0.4	0.0	19.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 39	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: RVSM (Reduced Vertical Separation Minimum) MN-_8995

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-21 Class P

Models of Aircraft Affected: C-21A

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

PE 0401314F

Team MOBIL

Description/Justification

RVSM is designed to reduce the required vertical separation of aircraft flying between FL290 and FL410 inclusive from 2,000 feet to 1,000 feet. To participate in RVSM airspace, aircraft must meet stringent altimetry system performance tolerances which require modifications for the C-21. The C-21 RVSM requirement was validated in 1996. Currently the Pacific, North Atlantic and European airspaces have implemented RVSM and all C-21s are restricted to operations below FL 290 due to non-compliance. CONUS RVSM requirements are scheduled to go into effect in Jan 2005.

Aircraft Breakdown: Active 27, Reserve , ANG , Total 27

Development Status

Prototype and kitproof: 1 Mar 06

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	3.819						
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.076						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 27 KITS					[27]							
TOTAL INSTALL					27							
TOTAL COST (BP-1100)					27	3.895						
(Totals may not add due to rounding)												
INSTALLATION QTY					27							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	3.819
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.076
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06	27	KITS					[27]	
TOTAL INSTALL							27	
TOTAL COST (BP-1100)							27	3.895
(Totals may not add due to rounding)								
INSTALLATION QTY							27	

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<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
Input										6	12	9
Output										6	12	9

02/16/2006
 FY 2007 PB
 Modification Title and No: SERVICE BULLETINS MN-99999S

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-21 Class P

Models of Aircraft Affected: C-21A

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

PE 0401314F

Team MOBIL

Description/Justification

C-21 is an FAA certified aircraft. These service bulletins affect safety, product improvement, maintenance, and reliability. FY 02 through FY 05 reflect 12,000 hr depot (phase 16) inspections and FY06 through FY10 reflect 6,000 hr depot (phase 14) inspections. These are engine life extensions that will require associated service actions to be performed at time of depot induction. Service bulletins are issued to correct FAA identified deficiencies.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	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		3.473		0.898		3.347		1.147		0.311		0.070
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		3.473		0.898		3.347		1.147		0.311		0.070
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		0.435		0.304				9.985
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.435		0.304				9.985
INSTALLATION QTY								

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY				P-1 ITEM NOMENCLATURE: C-32			
AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications							
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$0.184	\$30.384	\$0.198	\$1.624	\$1.674	\$1.716	\$1.739

This line item funds modifications to the C-32 aircraft, commercial equivalent Boeing 757. The C-32 is a long-range jet transport designed to transport VIPSAM passengers. The modification in FY07 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	9608	Aux Fuel tank		28.7							28.7
	99999S	SERVICE BULLETINS	0.1	0.1	0.1						0.3
	99999SG	SERVICE BULLETINS - ANG				0.8	0.9	0.9	0.9		3.6
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1						0.8
	99999XG	LOW COST MODS - ANG				0.8	0.8	0.8	0.8	0.0	3.2
	Z88888	REPROGRAMMINGS	0.0	1.5							
TOTAL FOR CLASS P			0.2	30.4	0.2	1.6	1.7	1.7	1.7	0.0	36.6
TOTAL FOR WEAPON SYSTEM C-32			0.2	30.4	0.2	1.6	1.7	1.7	1.7	0.0	36.6

Totals may not add due to rounding.

02/16/2006
 FY 2007 PB
 Modification Title and No: Aux Fuel tank MN-9608

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-32 Class P

Models of Aircraft Affected: C-32A

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

Description/Justification

Restoration of auxiliary Fuel Tanks on 4 C-32A aircraft.

Aircraft Breakdown: Active 4, Reserve , ANG , Total 4

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	28.693						
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						28.693						
(Totals may not add due to rounding)												
INSTALLATION QTY							1					

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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]	28.693
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								28.693
(Totals may not add due to rounding)								
INSTALLATION QTY							4	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 4 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-37				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.346	\$0.377	\$0.404	\$0.414	\$0.427	\$0.437	\$0.443	

This line item funds modifications to the C-37 aircraft, commercial equivalent Gulfstream 5. The C-37 is a long-range jet transport designed to transport VIPSAM passengers. The overall goal of modifications in FY07 is to fund service bulletins/low cost modifications that will improve flight safety, reliability, and maintainability.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999S	SERVICE BULLETINS	0.3	0.2	0.3	0.3	0.3	0.3	0.3		2.5
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		2.9
	Z88888	REPROGRAMMINGS	0.0	0.1							
TOTAL FOR CLASS P			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	5.5
TOTAL FOR WEAPON SYSTEM C-37			0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	5.5

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: GLID00				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.000	\$3.132	\$0.115	\$0.116	\$0.121	\$0.121	\$0.124	

This line item funds modifications to the TG-10, TG-14, and TG-15 gliders used at the US Air Force Academy. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	6198	GLIDER PARTS LICENSURE		3.1							3.1
	99999X	LOW COST MODIFICATIONS		0.1	0.1	0.1	0.1	0.1	0.1		0.7
TOTAL FOR CLASS P			0.0	3.2	0.1	0.1	0.1	0.1	0.1	0.0	3.7
TOTAL FOR WEAPON SYSTEM GLID00			0.0	3.2	0.1	0.1	0.1	0.1	0.1	0.0	3.7

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: GLIDER PARTS LICENSURE MN-6198

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: GLID00 Class P

Models of Aircraft Affected: TG-10, TG-14, TG-15

Center: ASC - Wright Patterson AFB, OH

PE 0804748F Team PERSO

Description/Justification

Funds licensure of parts manufacturing rights to sustain all variants of the TG-10, TG-14 and TG-15 gliders used at the United States Air Force Academy. These glider aircraft were manufactured by small, specialized producers outside the United States. Current replacement part order and delivery is slow and seriously degrades aircraft availability rates. Allowing sustainment parts to be manufactured locally will alleviate that situation.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
DATA												
TOTAL COST (BP-1100)								3.057				
(Totals may not add due to rounding)								3.057				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
DATA								
TOTAL COST (BP-1100)								3.057
(Totals may not add due to rounding)								3.057

Method of Implementation:

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Milestones

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

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-6			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$3.790	\$6.061	\$6.164	\$16.873	\$21.128	\$17.387	\$11.839

The Joint Primary Aircraft Training System (JPATS) will replace the USAF T-37B and USN T-34C training aircraft and their associated ground based training systems. The JPATS T-6A aircraft provides significant improvements over the aircraft it is replacing, including a 0/0 ejection seat which accommodates a larger anthropometric pilot population, a pressurized cockpit, anti-g capability, and increased birdstrike protection. Low-cost modifications to the aircraft will include, among others, an upgraded, nosewheel centering, VHF radio volume, and power control lever decals. The primary modifications in FY07 is the Oil Pressure Warning System. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	9854	OIL PRESSURE WARNING	0.4	0.7	2.1	1.4					4.6
	9857	TRAFFIC ALERT AND COLLISI				11.4	16.5	12.9	8.2	8.4	57.4
	9858	INTER-SEAT SEQUENCER S	0.7	1.0	0.5	0.4					2.5
	99999X	LOW COST MODIFICATIONS	0.1	0.5	0.4	0.2	0.7	0.4	0.1		6.1
TOTAL FOR CLASS P-S			1.1	2.1	3.0	13.4	17.2	13.3	8.3	8.4	70.6
P	9847	Avionics Obsolesence			0.2	0.5	1.5	2.5			4.7
	9848	Trim Actuator Redesign			1.0	0.9	0.9				2.8
	9849	Unique Identification (UID)			0.2	0.4	0.6	1.2	3.2	3.5	9.1
	9870	NOSE WHEEL CENTERING	1.1								3.2
	9871	COCKPIT UPGRADES	1.1	2.5	0.9	1.4	0.9	0.4	0.4	0.4	7.9
	9872	Anti-Suffocation Valve (ASV)	0.5	0.8	0.9	0.2					2.5
	Z88888	REPROGRAMMINGS	0.0	0.6							
TOTAL FOR CLASS P			2.7	3.9	3.2	3.5	3.9	4.1	3.6	3.9	30.2
TOTAL FOR WEAPON SYSTEM T-6			3.8	6.0	6.2	16.9	21.1	17.4	11.9	12.3	100.8

Totals may not add due to rounding.

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02/16/2006
 FY 2007 PB
 Modification Title and No: Trim Actuator Redesign MN-9848

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

Description/Justification

Redesign trim actuator to allow more responsive elevator trim movement for safer, more efficient operation during critical phases of flight such as takeoff and landing.

Kits and installations not separately priced.

Aircraft Breakdown: Active 270, Reserve , ANG , Total 270

Development Status

Development is complete

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							90	1.000	90	0.900	90	0.900
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-07			90 KITS				[90]					
FY-08			90 KITS						[90]			
FY-09			90 KITS									[90]
TOTAL INSTALL							90		90		90	
TOTAL COST (BP-1100)							90	1.000	90	0.900	90	0.900
(Totals may not add due to rounding)												
INSTALLATION QTY							90		90		90	

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							270	2.800
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-07	90	KITS					[90]	
FY-08	90	KITS					[90]	
FY-09	90	KITS					[90]	
TOTAL INSTALL							270	
TOTAL COST (BP-1100)							270	2.800
(Totals may not add due to rounding)								
INSTALLATION QTY							270	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<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
Input													22	23	22	23	22	23	22	23	22	23	22	23	22	23	22	23
Output													22	23	22	23	22	23	22	23	22	23	22	23	22	23	22	23

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: OIL PRESSURE WARNING MN-9854

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-6 Class P-S

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

Description/Justification

Funds Oil Pressure Warning System. There is no caution or warning given in the pilot's field of view (FOV) if oil pressure drops below 40psi. This may be difficult for pilots to recognize during aerobatics. This was first identified by the Safety Investigation Board in a Class B mishap in Sept 01. The report subject name is (U) T-6A, Class B, Aircraft Flight, Engine Confined Non-FOD, Final Evaluation 20010801TYMX001B.

Kits/installations not separately priced.

Aircraft Breakdown: Active 228, Reserve 0, ANG 0, Total 228

Development Status

Study effort accomplished ECP for kit development and integration.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			20	0.371	25	0.698	90	2.062	93	1.421		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-05			20 KITS		[20]							
FY-06			25 KITS			[25]						
FY-07			90 KITS				[90]					
FY-08			93 KITS						[93]			
TOTAL INSTALL			20		25		90		93			
TOTAL COST (BP-1100)			20	0.371	25	0.698	90	2.062	93	1.421		
(Totals may not add due to rounding)												
INSTALLATION QTY			20		25		90		93			

	<u>FY-10</u>		<u>FY-11</u>		<u>TO COMP</u>		<u>TOTAL</u>	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							228	4.552
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-05	20	KITS					[20]	
FY-06	25	KITS					[25]	
FY-07	90	KITS					[90]	
FY-08	93	KITS					[93]	
TOTAL INSTALL							228	
TOTAL COST (BP-1100)							228	4.552
(Totals may not add due to rounding)								
INSTALLATION QTY							228	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					5	5	5	5	6	6	6	7	22	23	22	23	23	23	23	24				
Output					5	5	5	5	6	6	6	7	22	23	22	23	23	23	23	24				

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-6 Class P-S

Modification Title and No: TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS) 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 PRF) that has since been upgraded to high pulse repetition frequency (High PRF). As a result of the FAA radar changes, NACWS operate4s in a degraded mode. This modification will remove NACWS and replace it with the Traffic Alert Collision Avoidance System (TCAS) that operates with the current FAA ground radar at High PRF. Failure to accomplish this modification will present pilots, including students, with increased risk of in-flight collision.

Kits and installations are not separately priced.

Aircraft Breakdown: Active 365, Reserve , ANG , Total 365

Development Status

Program direction and acquisition strategy are currently beign developed.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									22	11.398	132	16.520
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-08		22 KITS										[22]
FY-09		132 KITS										
FY-10		132 KITS										
FY-11		79 KITS										
TOTAL INSTALL												22
TOTAL COST (BP-1100)									22	11.398	132	16.520
(Totals may not add due to rounding)												
INSTALLATION QTY												22

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	132	12.900	79	8.239		8.373	365	57.430
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT								
INSTALLATION OF HARDWARE								
FY-08 22 KITS							[22]	
FY-09 132 KITS	[132]						[132]	
FY-10 132 KITS			[132]				[132]	
FY-11 79 KITS					[79]		[79]	
TOTAL INSTALL	132		132		79		365	
TOTAL COST (BP-1100)	132	12.900	79	8.239		8.373	365	57.430
(Totals may not add due to rounding)								
INSTALLATION QTY	132		132		79		365	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 Months

Milestones

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

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																					5	6	5	6	33	33	33	33	33	33	33	33
																					5	6	5	6	33	33	33	33	33	33	33	33
Quarter	1	2	3	4													1	2	3	4												
Input	33	33	13																													
Output	33	33	33	13																												

02/16/2006
 FY 2007 PB
 Modification Title and No: NOSE WHEEL CENTERING MN-9870

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

Description/Justification

Several nose wheels have moved off center during side slips causing some difficulty in controlling aircraft direction during landing or difficulty in retracting the landing gear. AETC/DOF has issued FCIF prohibiting gear down side slip maneuvers. SPO/RAC have flight tested to determine the amount of the nose wheel off-center due to side slips. The program developed a positive nose wheel centering system to introduce into production and retrofit on all T-6A's.

Because BP11 funding was received as BP10 in FY03, "install kits" include the total cost for the modification. Actual installs occur in FY04 [67] and FY05 [64]. Procurement of the "install kits" occurred in FY03 [67] and FY04 [64].

Aircraft Breakdown: Active 131, Reserve , ANG , Total 131

Development Status

Development effort is complete.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	67	2.038	64	1.136								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04			67 KITS									
FY-05				64 KITS								
TOTAL INSTALL	67			[64]								
TOTAL COST (BP-1100)	67	2.038	64	1.136								
(Totals may not add due to rounding)												
INSTALLATION QTY	67		64									

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							131	3.174
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-04	67	KITS					[67]	
FY-05	64	KITS					[64]	
TOTAL INSTALL							131	
TOTAL COST (BP-1100)							131	3.174
(Totals may not add due to rounding)								
INSTALLATION QTY							131	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	10/03	10/04	
Delivery Date (Month/CY)	12/03	12/04	

Installation Schedule

		<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	
Input					16	17	17	17	16	16	16	16	
Output					16	17	17	17	16	16	16	16	

02/16/2006
 FY 2007 PB
 Modification Title and No: COCKPIT UPGRADES MN-9871

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-6 Class P

Models of Aircraft Affected: T-6A

Center: ASC - Wright Patterson AFB, OH

PE 0804740F

Team PERSO

Description/Justification

The cockpit has a number of deficiencies which impact the effectiveness and efficiency of the aircraft's training capability inflight. These include inadequate cockpit lighting, storage, and visibility using the current mirrors. Secondly, seven of the circuit breakers that that must be pulled in certain emergency situations need collars to do so easily with gloved hands. Thirdly, the canopy seal is leaking on the ground during rain storms allowing water to accumulate in the cockpit area with no easy way of draining this water. 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 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 131, Reserve , ANG , Total 131

Development Status

Development effort is complete.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			19	0.662	16	1.247	16	0.900	16	1.418	16	0.886
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT			[19]	0.390	[16]	1.247						
INSTALLATION OF HARDWARE												
FY-05			19 KITS		[4]							
FY-06			16 KITS		[12]		[4]					
FY-07			16 KITS				[12]					
FY-08			16 KITS						[4]			
FY-09			16 KITS						[12]			
FY-10			16 KITS								[4]	
FY-11			16 KITS								[12]	
FY-12			16 KITS									
TOTAL INSTALL			15		16		16		16		16	
TOTAL COST (BP-1100)			19	1.052	16	2.494	16	0.900	16	1.418	16	0.886

Projected Financial Plan Continued

(Totals may not add due to rounding)

INSTALLATION QTY

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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			15		16		16		16		16	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	16	0.375	16	0.375	16	0.375	131	6.238
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT							[35]	1.637
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 16 KITS	[4]						[16]	
FY-10 16 KITS	[12]		[4]				[16]	
FY-11 16 KITS			[12]		[4]		[16]	
FY-12 16 KITS					[16]		[16]	
TOTAL INSTALL	16		16		20		131	
TOTAL COST (BP-1100)	16	0.375	16	0.375	16	0.375	131	7.875
(Totals may not add due to rounding)								
INSTALLATION QTY	16		16		20		131	

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

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					7	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Output					7	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Quarter	<u>FY-12</u>				<u>FY-13</u>																											
Quarter	1	2	3	4	1	2	3	4																								
Input	4	4	4	4	4																											
Output	4	4	4	4	4																											

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-1				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.000	\$0.178	\$0.188	\$0.194	\$0.200	\$0.216	\$0.272	

This line item funds modifications to the T-1A aircraft. The T-1A is a missionized Beech 400A used in the Airlift/Tanker track of USAF Specialized Undergraduate Pilot Training (SUPT) for Air Education and Training Command (AETC). It is powered by two Pratt and Whitney JT15D-5 turbofan engines mounted on the aft fuselage producing 2,900 pounds of thrust each. Avionics include UHF and VHF radios, INS, TACAN, ADF, and two VOR/ILS. Modifications are budgeted and programmed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999X	LOW COST MODIFICATIONS		0.2	0.2	0.2	0.2	0.2	0.3		1.2
	Z88888	REPROGRAMMINGS	0.0	0.1							
TOTAL FOR CLASS P			0.0	0.3	0.2	0.2	0.2	0.2	0.3	0.0	1.2
TOTAL FOR WEAPON SYSTEM T-1			0.0	0.3	0.2	0.2	0.2	0.2	0.3	0.0	1.2

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-38				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$170.949	\$190.133	\$143.701	\$129.776	\$82.862	\$72.350	\$65.207	

The T-38 is a twin engine, two seat (tandem), supersonic jet trainer used by Air Education Training Command as an advanced trainer in Undergraduate Pilot Training. The primary modification budgeted in FY07 is the Avionics Upgrade and T-38 Propulsion Modernization Program. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	99999A	LOW COST SAFETY MODIFIC	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.2
TOTAL FOR CLASS P-S			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.2
P	_2807	T-38 IMPROVED BRAKE SYST					9.8	9.6	5.7	52.4	77.5
	6029	AVIONICS UPGRADE	51.9	42.1	40.5	0.8	0.0				523.2
	6034	T-38 PROPULSION MODERNI	97.4	121.1	78.6	104.8	65.8	58.7	59.5	12.9	804.9
	6087	T-38 ESCAPE SYSTEM UPGR	21.7	17.4	24.6	24.2	7.3	4.1			100.5
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
	Z88888	REPROGRAMMINGS	0.0	9.5							
TOTAL FOR CLASS P			171.0	190.2	143.8	129.9	83.0	72.4	65.3	65.3	1506.2
TOTAL FOR WEAPON SYSTEM T-38			171.1	190.3	143.9	130.0	83.1	72.5	65.4	65.3	1506.4

Totals may not add due to rounding.

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02/16/2006
 FY 2007 PB
 Modification Title and No: AVIONICS UPGRADE MN-6029

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

PE 0804741F

Team PERSO

Description/Justification

Aircraft avionics technology has been revolutionized since the T-38 entered service in 1962. Current bombers and fighters have more complex avionics systems. Since the T-38s lacked these modern systems, we could not use them to train standard avionics and cockpit management skills. Existing T-38 avionics suites have low reliability and maintainability rates. The T-38 Avionics Upgrade Program (AUP) installs an integrated, digital cockpit with HUD, resembling current and proposed bombers and fighters and GPS/INS to meet Congressional mandates. These modifications eliminate inherent training deficiencies in T-38As and AT-38Bs by upgrading all models into a new T-38C configuration. This mod also includes 36 Aircrew Training Devices (ATDs - 3 types) for a complete training system. PMA costs include training, travel, support contracts, supplies and computer support. Change Orders/Low Cost Modifications/V-tips (labeled 'Other' below) are to fund requirements such as addition of TACAN, HUD Relocation, WST Missionization, Comm/Nav Doors procurement, correction of deficiencies found during DT&E, IOT&E, FOT&E and FDE; studies, parts obsolescence (including lifetime part buyouts necessary to complete modification), diminishing manufacturing sources, over and above/economic repairs found during modification, hardware & software block upgrades and DoD, FAA & NAS mandated changes (Crash Survivable Flight Data Recorder, Cockpit Voice Recorder, Emergency Locator Transmitter, etc). Estimated FY07 program closeout costs of \$16.423M are shown in "Other". The "See Remarks" line is Systems Engineering/Program Management."

T-38C AUP in FY03 - 07 must receive \$59.588M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training Program (ENJJPT) to execute a currently planned 453 AETC aircraft program. These funds represent a 35% estimated cost share for funding required to modify 124 Sheppard AFB aircraft with Avionics Upgrade MN-6029. THESE NATO FUNDS ARE NOT INCLUDED IN THE FY06 - FY11 AIR FORCE BASELINE. Aircraft quantities shown below depict a 410 aircraft program and represent a planned total 453 aircraft program minus a 35% NATO cost share of Sheppard AFB aircraft (approximately 43 aircraft). Failure to receive NATO funds by October of each year will cause contract award options at less than planned economic order quantities. Annual NATO costs below were briefed to Steering Committee (SC) 51 (Dec 2005) and accepted by all ENJJPT countries. Figures below (\$M) allows for FY04 \$9.400M payback.

FY03	FY04	FY05	FY06	FY07	FY08	FY09	ENJJPT Total
2.733	9.600	20.526	22.963	3.766	0.0	0.0	59.588

Aircraft Breakdown: Active 410, Reserve 0, ANG 0, Total 410

Development Status

FY00: Completed ATD acceptance testing and assembled first ATD at first base. FY01: Completed Phase II DT/IOT&E testing and obtained full rate production approval. Completed Build 6 and FOT&E. Student training with T-38 AUP began at Moody AFB in Sep 02. Awarded initial annual software/hardware block updates in FY02. Awarded follow on production contract 18 Nov 04. Sheppard beddown started Oct 05. Additional software block updates planned for FY07 - FY09.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		84.245		1.206		1.432		1.502		1.735		1.771
PROCUREMENT (3010)												
INSTALL KITS	343	25.215	41	3.824	26	2.962						
KITS NONRECUR												
EQUIPMENT	343	182.938	[41]	28.040	[26]	21.721						
EQUIP NONREC												
CHANGE ORDERS		29.693		3.102		1.954		2.196				
DATA		0.928		0.039		0.050						
SIM/TRAINER	34	78.750	[0]	2.733	[0]	1.618	[0]	2.062				
SUPPORT-EQUIP												
OTHER		9.492		0.019				20.756				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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 ***				4.700		4.245		6.357		0.770		
WARRANTY		2.272		0.465		0.691		2.970				
OGC		9.065		1.876		1.606		1.559				
INSTALLATION OF HARDWARE												
FY-99	25	14.847										
FY-00	13	2.142										
FY-01	73	10.623										
FY-02	79	10.803										
FY-03	83	11.198										
FY-04			[11]	1.296								
FY-04			[49]	5.774			[10]	1.424				
FY-05							[41]	5.838				
FY-06									[26]	4.608		
TOTAL INSTALL	273	49.613	60	7.070	51	7.262	26	4.608				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	343	387.966	41	51.868	26	42.109		40.508		0.770		
INSTALLATION QTY	273		60		51		26					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.623						93.514
PROCUREMENT (3010)								
INSTALL KITS							410	32.001
KITS NONRECUR EQUIPMENT							[410]	232.699
EQUIP NONREC								36.945
CHANGE ORDERS								1.017
DATA							[34]	85.163
SIM/TRAINER								30.267
SUPPORT-EQUIP								16.072
OTHER								6.398
*** See Remarks ***								14.106
WARRANTY								
OGC								
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	26 KITS						[26]	4.608
TOTAL INSTALL							410	68.553
TOTAL COST (BP-1100)							410	523.221
(Totals may not add due to rounding)								
INSTALLATION QTY							410	

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	08/00	10/01	10/02	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																																				
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	21	22	21	20	16	16	16	15	18	17	13	12	13	13	13	12	9	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Output	23	18	22	21	20	16	16	16	15	18	17	13	12	13	13	13	12	9	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P

Models of Aircraft Affected: T-38

Center: OO-ALC

PE 0804741F

Team PERSO

Description/Justification

The T-38 Propulsion System Modernization program includes: 1) J85-5 Engine Modernization; 2) Propulsion System Air Induction Inlet/332 Former/362 Bulkhead replacement; and 3) Propulsion System Ejector Nozzle Modification Upgrade.

J85-5 Engine Modernization: Improving engine components will decrease risk of failure, decrease threat to pilot production, and increase overall aircraft safety. The engine has experienced two major mishaps, one minor mishap, and four incidences of rotor failures in previous years due to corrosion pit cracking. New spooled compressor design will eliminate corrosion safety concerns. More reliable engine components and spooled compressor rotor will decrease maintenance man-hours and overall T-38 system support costs. Engine Modernization Kits will be installed on engines at the Engine Regional Repair Facility in conjunction with regularly scheduled maintenance.

Propulsion System Air Induction Inlet/332 Former/362 Bulkhead/Ejector Nozzle Replacement. The modified inlet, when combined with the Ejector Nozzle, will increase single-engine performance during takeoff and landing. Stress corrosion cracks are developing in the propulsion system inlet at Fuselage Station (F.S.) 332 Former and F.S. 362 Bulkhead. Replacement of F.S. 332 Former/F.S. 362 Bulkhead in this program is the only solution to return structural integrity of the airframe. Data indicates crack growth will continue without former/bulkhead replacement. Stress corrosion cracking is unpredictable. Long term neglect will result in impact to safety.

Change Orders/Low Cost Modifications (labeled 'Other' below) are to fund things such as design variation resulting from age and tolerance variation of aircraft; studies, parts obsolescence, diminishing manufacturing sources, over and above/economic repairs found during or resulting from modification; results from integrated risk assessment; and necessary changes to support equipment, if required.

The T-38 PMP Program must receive a total of \$54.6M from participating NATO countries in the Euro-NATO Joint Jet Pilot Training (ENJJPT) Program to execute the currently planned 509 aircraft program. These funds represent an estimated 25% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Propulsion Modernization Program (PMP) MN-6034 Modification, PE 0804741F, Air Force Aircraft Procurement Appropriation. THESE NATO FUNDS ARE NOT INCLUDED IN THE FY04-FY11 AIR FORCE BASELINE. The aircraft quantities shown below depict a 478 aircraft program and represent the planned 509 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 (472) with the funding amounts shown in the exhibit. Annual NATO costs required are as follows:

(\$M)	FY07	FY08	FY09	FY10	FY11	NATO Total
	\$ 7.0	\$30.2	\$13.2	\$3.7	\$.5	\$54.6

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 478 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 478, Reserve 0, ANG 0, Total 478

Development Status

J-85 Upgraded Engine Components developed under CIP.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)		2.000											
PROCUREMENT (3010)													
INSTALL KITS	125	32.697	70	17.084	68	16.054	56	14.933	49	13.024	32	9.196	
KITS NONRECUR EQUIPMENT	347	138.684	[141]	63.174	[186]	86.167	[96]	49.362	[152]	72.940	[80]	44.003	
EQUIP NONREC CHANGE ORDERS		0.511		1.808		1.640		1.947		2.811		1.363	
DATA		0.048		0.012		0.013		0.013		0.014		0.014	
SIM/TRAINER SUPPORT-EQUIP		0.266											
OGC		3.084		1.708		1.554		2.195		2.916		1.356	
TOOLING		0.293				0.142							
TEST		9.219		1.500		1.931							
OTHER		1.859		0.000		0.469		0.466		0.462		0.203	
INSTALLATION OF HARDWARE													
FY-01	11 KITS	11	2.277										
FY-02	33 KITS	33	6.946										
FY-03	40 KITS	40	8.247										
FY-04	41 KITS	11	2.105	[30]	5.484								
FY-05	70 KITS			[36]	6.581	[34]	6.752						
FY-06	68 KITS					[32]	6.355	[36]	7.285				
FY-07	56 KITS							[12]	2.428	[44]	9.077		
FY-08	49 KITS								[17]	3.507	[32]	6.728	
FY-09	32 KITS										[14]	2.943	
FY-10	33 KITS												
FY-11	45 KITS												
TOTAL INSTALL		95	19.575	66	12.065	66	13.107	48	9.713	61	12.584	46	9.671
TOTAL COST (BP-1100) (Totals may not add due to rounding)		125	206.236	70	97.351	68	121.077	56	78.629	49	104.751	32	65.806
INSTALLATION QTY		95		66		66		48		61		46	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								2.000
PROCUREMENT (3010)								
INSTALL KITS	33	9.940	45	14.173			478	127.101
KITS NONRECUR								
EQUIPMENT	[72]	40.512	[53]	34.136	[7]	4.357	[1,134]	533.335
EQUIP NONREC								
CHANGE ORDERS		1.443		1.244		0.399		13.166
DATA		0.015		0.016				0.145
SIM/TRAINER								
SUPPORT-EQUIP								0.266
OGC		0.762		1.551		0.372		15.498
TOOLING								0.435
TEST								12.650
OTHER		0.200		0.000				3.659
INSTALLATION OF HARDWARE								
FY-01			11 KITS				[11]	2.277
FY-02			33 KITS				[33]	6.946
FY-03			40 KITS				[40]	8.247
FY-04			41 KITS				[41]	7.589
FY-05			70 KITS				[70]	13.333
FY-06			68 KITS				[68]	13.640
FY-07			56 KITS				[56]	11.505
FY-08			49 KITS				[49]	10.235
FY-09			32 KITS				[32]	6.798
FY-10			33 KITS				[33]	7.834
FY-11			45 KITS				[45]	10.245
TOTAL INSTALL								
	27	5.783	34	8.367	35	7.784	478	98.649
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	33	58.655	45	59.487		12.912	478	804.904
INSTALLATION QTY	27		34		35		478	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													2	1	5	12	13	13	13	9	9	9	9	9	15	16	17	18	18	18	17	15	16	16	17	15
Output														2	1	3	6	7	12	12	12	14	14	16	16	16	17	18	18	18	17	15				
	<u>FY-07</u>				<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	12	12	12	12	16	17	14	14	12	13	11	10	7	7	7	6	7	9	9	9	11	10	11	3	0	0	0	0	0	0	0	0	0	0	0	0
Output	15	12	12	12	13	17	16	15	13	13	12	10	9	6	7	7	7	7	9	9	9	11	10	11	11	0	0	0	0	0	0	0	0	0	0	0

02/16/2006
 FY 2007 PB
 Modification Title and No: T-38 ESCAPE SYSTEM UPGRADE MN-6087

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-38 Class P

Models of Aircraft Affected: T-38C

Center: ASC

PE 0804741F

Team PERSO

Description/Justification

T-38 Escape System Upgrade Program (ESUP) is a new modification for the T-38 aircraft. Increment 1 is described as improved escape system performance and no decrease in aircrew accommodation using a non-developmental ejection seat/inter-seat sequencing system. Increase in aircrew accommodation is a goal. Increment 2 is the full ORD accommodation (JPATS cases 1-6 required, case 7 as a goal. ESUP Increment 1 will modify a total of 243 T-38C aircraft with upgraded ejection seats and an inter-seat sequencing system. The contract was awarded 30 June 2005. After successful completion of component/sub-system/full system testing, contractor field teams will complete six aircraft installations per month beginning late 2006. The remainder of the fleet (266 aircraft) is currently unfunded.

The majority of FY2005 funds (\$16.728M) were Congressionally added. FY2005 Congressionally-added funds will be used to purchase and install 19 FY2005 Low Rate Initial Production (LRIP) kits as well as to acquire 25 FY2006 kits; therefore, the installation schedule and funding do not agree.

Aircraft Breakdown: Active 243, Reserve 0, ANG 0, Total 243

Development Status

This is a non-developmental program.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			44	11.202	47	11.912	72	18.727	72	19.218	8	3.935
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.900		1.525		1.034		1.070		0.246
DATA				0.055		0.981		0.014		0.008		0.008
SIM/TRAINER												
SUPPORT-EQUIP				0.346				0.339		0.347		
OGC				2.496		2.001		2.000		1.632		1.238
OTHER		1.158		5.786		1.011		1.806		1.187		1.021
INSTALLATION OF HARDWARE												
FY-05			44	KITS	[19]	0.943						
FY-06			47	KITS			[59]	0.634				
FY-07			72	KITS					[72]	0.783		
FY-08			72	KITS							[72]	0.807
FY-09			8	KITS								
TOTAL INSTALL			19		0.943		59	0.634	72	0.783	72	0.807
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.158	44	21.728	47	17.430	72	24.554	72	24.245	8	7.255
INSTALLATION QTY							60		72		72	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							243	64.994
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		0.023						4.798
DATA								1.066
SIM/TRAINER								
SUPPORT-EQUIP								1.032
OGC		0.750						10.117
OTHER		3.044						15.013
INSTALLATION OF HARDWARE								
FY-05	44 KITS						[19]	0.943
FY-06	47 KITS						[59]	0.634
FY-07	72 KITS						[72]	0.783
FY-08	72 KITS						[72]	0.807
FY-09	8 KITS						[21]	0.278
TOTAL INSTALL								
		21	0.278				243	3.445
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)			4.095				243	100.465
INSTALLATION QTY		39					243	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 16 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)					06/05	01/06	01/07	01/08	01/09
Delivery Date (Month/CY)					10/06	01/07	01/08	01/09	01/10

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																									9	15	18	18	18	18	18	18
																									9	15	18	18	18	18	18	18
Quarter	1	2	3	4	1	2	3	4																								
Input	18	18	18	18	18	18	18	3																								
Output	18	18	18	18	18	18	18	3																								

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-41				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.088	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

The T-41 is a military derivative of the civilian Cessna 172, a four seat, propeller driven, light aircraft used by USAFA in support of the aeronautical engineering course curriculum. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999X	LOW COST MODIFICATIONS	0.1								0.8
TOTAL FOR CLASS P			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
TOTAL FOR WEAPON SYSTEM T-41			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: T-43				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.590	\$1.987	\$2.139	\$2.202	\$2.270	\$2.328	\$2.358	

The T-43 is a military derivative of the Boeing 737 used by AETC as an airborne training platform in Undergraduate Navigator Training. The primary modification budgeted in FY07 is for Service Bulletins. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999S	SERVICE BULLETINS	0.5	1.7	2.0	2.2	2.2	2.3	2.3		18.1
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.4
	Z88888	REPROGRAMMINGS	0.0	0.2							
TOTAL FOR CLASS P			0.6	2.0	2.1	2.3	2.3	2.4	2.4	0.0	19.5
TOTAL FOR WEAPON SYSTEM T-43			0.6	2.0	2.1	2.3	2.3	2.4	2.4	0.0	19.5

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: SERVICE BULLETINS MN-99999S

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P

Models of Aircraft Affected: CT/T-43, DV/TRAINING
AIRCRAFT

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

PE 0804742F Team PERSO

Description/Justification

Service Bulletins are issued to correct manufacturer identified deficiencies and are required to maintain FAA certification.

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

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		4.875		0.540		1.688		2.039		2.162		2.220
TOTAL COST (BP-1100)		4.875		0.540		1.688		2.039		2.162		2.220
(Totals may not add due to rounding)		4.875		0.540		1.688		2.039		2.162		2.220

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		2.278		2.308				18.110
TOTAL COST (BP-1100)		2.278		2.308				18.110
(Totals may not add due to rounding)		2.278		2.308				18.110

Method of Implementation: ORG/INTERMEDIATE

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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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: KC-10			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$36.389	\$21.645	\$6.761	\$4.148	\$10.936	\$41.617	\$50.948

This line item funds modifications to the KC-10 aircraft. The three engine KC-10 serves a dual-role by providing both air refueling and strategic airlift support. The aircraft provides air refueling by using both the boom and drogue methods and can carry up to 27 standard 463-L pallets. These modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	99999A	LOW COST SAFETY MODIFIC	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.3
TOTAL FOR CLASS P-S			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3
P	_1689	Aircraft Modernization Program		1.6	2.0	0.1	5.6	35.2	44.1	709.9	798.5
	7725	THRUST REVERSER AIRWO	31.0	14.9							54.6
	9709	GATM PHASE II	3.7								60.6
	99999S	SERVICE BULLETINS	1.0	3.4	4.0	2.1	3.4	4.5	4.9		47.8
	99999X	LOW COST MODIFICATIONS	0.1	0.7	0.7	1.9	1.9	1.9	1.9		10.7
	Z88888	REPROGRAMMINGS	0.8	1.1							
TOTAL FOR CLASS P			36.5	21.6	6.7	4.1	10.9	41.6	50.9	709.9	972.2
TOTAL FOR WEAPON SYSTEM KC-10			36.6	21.7	6.8	4.2	11.0	41.7	51.0	709.9	972.5

Totals may not add due to rounding.

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02/16/2006
 FY 2007 PB
 Modification Title and No: Aircraft Modernization Program MN- 1689

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: KC-10

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

PE 0401219F

Team MOBIL

Description/Justification

KC-10 Aircraft Modernization Program (AMP) will provide a robust, integrated on board aircraft network where measurements are taken by digital sensors, transmitted to digital equipment, used to operate the aircraft, and displayed for the aircrew. This postures the KC-10 for global "network centric operations", and provides enhanced survivability (to include Night Vision Imaging System (NVIS) compatibility for aircraft exterior, boom operator station and cockpit lighting; a growth path to Defensive Systems (DS), provisions to support multi-mission payload, and real time information in the cockpit (RTIC) capability). All aircraft controls and systems will be compatible with aircrew chemical defense ensemble. Communications upgrades include adding a data link to augment/replace voice communications, and adding a secure voice and data communications. Navigation capabilities include a fully integrated GPS (to include YMCA card, if available) and an advanced flight management system. Surveillance capabilities include automatic aircraft reporting (both enroute and oceanic) and the 406MHz Emergency Locator Transmitter (ELT). KC-10 aircraft modernization is needed to address reliability/maintainability concerns and obsolescence issues, to include inertial navigation units (INU), central air data computer (CADC), weather radar, analog autopilot, analog engine instruments, analog flight instruments, analog nav/comm radios, cockpit voice recorder (CVR), and flight data recorder (FDR), fuel system gauges, refueling boom/drogue electronics, and flight engineer station controls/instruments. KC-10 AMP will automate aircrew tasks to reduce the crew's workload, and integrate products and displays into an efficient package that will increase situational awareness. KC-10 training and mission planning systems will be correspondingly upgraded. Concept Refinement Studies will address potential technical approaches, spiral development, cockpit commonality, affordability, etc, and will precede award of development contract.

NOTE: OGC on funding page includes AF Mission support as well as Contractor support at 327 CLSG.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						13.280		4.781		39.270	1	50.779
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												1.210
TRAINING												2.906
FLIGHT TEST						0.100		0.200				
*** See Remarks ***												
OGC						1.500		1.800		0.103		1.500
AWAITING BTR												
TRAINER PECULIAR												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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				1 KITS								
FY-10				4 KITS								
FY-11				4 KITS								
FY-12				6 KITS								
FY-13				6 KITS								
FY-14				6 KITS								
FY-15				6 KITS								
FY-16				7 KITS								
FY-17				7 KITS								
FY-18				7 KITS								
FY-19				5 KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						1.600		2.000		0.103	1	5.616
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL					
	QTY	COST	QTY	COST	QTY	COST	QTY	COST				
RDT&E (3600)		5.662					1	113.772				
PROCUREMENT (3010)												
INSTALL KITS	[4]	6.120	[4]	6.242	[50]	85.416	[58]	97.778				
KITS NONRECUR												
EQUIPMENT	4	24.480	4	24.969	50	341.660	58	391.109				
EQUIP NONREC						25.097		25.097				
CHANGE ORDERS		1.853				4.000		5.853				
DATA												
SIM/TRAINER					[6]	40.570	[6]	40.570				
SUPPORT-EQUIP						6.546		7.756				
TRAINING		1.970		0.690				5.566				
FLIGHT TEST								0.300				
*** See Remarks ***					[6]	16.905	[6]	16.905				
OGC		0.750				4.100		9.753				
AWAITING BTR												
TRAINER PECULIAR						2.601		2.601				
INSTALLATION OF HARDWARE												
FY-09	1 KITS	[1]	0.000				[1]					
FY-10	4 KITS			[4]	12.240		[4]	12.240				
FY-11	4 KITS					[4]	12.181	[4]	12.181			
FY-12	6 KITS					[6]	19.102	[6]	19.102			
FY-13	6 KITS					[6]	19.484	[6]	19.484			
FY-14	6 KITS					[6]	19.873	[6]	19.873			
FY-15	6 KITS					[6]	20.271	[6]	20.271			
FY-16	7 KITS					[7]	24.122	[7]	24.122			
FY-17	7 KITS					[7]	24.605	[7]	24.605			
FY-18	7 KITS					[7]	25.097	[7]	25.097			
FY-19	5 KITS					[5]	18.275	[5]	18.275			
TOTAL INSTALL		1		4	12.240		54	183.010		59	195.250	
TOTAL COST (BP-1100)		4	35.173		4	44.141		50	709.905		59	798.538
(Totals may not add due to rounding)												
INSTALLATION QTY		1		4		54		59				

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 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)					05/07	11/08	11/09	11/10	11/12	11/13	11/14	11/15	11/16	11/17	11/18
Delivery Date (Month/CY)					11/08	11/09	11/10	11/11	11/13	11/14	11/15	11/16	11/17	11/18	11/19
	<u>FY-19</u>														
Contract Date (Month/CY)	11/19														
Delivery Date (Month/CY)	11/20														

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																									1							
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	1	2	2	2	1
Output	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	1	2	2	2
	<u>FY-20</u>																															
Quarter	1	2	3	4																												
Input	2	2	1																													
Output	1	2	2	1																												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: THRUST REVERSER AIRWORTHINESS DIRECTIVE MN-7725

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

Models of Aircraft Affected:

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

PE 0401219F

Team MOBIL

Description/Justification

This Airworthiness Directive mod is comprised of two service bulletins: DC10-78-061 and DC10-78-062.

Intent of these Service Bulletins is to prevent unwanted deployment of a thrust reverser, which could significantly jeopardize continued safety of flight and landing of the aircraft. DC10-78-061 describes procedures for installation of provisional wiring for an additional thrust reverser locking system. DC10-78-062 describes procedures for installation of an additional thrust reverser locking system. Mod of spares is to buy kits to modify spare thrust reversers. Third kit purchased in FY 03 (FY 03 funding received in Sep 03) installed in 1st quarter FY05 and remaining seven kits purchased in FY 04 will be installed in FY05. Thirteen (13) kits will be installed in FY06 using FY05 funding.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	10	5.970	42	25.159	7	4.000						
KITS NONRECUR EQUIPMENT												
EQUIP NONREC CHANGE ORDERS												
DATA						0.350						
SIM/TRAINER SUPPORT-EQUIP		0.177	[6]	0.048								
OGC		0.003		0.009		0.025						
MOD OF SPARES	14	1.970	[6]	1.000								
TRAINING		0.003		0.003								
INSTALLATION OF HARDWARE												
FY-03 3 KITS	2	0.637										
FY-04 7 KITS			[8]	4.761								
FY-05 42 KITS					[36]	10.485						
FY-06 7 KITS					[13]							
TOTAL INSTALL	2	0.637	8	4.761	49	10.485						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	10	8.760	42	30.980	7	14.860						
INSTALLATION QTY	2		8		49							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							59	35.129
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.350
SIM/TRAINER							[6]	0.048
SUPPORT-EQUIP								0.177
OGC								0.037
MOD OF SPARES							[20]	2.970
TRAINING								0.006
INSTALLATION OF HARDWARE								
FY-03	3	KITS					[2]	0.637
FY-04	7	KITS					[8]	4.761
FY-05	42	KITS					[36]	10.485
FY-06	7	KITS					[13]	
TOTAL INSTALL							59	15.883
TOTAL COST (BP-1100)							59	54.600
(Totals may not add due to rounding)								
INSTALLATION QTY							59	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input													2	1	2	2	3	12	13	13	11			
Output													1	1	2	2	2	12	13	13	13			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: GATM PHASE II MN-9709

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

Models of Aircraft Affected: KC-10

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

PE 0401219F Team MOBIL

Description/Justification

Global Air Traffic Management (GATM) is based upon evolving Communication, Navigation and Surveillance (CNS) and Free Flight concepts and requirements. Key elements of its architecture are Dual MMR (Multi-Mode Receiver), Dual CMU (Communications Management Unit), Communication Data links (HF, VHF, SATCOM), and associated avionics components and wiring. Communications upgrades include a data link to augment/replace voice communications. The navigation capabilities include a fully integrated GPS and an advanced flight management system. The surveillance capabilities include automatic aircraft position reporting (both enroute and oceanic).

AMC terminated the GATM development contract in Apr 04. The FY04 and FY05 dollars were prioritized and allocated to support the restoration of the GATM modified KC-10 aircraft and Flight Training simulators back to operational configurations. The funds will also support various avionics stop-gap initiatives that meet near-term CNS/ATM requirements that cannot be deferred. The stop-gap initiatives include; aircraft restoration, Mode-S enhanced, restore FTD 1, restore FTD 2, iridium phone, and UHF/SATCOM. (Note: "other" on the funding tab includes AFMSS A/W/E and restoration)

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

Development Status

Contract Award 2Q/FY00.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		103.132		0.000								
PROCUREMENT (3010)												
INSTALL KITS	1	0.676										
KITS NONRECUR		1.568										
EQUIPMENT	1	2.646										
EQUIP NONREC		2.948										
CHANGE ORDERS												
DATA												
SIM/TRAINER	5	25.608										
SUPPORT-EQUIP		0.118										
OGC		8.927		1.550								
AIRCRAFT		3.057		2.101								
Mode S		5.974										
OTHER		4.359										
INSTALLATION OF HARDWARE												
FY-01 1 KITS	1	1.080										
TOTAL INSTALL	1	1.080										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	56.961		3.651								
INSTALLATION QTY	1											

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								103.132
PROCUREMENT (3010)								
INSTALL KITS							1	0.676
KITS NONRECUR								1.568
EQUIPMENT							[1]	2.646
EQUIP NONREC								2.948
CHANGE ORDERS								
DATA								
SIM/TRAINER							[5]	25.608
SUPPORT-EQUIP								0.118
OGC								10.477
AIRCRAFT								5.158
Mode S								5.974
OTHER								4.359
INSTALLATION OF HARDWARE								
FY-01 1 KITS							[1]	1.080
TOTAL INSTALL							1	1.080
TOTAL COST (BP-1100)							1	60.612
(Totals may not add due to rounding)								
INSTALLATION QTY							1	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 19 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: SERVICE BULLETINS MN-99999S

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

Models of Aircraft Affected: KC-10

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

PE 0401219F Team MOBIL

Description/Justification

These funds pay for Service Bulletins (SBs), Airworthiness Directives (ADs), and All Operator Letters (AOLs) issued to correct identified deficiencies, provide product improvements, and incorporate aging aircraft and FAA certification requirements. The current major requirements include the revision of the exterior position, formation, and director lighting system; main landing gear trunnion bolt replacement; installation of bonding straps on extended wing-to-fuselage fillets; and the replacement of inboard flap track fasteners and pins on the trailing edge of the wings.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		24.529		0.984		3.435		4.011		2.094		3.370
TOTAL COST (BP-1100)		24.529		0.984		3.435		4.011		2.094		3.370
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		4.494		4.856				47.773
TOTAL COST (BP-1100)		<u>4.494</u>		<u>4.856</u>				<u>47.773</u>
(Totals may not add due to rounding)		4.494		4.856				47.773

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)															

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: KC-10

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

PE 0401219F

Team MOBIL

Description/Justification

Funds miscellaneous low cost (less than \$900K) mods necessary for reliability, maintainability, and/or improved systems performance.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.756		0.001		0.667		0.700		1.900		1.900
TOTAL COST (BP-1100)		1.756		0.001		0.667		0.700		1.900		1.900
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
AIRCRAFT		1.900		1.900				10.724
TOTAL COST (BP-1100)		<u>1.900</u>		<u>1.900</u>				<u>10.724</u>
(Totals may not add due to rounding)		1.900		1.900				10.724

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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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-12				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$18.467	\$6.211	\$0.929	\$0.453	\$0.468	\$0.480	\$0.486	

This line item funds modifications to 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 modification for FY07 is Electronic Flight Instrumentation. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	6140	ELECTRONIC FLIGHT INSTR	16.9	5.4	0.7						28.3
	99999S	SERVICE BULLETINS	0.1	0.1	0.1	0.3	0.4	0.3	0.3		3.7
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.2	0.2		2.4
	Z88888	REPROGRAMMINGS	1.4	0.6							
TOTAL FOR CLASS P			18.5	6.2	0.9	0.5	0.5	0.5	0.5	0.0	34.4
TOTAL FOR WEAPON SYSTEM C-12			18.5	6.2	0.9	0.5	0.5	0.5	0.5	0.0	34.4

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: ELECTRONIC FLIGHT INSTRUMENTATION SYSTEM (EFIS) MN-6140

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-12 Class P

Models of Aircraft Affected: C-12C/D/F/J AIRCRAFT

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

PE 0401314F

Team MOBIL

Description/Justification

The Electronic Flight Instrumentation System (EFIS) incorporates SECDEF-mandated Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM), Navigation Safety, and Global Positioning System (GPS) requirements and provides a capability for future upgrades. EFIS will include new cockpit instruments, color radar and upgraded CNS/ATM systems to meet these requirements. FY04 funds will be used for two kits, one C/D model prototype, and one test assist System Intergration Lab (SIL). The SIL kit will be installed on the last production aircraft.

Aircraft Breakdown: Active 13, Reserve 0, ANG 0, Total 13

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.200	9	2.070	3	0.600						
KITS NONRECUR		1.260		2.400								
EQUIPMENT	1	1.400	[9]	10.596	[3]	3.578						
EQUIP NONREC				0.097								
CHANGE ORDERS		0.250		0.300		0.060						
DATA												
SIM/TRAINER		0.235										
SUPPORT-EQUIP		0.325		0.288								
TRAINING		0.030										
OGC												
TEST ASSETS	1	1.600										
INSTALLATION OF HARDWARE												
FY-04	1 KITS		[1]	0.230								
FY-05	9 KITS			0.920	[7]	1.150	[2]					
FY-06	3 KITS						[3]	0.690				
TOTAL INSTALL			1	1.150	7	1.150	5	0.690				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	5.300	9	16.901	3	5.388		0.690				
INSTALLATION QTY			1		7		5					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	2.870
KITS NONRECUR								3.660
EQUIPMENT							[13]	15.574
EQUIP NONREC								
CHANGE ORDERS								0.097
DATA								0.610
SIM/TRAINER								
SUPPORT-EQUIP								0.235
TRAINING								0.613
OGC								0.030
TEST ASSETS							[1]	1.600
INSTALLATION OF HARDWARE								
FY-04	1	KITS					[1]	0.230
FY-05	9	KITS					[9]	2.070
FY-06	3	KITS					[3]	0.690
TOTAL INSTALL							13	2.990
TOTAL COST (BP-1100)							13	28.279
(Totals may not add due to rounding)								
INSTALLATION QTY							13	

Method of Implementation: CLS

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)		10/03	04/04
Delivery Date (Month/CY)		04/04	10/04

Installation Schedule

	<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
Quarter																				
Input									1				1	2	2	2	2	2	1	
Output										1			1	2	2	2	2	2		1

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-20				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.442	\$0.481	\$0.513	\$0.529	\$0.545	\$0.558	\$0.566	

This line item funds modifications to the C-20 aircraft, commercial equivalent Gulfstream III/IV. The C-20 aircraft is a twin-engine, turbofan aircraft used to airlift DoD officials and high-ranking government personnel over long distances (3,000 miles and greater). The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	99999S	SERVICE BULLETINS	0.4	0.3	0.4	0.2	0.2	0.1	0.1		3.0
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.4	0.4	0.5	0.5		9.3
	Z88888	REPROGRAMMINGS	0.0	0.1							
TOTAL FOR CLASS P			0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.4
TOTAL FOR WEAPON SYSTEM C-20			0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.0	12.4

Totals may not add due to rounding.

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-25			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$27.642	\$0.965	\$1.027	\$1.057	\$1.090	\$1.118	\$1.133

This line item funds modifications to the VC-25 aircraft. The VC-25, a Boeing 747-200B, is a four engine long-range aircraft used for Presidential support. FY07 modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	9331	PRESIDENTIAL DATA SYSTE	25.0								149.9
	9709	GATM PHASE II	0.5								44.2
	99999S	SERVICE BULLETINS	2.1	0.8	1.0	1.0	1.0	1.0	1.0	0.0	11.7
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	3.8
	Z88888	REPROGRAMMINGS	0.0	0.1							
TOTAL FOR CLASS P			27.6	1.0	1.1	1.1	1.1	1.1	1.1	0.0	209.6
TOTAL FOR WEAPON SYSTEM C-25			27.6	1.0	1.1	1.1	1.1	1.1	1.1	0.0	209.6

Totals may not add due to rounding.

02/16/2006
 FY 2007 PB
 Modification Title and No: PRESIDENTIAL DATA SYSTEM MN-9331

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-25 Class P

Models of Aircraft Affected: VC-25A

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

PE 0401314F

Team MOBIL

Description/Justification

The VC-25A is a 747-200 derivative aircraft used to transport the President. The Presidential Data System (PDS) upgrade is a spiral development program upgrading unsustainable lighting infrastructure, and installing data processing and distribution capability. This program was initiated with FY01 DERF funds. \$7M of FY01 DERF was used to install the first kit, Connexion by Boeing Block 0 on Tail 8000. \$60M of DERF was added to the program in FY02 for the engineering and installation of Interim Wideband Communications (IWCS) on aircraft 9000. DERF funds are not reflected on the P-docs. These efforts install Connexion by Boeing wideband voice and data system, INMARSAT HSD, upgrade lighting and data distribution to support current and future data distribution requirements. For funding and scheduling purposes, the PDS program is broken out into 38 kits, each providing a unique capability; cumulatively, the completed installation of these kits results in PDS capability on the two VC-25A aircraft.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	37	18.862	1	6.697								
KITS NONRECUR		67.113										
EQUIPMENT	37	32.686	[1]	13.096								
EQUIP NONREC												
CHANGE ORDERS												
DATA		5.327										
SIM/TRAINER												
SUPPORT-EQUIP		0.552										
INSTALLATION OF HARDWARE												
FY-03 15 KITS	12	0.385	[3]									
FY-04 22 KITS			[16]	5.184			[6]					
FY-05 1 KITS							[1]					
TOTAL INSTALL	12	0.385	19	5.184			7					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	37	124.925	1	24.977								
INSTALLATION QTY	12		19				7					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							38	25.559
KITS NONRECUR								67.113
EQUIPMENT							[38]	45.782
EQUIP NONREC								
CHANGE ORDERS								
DATA								5.327
SIM/TRAINER								
SUPPORT-EQUIP								0.552
INSTALLATION OF HARDWARE								
FY-03	15	KITS					[15]	0.385
FY-04	22	KITS					[22]	5.184
FY-05	1	KITS					[1]	
TOTAL INSTALL							38	5.569
TOTAL COST (BP-1100)							38	149.902
(Totals may not add due to rounding)								
INSTALLATION QTY							38	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 Months

Follow-On Lead Time: 14 Months

Milestones

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

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							2		10				19								7							
Output								2		10							19								7			

02/16/2006
 FY 2007 PB
 Modification Title and No: SERVICE BULLETINS MN-99999S

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-25 Class P

Models of Aircraft Affected: VC-25A

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

PE 0401314F

Team MOBIL

Description/Justification

Service bulletins affect safety, product improvement, maintenance and reliability, and are issued to correct FAA identified deficiencies.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES (EXEMPT)												
SVC BULLETINS		3.816		2.082		0.800		0.969		1.015		1.015
TOTAL COST (BP-1100)		3.816		2.082		0.800		0.969		1.015		1.015
(Totals may not add due to rounding)		3.816		2.082		0.800		0.969		1.015		1.015

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INITIAL SPARES (EXEMPT)								
SVC BULLETINS		1.016		1.018		0.000		11.731
TOTAL COST (BP-1100)		1.016		1.018				11.731
(Totals may not add due to rounding)		1.016		1.018				11.731

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-40			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$63.784	\$0.191	\$0.198	\$0.000	\$0.000	\$0.000	\$0.000

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. The modifications in FY07 will improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	8629	LARGE AIRCRAFT INFRARED	63.6								63.6
	99999S	SERVICE BULLETINS	0.1	0.1	0.1						0.3
	99999X	LOW COST MODIFICATIONS	0.1	0.1	0.1						2.2
TOTAL FOR CLASS P			63.8	0.2	0.2	0.0	0.0	0.0	0.0	0.0	66.1
	Z88888	REPROGRAMMINGS	0.0	0.1							
TOTAL FOR CLASS			0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FOR WEAPON SYSTEM C-40			63.8	0.3	0.2	0.0	0.0	0.0	0.0	0.0	66.1

Totals may not add due to rounding.

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-40 Class P

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

Models of Aircraft Affected: C-40B/C

Center: ASC - Wright Patterson AFB, OH

PE 0401314F

Team MOBIL

Description/Justification

Installation of infrared countermeasures against shoulder launched missiles

Aircraft Breakdown: Active 3, Reserve 0, ANG 0, Total 3

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			3	3.000								
KITS NONRECUR				18.000								
EQUIPMENT				10.090								
EQUIP NONREC												
CHANGE ORDERS				2.400								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				30.110								
INSTALLATION OF HARDWARE												
FY-05			3 KITS				[3]					
TOTAL INSTALL							3					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			3	63.600								
INSTALLATION QTY							3					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							3	3.000
KITS NONRECUR								18.000
EQUIPMENT								10.090
EQUIP NONREC								
CHANGE ORDERS								2.400
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								30.110
INSTALLATION OF HARDWARE								
FY-05 3 KITS							[3]	
TOTAL INSTALL							3	
TOTAL COST (BP-1100)							3	63.600
(Totals may not add due to rounding)								
INSTALLATION QTY							3	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$162.297	\$177.756	\$217.677	\$422.301	\$648.023	\$500.187	\$481.511	

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY07 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	99999A	LOW COST SAFETY MODIFIC	0.0	0.1	0.6	0.3	1.3	1.9	1.9		6.0
TOTAL FOR CLASS P-S			0.0	0.1	0.6	0.3	1.3	1.9	1.9	0.0	6.0
P	11130	PODDED RECONNAISSANCE	5.7	3.7	0.5	0.5	0.5	0.5	0.5		26.9
	17605B	AUTOPILOT/GCAS	1.4	0.4	0.5	0.7					250.6
	18600B	ELECTRICAL SYSTEM UPGR	0.6	1.1							96.8
	8220	ALR-69 (RWR)	0.1	5.7	39.6	53.9	41.7	20.9	9.1	3.1	223.4
	8385	AN/AAQ-22M (FLIR)	9.0								40.2
	8424	AEROSPACE RESCUE AND R	6.2								52.6
	8455	INSTALLATION OF AN/APN-24	7.3	9.2	0.5						72.6
	8517	C-130 AVIONICS MODERNIZA		20.5	34.9	125.1	395.7	311.0	283.6	1,325.2	2,496.0
	8520	NVIS	0.7								10.5
	8526	ENHANCED TCAS (TCAS II)	3.1	12.2							173.9
	8561	SYNCHROPHASER WIRE (C-1	2.1	1.7							21.8
	8577	ALE-47 CHAFF AND FLARE DI	3.5	3.0							39.7
	8578	C-130 SYSTEMS/STRUCTURE	25.9	4.4	110.6	142.6	104.4	152.2	175.3	13.3	728.6
	8591	ALR-69 UPGRADE		7.1	11.6	10.2	10.5	1.7			41.1
	8629	LARGE AIRCRAFT INFRARED	56.7	6.8	9.9	79.9	65.6	3.7	1.0		303.2
	8651	AAR-47 SENSOR UPGRADE	5.2	8.8							31.0
	8662	AETC MTD UPGRADES-FIELD	3.1								3.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$162.297	\$177.756	\$217.677	\$422.301	\$648.023	\$500.187	\$481.511	

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY07 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
	8678	HC-130 SIMULATOR	0.8	27.6			0.2				28.6
	8726	USM-464 TESTER MODIFICAT		3.6							9.8
	9120	AIRBORNE FIRE FIGHTING S	11.8	9.7							27.9
	9122	APN-241 RADAR - AFSOC	2.1	3.9	0.6						12.4
	9123	AC-130 KILL CHAIN ARC-131		2.6							2.6
	9126	AC-130 LINK 16 GUNSHIP		22.9							22.9
	9130	AERIAL SPRAY SYSTEM		1.4							2.4
	9131	ASAR FOR 109th AW	2.0	0.9							2.9
	9132	ENGINE UPGRADES	1.5								1.5
	9134	NOISE CANCELLATION SYST		1.0							1.0
	92291	HC-130J CONVERSION				0.5	21.7				22.1
	92292	C-130 WINDSCREEN			2.0						2.0
	92299	AFSOC SIMULATOR UPGRAD		4.0	1.2	2.9	0.6	0.1	0.2		9.0
	99999M	MISC SIMULATOR UPDATES		0.1	0.1	0.1	0.1	0.3	1.9		2.2
	99999S	SERVICE BULLETINS		0.1	0.1	0.1	0.1	1.9	1.9		4.2
	99999X	LOW COST MODIFICATIONS	0.1	0.1	1.8	1.9	1.8	1.9	1.9		16.6
	SCOUT	ANG SENIOR SCOUT	13.4	6.4	3.5	3.8	3.9	4.0	4.1		67.8
	Z88888	REPROGRAMMINGS	0.0	8.9							
TOTAL FOR CLASS P			162.4	177.9	217.3	422.2	646.9	498.3	479.6	1341.6	4848.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 2	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$162.297	\$177.756	\$217.677	\$422.301	\$648.023	\$500.187	\$481.511	

This line item funds modifications to the C-130 aircraft. The four engine C-130 provides theater airlift and carries either 92 troops, 64 paratroopers, 74 litter patients, or 6 standard 463-L pallets. The overall goal of the modifications budgeted in FY07 is for Avionics upgrades. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
TOTAL FOR WEAPON SYSTEM C-130			162.4	178.0	217.9	422.5	648.2	500.2	481.5	1341.6	4854.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 53	PAGE NO. 3	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: PODDED RECONNAISSANCE SYSTEM MN-11130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P

Models of Aircraft Affected: Multiple

Center: ASC - Wright Patterson AFB, OH

PE 0207217F

Team INFO

Description/Justification

The Podded Reconnaissance System (PRS) modifies wing mounted pods containing reconnaissance systems for Air National Guard (ANG) F-16s and ANG C-130s. SCATHE VIEW is a low profile, situation awareness imagery system to be used by the Warfighter in low threat environments. The system consists of C-130s, modified to carry the sensor and operator pallet, an Electro-Optic/Infrared (EO/IR) imagery sensor, and a PC based ground processing station. The sensor and operator's operator pallet are easily moved from aircraft to aircraft. FY00 funds modify eight Reno Air National Guard (ANG) C-130s to carry identical imagery sensor suites and updates the USAFE operator pallets to a common configuration. The two (2) update kits are listed as change orders for funding purposes. Three suites of sensors are being purchased for the ANG.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	8	1.373		0.460		3.734		0.494		0.508		0.524
KITS NONRECUR		5.635										
EQUIPMENT	3	5.410										
EQUIP NONREC		0.968										
CHANGE ORDERS	2	1.109		5.209								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-00 8 KITS	8	0.400										
TOTAL INSTALL	8	0.400										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	8	14.895		5.669		3.734		0.494		0.508		0.524
INSTALLATION QTY	8											

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		0.538		0.545			8	8.176
KITS NONRECUR								5.635
EQUIPMENT							[3]	5.410
EQUIP NONREC								0.968
CHANGE ORDERS							[2]	6.318
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
Withhold Adjustments								
INSTALLATION OF HARDWARE								
FY-00 8 KITS							[8]	0.400
TOTAL INSTALL							8	0.400
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.538		0.545			8	26.907
INSTALLATION QTY							8	

Method of Implementation: CONTRACT FIELD TEAM
 Initial Lead Time: 8 Months Follow-On Lead Time: 8 Months

Milestones

	<u>FY-99</u>	<u>FY-00</u>
Contract Date (Month/CY)		12/00
Delivery Date (Month/CY)		08/01

Installation Schedule

Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				
	1	2	3	4	1	2	3	4	1	2	3	4	
Input													8
Output													8

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: AUTOPILOT/GCAS MN-17605B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P

Models of Aircraft Affected: ALL C-130

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

This modification is a three part program. Part one- replaces the obsolete E-4 Autopilot system with the AYW-1 Autopilot and installs the Ground Collision Avoidance System (GCAS) on selected C-130 aircraft. Part two- replaces the obsolete E-4 Autopilot system with a dual AYW-1 Autopilot system and GCAS on MC-130H, AC-130U, and 3 C-130H(2) aircraft. Part three-replaces the obsolete Ground Proximity Warning System with the GCAS on selected C-130H and LC-130H aircraft. 631 kits bought but only 610 installed due to retirement of 13 C-130E, lost of an MC-130P, and decision not to modify 7 Eaircraft to HC-130P configuration 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	28
SUBTOTAL	34	69	36	58	66	31	19	31	237

(Part Two)

	AFSOC	ANG	AETC	TOTAL
AC-130U	13			13
MC-130H	21		3	24
C-130H(2)		3		3
SUBTOTAL	37	3	3	40

(Part Three)

	ANG	AFRC	AMC	TOTAL
C-130H	134	75	14	223
LC-130H	7			7
HC-130N	3			3
SUBTOTAL	144	75	14	233

FY00 kit buys are all autopilot kits (no GCAS) including 20 duals & 55 AFSOC/Spec Mission kits resulting in higher kit unit cost. FY00 was last contract option & required a 2 year install schedule due to # of AFSOC/Spec Mission a/c. Renegotiation would have resulted in even higher kit costs (est 30-50% incr due to contractor shut down and tool-up time).

Aircraft Breakdown: Active 264, Reserve 133, ANG 213, Total 610

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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												
ICS		1.293				0.220		0.326				
Withhold Adjustments												
OGC		1.793										
PMA		8.338		0.268		0.219		0.180		0.340		
INSTALLATION OF HARDWARE												
FY-92	1	0.001										
FY-94	111	5.041										
FY-96	148	14.163										
FY-97	116	8.813										
FY-98	65	3.661										
FY-99	79	5.397										
FY-00	111	13.991	[3]	1.118					[1]	0.400		
TOTAL INSTALL	606	51.067	3	1.118					1	0.400		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	631	247.537		1.386		0.439		0.506		0.740		
INSTALLATION QTY	606		3						1			

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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								
ICS								1.839
Withhold Adjustments								
OGC								1.793
PMA								9.345
INSTALLATION OF HARDWARE								
FY-92	1	KITS					[1]	0.001
FY-94	111	KITS					[111]	5.041
FY-96	148	KITS					[148]	14.163
FY-97	116	KITS					[116]	8.813
FY-98	65	KITS					[65]	3.661
FY-99	79	KITS					[79]	5.397
FY-00	111	KITS					[90]	15.509
TOTAL INSTALL							610	52.585
TOTAL COST (BP-1100)							631	250.608
(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	7	16	17	16	17	10	10	10	11	18	17	18	17	18	17					
Output							1							1	8	8	7	16	17	16	17	10	10	10	11	18	17	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			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			2	1					
	<u>FY-07</u>				<u>FY-08</u>																															
Quarter	1	2	3	4	1	2	3	4																												
Input							1																													
Output								1																												

02/16/2006
 FY 2007 PB
 Modification Title and No: ALR-69 (RWR) MN-8220

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

CSAF validated C-MNS implemented by SAF/AQQ 25/2282 Msg PMD. Aircrews flying missions in support of Operation Joint Forge in the Bosnia AOR, are being subjected to an increasing level of electronic threats which need to be modified so not to impact our worldwide airlift mission PMD 2264 (3). Installs Radar Warning Receiver, RWR, on 366 C-130 aircraft. Provides airborne warning of radar directed AAA, Air-Interceptors, and Surface-to-Air threats. Completes C-130 fleet for all aircraft already equipped with Airlift Defensive Systems (ADS). FY95 - ANG provided 2 group B as GFE at no cost to the mod program. Kit unit found Group B assets that belonged to the C-130 RWR program, that's why FY98 and FY99 group B costs are low. In FY99 HQ AMC pulled most of the funding for other programs. Beginning in FY 03 funding was reinstated, during this time ALR-69 evolved into ALR-69A (commonly called PLAID). HQ AMC's requirement is to upgrade existing aircraft to the new ALR-69A configuration and modify selected aircraft to this configuration. This new requirement required NRE funds for two trial installation kits and two kit proofs. Estimated NRE costs (FY03 dollars) are \$3M. Method of implementation is combination with installs being performed at depot overahul and through the use of contract field teams.

Aircraft Breakdown: Active 122, Reserve 92, ANG 79, Total 293

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	4.497					51	12.750	77	19.250	49	12.250
KITS NONRECUR	2	4.091						1.063		0.778		0.403
EQUIPMENT	83	16.202			[1]		[51]	21.981	[77]	22.715	[49]	14.161
EQUIP NONREC	2	0.640						0.100				
CHANGE ORDERS		2.935				5.081		1.632		0.639		0.686
DATA		1.903						0.640		0.579		0.329
SIM/TRAINER	2	2.784					[1]	0.357	[1]	0.339	[1]	0.300
SUPPORT-EQUIP		8.237						0.460		0.601		0.460
OGC		0.965		0.007		0.625		0.600		0.891		0.963
FLT TEST		0.005										
T.O. Printing		0.011										
ABIDES Alignment												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-07	51								[51]	8.058		
FY-08	77										[77]	12.166
FY-09	49											
FY-10	17											
FY-11	7											
FY-12	1											
TOTAL INSTALL	87	7.158							51	8.058	77	12.166
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	87	49.428		0.007		5.706	51	39.583	77	53.850	49	41.718
INSTALLATION QTY	87								51		77	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	17	4.250	7	1.750	1	0.025	287	54.772
KITS NONRECUR		0.234		0.016			2	6.585
EQUIPMENT	[17]	6.851	[7]	3.330	[1]	0.492	[286]	85.732
EQUIP NONREC							[2]	0.740
CHANGE ORDERS		0.250		0.328		0.133		11.684
DATA		0.500		0.302		0.316		4.569
SIM/TRAINER	[2]	0.456	[1]	0.100			[8]	4.336
SUPPORT-EQUIP		0.047		0.137		0.115		10.057
OGC		0.600		0.500		0.500		5.651
FLT TEST								0.005
T.O. Printing								0.011
ABIDES Alignment								
INSTALLATION OF HARDWARE								
FY-94	39 KITS						[39]	3.944
FY-95	27 KITS						[27]	1.428
FY-96	16 KITS						[16]	1.529
FY-98	1 KITS						[1]	0.065
FY-99	3 KITS						[3]	0.148
FY-00	1 KITS						[1]	0.044
FY-07	51 KITS						[51]	8.058
FY-08	77 KITS						[77]	12.166
FY-09	49 KITS	[49]	7.742				[49]	7.742
FY-10	17 KITS			[17]	2.686		[17]	2.686
FY-11	7 KITS					[7]	1.175	1.175
FY-12	1 KITS					[1]	0.314	0.314
TOTAL INSTALL	49	7.742	17	2.686	8	1.489	289	39.299
TOTAL COST (BP-1100)	17	20.930	7	9.149	1	3.070	289	223.441
(Totals may not add due to rounding)								
INSTALLATION QTY	49		17		8		289	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

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

Milestones Continued

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

Installation Schedule

	<u>FY-93</u>				<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input						1	38							3	4	10	10		4	3	5	1	1	2					1				2			
Output						1	38							3	4	10	10		4	3	5	1	1	2					1				2			
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>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	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-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																				
Input	19	19	19	20	12	12	12	13	4	4	4	5	2	2	2	2																				
Output	19	19	19	20	12	12	12	13	4	4	4	5	2	2	2	2																				

02/16/2006
 FY 2007 PB
 Modification Title and No: AN/AAQ-22M (FLIR) MN-8385

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: HC-130N/P

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

The Forward Looking Infrared (FLIR) modification is procuring and installing Q-36 FLIR systems for 24 active duty and reserve HC-130P/N combat search and rescue (CSAR) aircraft. ANG HC-130s have already been upgraded with the Q-36 systems. The Q-36 FLIR is a state-of-the-art system that will provide improved ability to navigate, detect obstacles/hazards when flying at low altitude, and acquire/identify survivors at night. FY03 and FY04 funded the acquisition of the Q-36 modification kits and installs. FY05 funds will fund the efforts required to complete the Q-36 fleet modification including update of technical data and drawings, procurement of support equipment, installation of a co-pilot control panel, correction of flight path vectoring problems, and correction of video converter reliability problems. The co-pilot radar control switching panel and the video distribution converter fixes in FY05 involve hardware changes, but these will be organizational and intermediate (O&I) level installs that do not require install funding.

Aircraft Breakdown: Active 19, Reserve 5, ANG 9, Total 33

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	30	7.259										
KITS NONRECUR	3	1.808										
EQUIPMENT	30	14.993										
EQUIP NONREC	3	1.253										
CHANGE ORDERS		0.223		4.707								
DATA		0.315										
SIM/TRAINER												
SUPPORT-EQUIP		0.043										
SPARES												
FLIGHT TEST		0.012		0.700								
OGC		0.021		0.140								
WARRANTY		0.376		3.483								
PMA		1.717										
INSTALLATION OF HARDWARE												
FY-96	8	0.836										
FY-01	2	0.260										
FY-03	1											
FY-04	22	2.051	[7]		[14]							
TOTAL INSTALL	12	3.147	7		14							
TOTAL COST (BP-1100)	33	31.167		9.030								
(Totals may not add due to rounding)												
INSTALLATION QTY	12		7		14							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							30	7.259
KITS NONRECUR							3	1.808
EQUIPMENT							[30]	14.993
EQUIP NONREC							[3]	1.253
CHANGE ORDERS								4.930
DATA								0.315
SIM/TRAINER								
SUPPORT-EQUIP								0.043
SPARES								
FLIGHT TEST								0.712
OGC								0.161
WARRANTY								3.859
PMA								1.717
INSTALLATION OF HARDWARE								
FY-96	8	KITS					[8]	0.836
FY-01	2	KITS					[2]	0.260
FY-03	1	KITS					[1]	
FY-04	22	KITS					[22]	2.051
TOTAL INSTALL							33	3.147
TOTAL COST (BP-1100)							33	40.197
(Totals may not add due to rounding)								
INSTALLATION QTY							33	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: AEROSPACE RESCUE AND RECOVERY MN-8424

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: HC-130

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

Description/Justification

This CSAF-directed program converts 12 C-130 type aircraft (EC-130, WC-130, etc) to a combat rescue/helicopter air-refueling (HC-130P) configuration. Program requirement is to increase the number of aircraft in this Low Density High Demand fleet to the minimum necessary to meet AEF requirements in support of the worldwide combat rescue mission. Two initial conversions were completed under a previous contract leaving 10 additional conversions to be completed starting in FY03. The original program planned to use WC-130Hs as the baseline conversion aircraft. However, delays in the availability of WC-130Hs resulted in a change in the acquisition strategy, and the program was restructured in Jul 02 to utilize a combination of EC-130E and WC-130H aircraft. There will be one EC-130 trial install in FY03 followed by three production install options in FY04 and FY05. There will be one WC-130 trial install in FY05 followed by one production install option in FY06. Increased costs of converting EC-130E vice WC-130H aircraft created a program disconnect.

Aircraft Breakdown: Active 3, Reserve , ANG 0, Total 3

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR	3	21.346		16.007								
EQUIPMENT	1	0.818										
EQUIP NONREC	2	6.726										
CHANGE ORDERS		0.902										
DATA		3.441		1.065								
SIM/TRAINER		0.167										
SUPPORT-EQUIP												
FLIGHT TEST		0.121		0.075								
OTHER		5.633		-11.932								
INSTALL												
OGC		6.068		1.025								
INSTALLATION OF HARDWARE												
FY-98	1	1.092										
FY-99	1											
FY-03	1											
FY-05	0											
TOTAL INSTALL	3	1.092		2								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	3	46.314		6.240								
INSTALLATION QTY	3											

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR							3	37.353
EQUIPMENT							[1]	0.818
EQUIP NONREC							[2]	6.726
CHANGE ORDERS								0.902
DATA								4.506
SIM/TRAINER								0.167
SUPPORT-EQUIP								
FLIGHT TEST								0.196
OTHER								-6.299
INSTALL								
OGC								7.093
INSTALLATION OF HARDWARE								
FY-98	1	KITS					[1]	1.092
FY-99	1	KITS					[1]	
FY-03	1	KITS					[1]	
FY-05	0	KITS					[2]	
TOTAL INSTALL							5	1.092
TOTAL COST (BP-1100)							3	52.554
(Totals may not add due to rounding)								
INSTALLATION QTY							3	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input												1				1																
Output																				1				1								
Quarter	<u>FY-04</u>				<u>FY-05</u>																											
Input	1	2	3	4	1	2	3	4																								
Output					1																											

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: INSTALLATION OF AN/APN-241 MN-8455

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130H, HC130P, LC-130H,
 C-130H(2)

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

Installation of Northrop/Grumman Low Power Color Radar (AN/APN-241) on 4 ANG LC-130H (FY97), 14 HC-130Ps and 36 C-130H(2)s. The LC-130Hs are complete. On LC-130Hs, in conjunction with installation of the APN-241, the mod added electronic flight instruments and satellite communications systems. On the Moody AFB HC-130Ps the mod installs the APN-241 and removes the ARD-17 aerial tracker system, the APX-65 interrogator system, and Cook radome, and replaces the Fulton radomes with bullet nose radomes. Program provided interim contract support funds through FY00 as BP11 3010. Funding for ICS transferred to BP16 in FY01-FY04. One trial install in FY99 is required for the HC-130Ps at Moody AFB, one trial install is required for the tanker conversions in FY00, and one trial is required for C-130H(2) in FY01. Red Blocks for kits in FY04 and FY06 is due to 10 aircraft installs in FY06 are being paid for with FY04 funds as this is a Congressional Add. Method of Implementation is Combination of Contractor's facility and Contract Field Teams.

- LC-130H -4
- HC-130P Tanker Conversion - 2
- HC-130P (Moody) - 12
- C-130H(2) Kulis - 8
- C-130H(2) Reno - 8
- C-130H(2) Schnectady - 4
- C-130H(2) St Joseph - 8
- C-130H(2) Nashville - 8
- C-130H(2) Carswell - 8
- C-130H(2) Minneapolis - 6 + 2 (2 done on 0350 GREA)
- C-130H(2) Pittsburgh - 3

Aircraft Breakdown: Active 14, Reserve 9, ANG 54, Total 77

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	53	3.561	8	0.463	9	0.512						
KITS NONRECUR	7	1.675										
EQUIPMENT	53	25.290	[8]	5.941	[9]	5.740						
EQUIP NONREC	7	6.138										
CHANGE ORDERS												
DATA		1.600				0.072						
SIM/TRAINER												
SUPPORT-EQUIP		9.644				1.706						
SPARES												
OGC		0.964		0.007		0.010						

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
PMA		0.808		0.550		0.520		0.508				
T.O. Printing		0.013		0.049								
ICS		2.741										
Withhold Adjustments												
FLIGHT TEST		0.160										
INSTALLATION OF HARDWARE												
FY-97	4 KITS	4	0.200									
FY-99	2 KITS	2	0.055									
FY-00	12 KITS	12	0.959									
FY-01	7 KITS	7	0.203									
FY-02	21 KITS	1	0.950	[15]		[5]						
FY-03	4 KITS		0.168			[4]						
FY-04	10 KITS		0.494			[2]		[8]				
FY-05	8 KITS			0.333				[8]				
FY-06	9 KITS					0.600				[9]		
TOTAL INSTALL		26	3.029	15	0.333	11	0.600	16		9		
TOTAL COST (BP-1100)		60	55.623	8	7.343	9	9.160		0.508			
(Totals may not add due to rounding)												
INSTALLATION QTY		26		15		11		16		9		

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							70	4.536
KITS NONRECUR							7	1.675
EQUIPMENT							[70]	36.971
EQUIP NONREC							[7]	6.138
CHANGE ORDERS								
DATA								1.672
SIM/TRAINER								
SUPPORT-EQUIP								11.350
SPARES								
OGC								0.981
PMA								2.386
T.O. Printing								0.062
ICS								2.741
Withhold Adjustments								
FLIGHT TEST								0.160
INSTALLATION OF HARDWARE								
FY-97	4 KITS						[4]	0.200
FY-99	2 KITS						[2]	0.055
FY-00	12 KITS						[12]	0.959
FY-01	7 KITS						[7]	0.203
FY-02	21 KITS						[21]	0.950
FY-03	4 KITS						[4]	0.168
FY-04	10 KITS						[10]	0.494
FY-05	8 KITS						[8]	0.333
FY-06	9 KITS						[9]	0.600
TOTAL INSTALL							77	3.962
TOTAL COST (BP-1100)							77	72.634
(Totals may not add due to rounding)								
INSTALLATION QTY							77	

Method of Implementation: COMBINATION

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/17/2006
FY 2007 PB

Modification Title and No: C-130 AVIONICS MODERNIZATION PROGRAM (AMP) MN-8517

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P

Models of Aircraft Affected: AC/C/EC/HC/LC/MC-130

Center: ASC - Wright Patterson AFB, OH

PE 0401115F

Team MOBIL

Description/Justification

This modification will accomplish the following: incorporate all the equipment and upgrades needed to meet AF Navigation Safety and the Global Air Traffic Management (GATM), now referred to as Communication Navigation Surveillance/Air Traffic Management (CNS/ATM). It will also incorporate various other reliability and maintainability upgrades, install Terrain Avoidance Warning System (TAWS), replace the weather avoidance radars, replace the compass systems and dual autopilots, install dual Flight Management Systems and provide HF/UHF/VHF Datalink. SOCOM's Common Architecture For Penetration (CAAP) was merged into AMP so as to modernize the additional equipment found on AF's Special Purpose aircraft as well as their avionics suites and cockpit configurations. The funding for CAAP is not included in this program and is found in SOCOM's funding lines. Following the AMP modernization, 434 of the AF's C/AC/EC/HC/LC/MC-130s will be fully CNS/ATM and Nav/Safety compliant. 423 are funded here, 11 are RDT&E funded.

C-130 fleet consists of 14 different mission design series (MDSs) or models with multiple variants within each model. Multiple models and configurations result in large logistics support and aircrew training inefficiencies, as well as, complicates unit interoperability at forward operating locations. Today, the maintainability/supportability costs are increasing at a rate much faster than inflation for the cockpit instrumentation, navigation equipment and the radars. Delaying AMP will result in increased RM&S costs and our inability to meet mandated CNS/ATM and the AF Nav/Safety requirements. Aircraft that are not CNS/ATM compliant will be denied access to large segments of international air space.

The C-130 fleet, with its many MDSs, will require the development of specific kit designs for each model or MDS, or groups of similar MDSs. Starting in FY03, each MDS will proceed through its own development and production sequence in parallel. By staggering the development into sequential blocks of MDSs, this "waterfall" approach will result in an orderly sequencing of development and production for the many different MDSs.

Aircraft Breakdown: Active 156, Reserve 105, ANG 162, Total 423

Development Status

This Engineering and Development contract was awarded to Boeing on 30 July 2001. The Integrated Baseline Review (IBR) was completed in late January 02. The Core Systems Requirements Review (SRR) and the Software Specification Review (SSR) were successfully completed in FY02. A Restructure Engineering Change Proposal (ECP) 1302 was awarded to Boeing 20 Aug 03. The ECP rebaselined the program due to funding reductions in FYs 03/04 which resulted in delays in the System Development and Demonstration program for up to 2 years.

Development activities for FY06 and 07 will focus on design, development and integration of the Group A (wiring and equipment racks) and the Group B (radios, instruments, etc) for the C/MC-130 models. First electrical power-on will occur in Feb 06 with first flight of the C-130H2 scheduled for Aug 06. The AMP production and installation contract will be awarded following an open competition.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	335.374	[1]	158.716	[2]	232.173	[4]	248.283	[3]	173.701		89.417
PROCUREMENT (3010)												
INSTALL KITS						2.329	2	2.862	9	7.308	30	28.634
KITS NONRECUR												
EQUIPMENT						12.225	[2]	14.502	[9]	59.158	[30]	184.463
EQUIP NONREC												
CHANGE ORDERS						1.095		3.183		3.970		16.305
DATA						0.012		0.034		0.070		0.131
SIM/TRAINER									[1]	6.500	[1]	6.400
SUPPORT-EQUIP												
OGC						2.777		7.350		21.089		62.472
PROGRAM MNGMT						1.289		1.393		5.236		21.169
FLIGHT TEST						0.004		0.011		0.014		0.044

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
DEPOT						0.201		0.204		0.804		2.762	
TRAINING						0.095		0.104		2.000		3.600	
PMA						0.469		1.352		1.788		7.240	
INSTALLATION OF HARDWARE													
FY-07			2 KITS					3.891	[2]	17.207			
FY-08			9 KITS								[9]	62.466	
FY-09			30 KITS										
FY-10			30 KITS										
FY-11			28 KITS										
FY-12			48 KITS										
FY-13			60 KITS										
FY-14			72 KITS										
FY-15			72 KITS										
FY-16			72 KITS										
TOTAL INSTALL								3.891	2	17.207	9	62.466	
TOTAL COST (BP-1100)						20.496		2	34.886	9	125.144	30	395.686
(Totals may not add due to rounding)													
INSTALLATION QTY									2		9		

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		39.497					[11]	1277.161
PROCUREMENT (3010)								
INSTALL KITS	30	21.456	28	16.594	324	82.875	423	162.058
KITS NONRECUR EQUIPMENT	[30]	150.142	[28]	135.245	[324]	657.647	[423]	1213.382
EQUIP NONREC CHANGE ORDERS		9.450		9.650		32.907		76.560
DATA		0.133		0.111		0.495		0.986
SIM/TRAINER	[1]	14.900	[2]	20.420	[9]	84.123	[14]	132.343
SUPPORT-EQUIP OGC		48.050		42.346		213.385		397.469
PROGRAM MNGMT		12.680		9.960		50.624		102.351
FLIGHT TEST		0.052		0.041		0.167		0.333
DEPOT		1.985		1.958		8.536		16.450
TRAINING		5.800		4.900		4.407		20.906
PMA		4.395		4.030		19.769		39.043
INSTALLATION OF HARDWARE								
FY-07 2 KITS							[2]	21.098
FY-08 9 KITS							[9]	62.466
FY-09 30 KITS	[30]	42.004					[30]	42.004
FY-10 30 KITS			[30]	38.364			[30]	38.364
FY-11 28 KITS					[28]	61.830	[28]	61.830
FY-12 48 KITS					[48]	54.920	[48]	54.920
FY-13 60 KITS					[60]	40.735	[60]	40.735
FY-14 72 KITS					[72]	8.365	[72]	8.365
FY-15 72 KITS					[72]	4.365	[72]	4.365
FY-16 72 KITS					[72]		[72]	
TOTAL INSTALL	30	42.004	30	38.364	352	170.215	423	334.147
TOTAL COST (BP-1100)	30	311.047	28	283.619	324	1325.150	423	2496.028
(Totals may not add due to rounding)								
INSTALLATION QTY	30		30		352		423	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<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)										10/06	10/07	10/08	10/09	10/10	10/11
Delivery Date (Month/CY)										10/07	10/08	10/09	10/10	10/11	10/12
	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>											
Contract Date (Month/CY)	10/12	10/13	10/14	10/15											
Delivery Date (Month/CY)	10/13	10/14	10/15	10/16											

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																				
Output																																				
	<u>FY-06</u>				<u>FY-07</u>				<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									2				9				30				30				28				48				12	12	12	12
									1		1		2	2	3	2	7	8	7	8	7	8	7	8	7	7	7	7	7	12	12	12	12	12	12	12
	<u>FY-14</u>				<u>FY-15</u>				<u>FY-16</u>				<u>FY-17</u>																							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	60				72				72				72																							
Output	15	15	15	15	18	18	18	18	18	18	18	18	18	18	18	18																				

02/16/2006
 FY 2007 PB
 Modification Title and No: ENHANCED TCAS (TCAS II) MN-8526

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E, H, HCP,
 LCH,MCH,MCP,ECH,HCN, ACU, ACH, MCE

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

This modification is required by the Air Force Navigation and Safety Master Plan (Nav/Safety) and Global Air Traffic Management (GATM) mandates which are necessary for worldwide, unrestricted airspace access. The Secretary of Defense directed installation of an airborne collision avoidance system in response to the findings of the April 1996 CT-43 crash. Other C-130s have already been modified with this system, hence this modification will increase commonality across the fleet. This Enhanced Traffic Alert & Collision Avoidance System (ETCAS) modification program meets all these requirements. Kits are phase-delivered. Leadtime is based on receipt of the Trial Install kits. Implementation is a combination consisting of contract field teams and contractor's facility.

Aircraft Breakdown: Active 195, Reserve 71, ANG 118, Total 384

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	325	18.806	15	0.950	30	2.300						
KITS NONRECUR	14	15.061										
EQUIPMENT	325	70.203	[15]	1.003	[30]	6.900						
EQUIP NONREC	14	2.995										
CHANGE ORDERS		3.732				0.609						
DATA		4.203		0.100		0.122						
SIM/TRAINER	6	3.575										
SUPPORT-EQUIP	30	0.998	[18]									
FLIGHT TEST		1.317										
OGC		5.579		0.143		0.100						
ICS												
RETROFIT		8.025										
WARRANTY												
Withhold Adjustments		4.179										

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-98	70	4.484										
FY-99	49	2.900										
FY-00	32	1.950										
FY-01	36	0.819										
FY-02	26	1.423										
FY-03	59	3.540										
FY-04	67	4.799										
FY-05	15		[15]	0.950								
FY-06	30				[30]	2.141						
TOTAL INSTALL	339	19.915	15	0.950	30	2.141						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	339	158.588	15	3.146	30	12.172						
INSTALLATION QTY	339		15		30							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							370	22.056
KITS NONRECUR							14	15.061
EQUIPMENT							[370]	78.106
EQUIP NONREC							[14]	2.995
CHANGE ORDERS								4.341
DATA								4.425
SIM/TRAINER							[6]	3.575
SUPPORT-EQUIP							[48]	0.998
FLIGHT TEST								1.317
OGC								5.822
ICS								
RETROFIT								8.025
WARRANTY								
Withhold Adjustments								4.179
INSTALLATION OF HARDWARE								
FY-98	70 KITS						[70]	4.484
FY-99	49 KITS						[49]	2.900
FY-00	32 KITS						[32]	1.950
FY-01	36 KITS						[36]	0.819
FY-02	26 KITS						[26]	1.423
FY-03	59 KITS						[59]	3.540
FY-04	67 KITS						[67]	4.799
FY-05	15 KITS						[15]	0.950
FY-06	30 KITS						[30]	2.141
TOTAL INSTALL							384	23.006
TOTAL COST (BP-1100)							384	173.906
(Totals may not add due to rounding)								
INSTALLATION QTY							384	

Method of Implementation: COMBINATION

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	1	1	14	16	17	14	30	31	32	30	6	7	7	6	15	15	15	14	17	16	17	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	17				
Quarter	1	2	3	4	1	2	3	4																												
Input	4	4	4	3	8	7	8	7																												
Output	4	4	4	3	8	7	8	7																												

02/16/2006
 FY 2007 PB
 Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H, H1, H2, H3

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

This mod will replace old & aging synchrophaser wiring on all C-130 aircraft (except 'J' models) as recommended by the C-130 Broad Area Review (15 Jan 98). Safety reviews of the aircraft have revealed chafed and worn wiring problems that could potentially cause synchrophaser operation malfunctions resulting in flight safety hazards. Completion of this modification will implement the BAR recommendation to install new wiring to replace aging and problematic wire sets. This synchrophaser wiring has been installed on all pre-C-130J production aircraft. This mod will use the existing design for aircraft wiring but will modify the placement of the existing synchrophaser box within the station racks on the bulkhead. Method of implementation is a combination of depot overhaul, contract field teams, and contractor's facility.

Aircraft Breakdown: Active 241, Reserve 137, ANG 229, Total 607

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	606	6.267										
KITS NONRECUR	1	0.401										
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		0.002										
DATA		0.928		0.007								
SIM/TRAINER												
SUPPORT-EQUIP		2.109										
FLIGHT TEST												
OGC		0.623		0.467		0.273						
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-00	1											
FY-01	311	7.569										
FY-02	3	0.106	[154]	1.612	[56]	1.458						
TOTAL INSTALL	315	7.675	154	1.612	56	1.458						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	607	18.005		2.086		1.731						
INSTALLATION QTY	315		154		56							

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							606	6.267
KITS NONRECUR							1	0.401
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								0.002
DATA								0.935
SIM/TRAINER								
SUPPORT-EQUIP								2.109
FLIGHT TEST								
OGC								1.363
Withhold Adjustments								
INSTALLATION OF HARDWARE								
FY-00	1	KITS					[1]	
FY-01	311	KITS					[311]	7.569
FY-02	295	KITS					[213]	3.176
TOTAL INSTALL							525	10.745
TOTAL COST (BP-1100)							607	21.822
(Totals may not add due to rounding)								
INSTALLATION QTY							525	

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>			
	1	2	3	4	1	2	3	4	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													15	14	14	14	39	39	38	39	25	26	26	26	38	39	38	39	14	14	14	14
Output													15	14	14	14	39	39	38	39	25	26	26	26	38	39	38	39	14	14	14	14
Quarter	1	2	3	4																												
Input																																
Output	14																															

02/16/2006
 FY 2007 PB
 Modification Title and No: ALE-47 CHAFF AND FLARE DISPENSER MN-8577

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: MC-130s, AC-130s & MH-53s

Center: ASC - Wright Patterson AFB, OH

PE 0404011F

Team INFO

Description/Justification

Upgrade the current ALE-40, Chaff and Flare Dispensers System with the AN/ALE-47 Countermeasures Dispensing System (CMDS). The ALE-47 is a programmable, threat adaptive dispensing system designed to enhance aircraft survivability in an IR/RF threat environment. Differences in installs and installations qtys are due to Group B lead time for procurement and the combination of mods into block mod approach which increased aircraft down times

Aircraft Breakdown: Active 106, Reserve 14, ANG 4, Total 124

Development Status

Contract Awarded 4QFY01.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	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				3.519		3.019						
DATA		4.950										
SIM/TRAINER	5	5.007										
SUPPORT-EQUIP		0.058										
FLIGHT TEST		0.534										
OGC		1.017										
SOFTWARE		1.186										
INSTALLATION OF HARDWARE												
FY-01	1	0.091										
FY-02	16	0.837										
FY-03	28	0.941										
FY-04	79	2.300										
TOTAL INSTALL	79	4.169		45								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	124	33.194		3.519		3.019						
INSTALLATION QTY	76			48								

	FY-10		FY-11		TO COMP		TOTAL	
	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								9.061
DATA								4.950
SIM/TRAINER							[5]	5.007
SUPPORT-EQUIP								0.058
FLIGHT TEST								0.534
OGC								1.017
SOFTWARE								1.186
INSTALLATION OF HARDWARE								
FY-01	1	KITS					[1]	0.091
FY-02	16	KITS					[16]	0.837
FY-03	28	KITS					[28]	0.941
FY-04	79	KITS					[79]	2.300
TOTAL INSTALL								124
TOTAL COST (BP-1100)								4.169
(Totals may not add due to rounding)								124
INSTALLATION QTY								39.732
								124

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	3	4	4	5	7	7	7	7	7	10	10	11	12	12	12
Output									1	1	3	4	4	5	7	7	7	7	10	10	10	12	12	12

02/16/2006
 FY 2007 PB

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

Replaces the center wing on MC-130H, HC-130N/P, C-130H, EC-130H, and AC-130U whose center wing service life expires in 2005-2011. Aircraft will be retained in inventory until 2030. Kit cost vary by MDS as reflected in the kit cost FY05-FY12. Method of implementation will be Combination consisting of depot overhauls (PDM) and depot speedline.

Aircraft Breakdown: Active 100, Reserve 0, ANG 0, Total 100

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	5.200			24	95.444	23	112.689	9	46.500
KITS NONRECUR EQUIPMENT			2	19.940			1	11.500	1	10.400	1	15.310
EQUIP NONREC				0.200								
CHANGE ORDERS												
DATA				0.583		1.143		1.100		1.450		0.522
SIM/TRAINER												
SUPPORT-EQUIP						3.229						
Withhold Adjustments												
INSTALLATION OF HARDWARE												
FY-05			3	KITS			[1]	2.510	[2]	9.030		
FY-07			25	KITS					[2]	9.030	[17]	42.040
FY-08			24	KITS								
FY-09			10	KITS								
FY-10			16	KITS								
FY-11			22	KITS								
TOTAL INSTALL							1	2.510	4	18.060	17	42.040
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			3	25.923		4.372	25	110.554	24	142.599	10	104.372
INSTALLATION QTY							1		4		17	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS	15	73.593	20	107.820			92	441.246	
KITS NONRECUR EQUIPMENT	1	15.432	2	24.576			8	97.158	
EQUIP NONREC								0.200	
CHANGE ORDERS									
DATA		0.684		2.436				7.918	
SIM/TRAINER									
SUPPORT-EQUIP								3.229	
Withhold Adjustments									
INSTALLATION OF HARDWARE									
FY-05 3 KITS							[3]	11.540	
FY-07 25 KITS	[6]	16.303					[25]	67.373	
FY-08 24 KITS	[17]	46.190	[7]	21.787			[24]	67.977	
FY-09 10 KITS			[6]	18.675	[4]	2.800	[10]	21.475	
FY-10 16 KITS						[16]	9.297	[16]	9.297
FY-11 22 KITS						[22]	1.235	[22]	1.235
TOTAL INSTALL	23	62.493	13	40.462	42	13.332	100	178.897	
TOTAL COST (BP-1100)									
(Totals may not add due to rounding)	16	152.202	22	175.294		13.332	100	728.648	
INSTALLATION QTY	23		13		42		100		

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>	<u>FY-17</u>	<u>FY-18</u>
Contract Date (Month/CY)	04/05	04/06	12/06	12/07	12/08	12/09	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17	12/18
Delivery Date (Month/CY)	04/07	04/08	12/08	12/09	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17	12/18	12/19	

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Input										1	2	3	4	1	1	1	1	1	2	4	5	6	5	6	6	6	3	4	3	3		
Output													1						1	1	4	4	5	6	5	6	6	6	3	4		
	<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																			
Input	3	4	5	5	5	6	6	5	3																							
Output	4	3	3	3	5	5	5	6	6	5	3																					

02/16/2006
 FY 2007 PB
 Modification Title and No: ALR-69 UPGRADE MN-8591

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: SOF C-130

Center: WRALC Robins AFB GA

PE 0207442F

Team INFO

Description/Justification

The ALR-69 Radar Warning Receiver (RWR) is based upon 1970's technology and was initially installed on USAF aircraft in 1978. The system is planned to be in inventory well beyond the year 2016. The aircrews require an enhanced capability to precisely locate and identify the modern day threats in order to meet mission requirements in a dense threat environment and the capability to minimize Constant False Alarms when encountering these threats. Improved threat information that would be available from a modernized RWR will assist the aircrews in determining precise threat ranges/directions and provide option responses short of mission abort or violent aircraft maneuvering. Threat location refinements will help an enroute aircrew respond "real-time" to previously unknown threats by providing sufficiently accurate information to allow the aircrews to avoid hostile areas. The precision location/identification upgrade and minimization of Constant False Alarms will improve situational awareness capability and improve reliability for the current ALR-69 system.

Aircraft Breakdown: Active 43, Reserve 9, ANG 0, Total 52

Development Status

The RDT&E funds will be used for design/development activities associated with the modification that are planned for th SOF.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS					[5]	1.000	[13]	0.910	[16]	1.200	[18]	1.440	
KITS NONRECUR							[1]	1.600		0.680			
EQUIPMENT					5	4.575	13	6.020	16	5.140	18	5.580	
EQUIP NONREC													
CHANGE ORDERS						0.400		0.667		0.256		0.147	
DATA						0.169		0.856		0.400		0.706	
SIM/TRAINER					[1]	0.915	[1]	0.550	[1]	0.500	[1]	0.550	
SUPPORT-EQUIP								0.292		0.500		0.200	
OTHER													
REPROGRAM													
INSTALLATION OF HARDWARE													
FY-06								[5]	0.750				
FY-07										[13]	1.560		
FY-08												[16]	
FY-09													
TOTAL INSTALL								5	0.750	13	1.560	16	1.920
TOTAL COST (BP-1100)								5	7.059	13	11.645	16	10.236
(Totals may not add due to rounding)													
INSTALLATION QTY								5		13		16	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[52]	4.550
KITS NONRECUR							[1]	2.280
EQUIPMENT							52	21.315
EQUIP NONREC								
CHANGE ORDERS								1.470
DATA								2.131
SIM/TRAINER							[4]	2.515
SUPPORT-EQUIP								0.992
OTHER								
REPROGRAM								
INSTALLATION OF HARDWARE								
FY-06 5 KITS							[5]	0.750
FY-07 13 KITS							[13]	1.560
FY-08 16 KITS							[16]	1.920
FY-09 18 KITS							[18]	1.666
TOTAL INSTALL								
			[18]	1.666				
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)				1.666			52	41.149
INSTALLATION QTY			18				52	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 11 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1	2	1	1	3	3	3	4	4	4	4	4	4	4	4	5
Output													1	2	1	1	3	3	3	4	4	4	4	4	4	4	4	5

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

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

Models of Aircraft Affected: C/HC-130H

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401134F Team MOBIL

Description/Justification

The Large Aircraft Infrared Countermeasures (LAIRCM) system provides a significantly improved defensive capability for the AF's large aircraft to counter the IR Man-Portable Air-Defense Systems (MAN PADS) threat.

The current LAIRCM system [AN/AAQ-24(V)] 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 containing processors to detect, track and counter incoming IR missiles. This system is fully automatic following power up. FY01 was the first year for LAIRCM RDT&E funding (PE 41130F). The Multi-Command Operational Requirements Document (LAIRCM ORD 314-92) was validated in FY98.

The current plan is to modify 154 AF aircraft (92 C-17, 32 C-130H, 22 C-5B, 8 C-130J) in the FYDP to meet part of the AF's need for 444 LAIRCM capable aircraft to support extended contingency operations.

Development of the NexGen MWS began in Jun 04 with planned production and incorporation into LAIRCM in FY07. Mini-turret development began in FY03 with Low Rate Initial Production planned to start in FY06.

PE 41134F is a PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation. Funding reflected in the RDT&E line reflects the total of the various aircraft being modified with LAIRCM. Reference the LAIRCM R-Doc for a breakdown of the funding.

A total of 32 Active C-130s (including 1 RDT&E) will be modified with LAIRCM over the FYDP. The first 11 C-130s have been modified.

AFRC FY05 (including FY05 supplemental funding) 17 C-130H and 5 HC-130 aircraft

ANG funded 2 C-130H (FY03), 2 C-130H and 4 HC-130 (FY04), 4 C-130H and 5 HC-130 (FY05)

The Source of Repair Assignment Process (SORAP) has been completed and the airborne electronic components of the AN/AAQ-24 IRCM system have been determined to be a core candidate workload. Test and support equipment, training, data rights and other logistics support elements are required to stand up organic depot repair capability. Test and support equipment is required to maintain ever increasing fleet size for contractor repair under the Public/Private partnership.

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

Development Status

LAIRCM Phase I contract was awarded on 28 Sep 01.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		75.846		69.069		58.596		34.916		26.893		26.042
PROCUREMENT (3010)												
INSTALL KITS	7	2.072	12		2	0.666	6	2.040	4	1.388		
KITS NONRECUR												
EQUIPMENT	7	21.276	[12]	12.678	[2]	1.311	[6]	4.454	[4]	3.179		
EQUIP NONREC												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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		5.105		1.443		0.159		0.429		0.451		0.176
DATA		1.734		1.133								
SIM/TRAINER			[1]	2.696								
SUPPORT-EQUIP		19.201		3.096		0.102		0.314		0.214		
CONTRACTOR SUPPORT				1.989		0.562						
SPARES								0.435		0.444		
ICS												
TRAINING						0.205						
OGC						3.778		2.261		36.140		6.793
UPDATES		25.752		27.447						35.015		55.075
INSTALLATION OF HARDWARE												
FY-03	7	4.340										
FY-05			[12]	6.250								
FY-06									[2]	1.036		
FY-07									[4]	2.072	[2]	1.174
FY-08											[4]	2.347
TOTAL INSTALL	7	4.340	12	6.250					6	3.108	6	3.521
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	7	79.480	12	56.732	2	6.783	6	9.933	4	79.939		65.565
INSTALLATION QTY	7		12						6		6	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		6.101		7.097				304.560
PROCUREMENT (3010)								
INSTALL KITS							31	6.166
KITS NONRECUR EQUIPMENT							[31]	42.898
EQUIP NONREC								
CHANGE ORDERS		0.048						7.811
DATA								2.867
SIM/TRAINER							[1]	2.696
SUPPORT-EQUIP								22.927
CONTRACTOR SUPPORT								2.551
SPARES								0.879
ICS								
TRAINING								0.205
OGC		2.637						51.609
UPDATES		1.055		1.047				145.391
INSTALLATION OF HARDWARE								
FY-03			7 KITS				[7]	4.340
FY-05			12 KITS				[12]	6.250
FY-06			2 KITS				[2]	1.036
FY-07			6 KITS				[6]	3.246
FY-08			4 KITS				[4]	2.347
TOTAL INSTALL							31	17.219
TOTAL COST (BP-1100)							31	303.219
(Totals may not add due to rounding)		3.740		1.047				
INSTALLATION QTY							31	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>								
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input									7						12										6								6				
Output										3	4				4	4	4											4	2							2	4

02/16/2006
 FY 2007 PB
 Modification Title and No: AAR-47 SENSOR UPGRADE MN-8651

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E/H/EC/HN/HP

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

This program installs an upgraded AAR-47 Missile Warning System (MWS) on C-130s equipped with Airlift Defensive System (ADS). The ADS consists of a MWS and flare and chaff dispenser system. The upgraded MWS has a new laser capability, sensors and processor. This program was initially funded under the ADS program and broken out its own modification program. Implementeattion will be through unit organizational level maintenance.

Aircraft Breakdown: Active 45, Reserve 81, ANG 140, Total 266

Development Status

None

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	161	9.016	46	4.048	59	4.300						
EQUIP NONREC												
CHANGE ORDERS		6.814		0.396		3.520						
DATA		0.547		0.350		0.104						
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
OGC		0.699		0.417		0.367						
PMA												
Withhold Adjustments						0.470						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	161	17.076	46	5.211	59	8.761						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							266	17.364
EQUIP NONREC								
CHANGE ORDERS								10.730
DATA								1.001
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								
OGC								1.483
PMA								
Withhold Adjustments								0.470
TOTAL COST (BP-1100)							266	31.048
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

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

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

PE 0809731F

Team AIR

Description/Justification

Upgrades C-130 aircraft Maintenance Training Device (MTD) located at AETC Field Training Detachment (Hurlburt Field). MTD supports critical initial skills/supplemental training and upgrades which are necessary to insure concurrency with aircraft system.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				0.198								
DATA												
SIM/TRAINER			[1]	2.890								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				3.088								
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS								0.198	
DATA									
SIM/TRAINER							[1]	2.890	
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								
(Totals may not add due to rounding)								3.088	

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)															

02/16/2006
 FY 2007 PB
 Modification Title and No: HC-130 SIMULATOR MN-8678

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: HC-130P/N

Center: WR-ALC

PE 0207224F

Team AIR

Description/Justification

Procures the one and only HC-130N/P simulator. Increases Flight Training Unit (FTU) output for aircraft commander upgrades (from 0 to 55 percent) and instructor upgrades (from 0 to 100 percent) nearly doubling GPGL output from 37 to 78 percent. Eliminates current unsuitable simulator workarounds that utilize non HC-130 MDS specific trainers. Provides appropriate training solution, which allows approximately 3,000 hours of training to be accomplished at 1/10 the cost. Thereby providing sufficient trained HC-130 aircrews capable of supporting worldwide Combat Search and Rescue requirements

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[1]	27.636						
SUPPORT-EQUIP												
OGC				0.740								0.210
REPROGRAM				0.050								
TOTAL COST (BP-1100)				0.790		27.636						0.210
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</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]	27.636
SUPPORT-EQUIP								
OGC								0.950
REPROGRAM								0.050
TOTAL COST (BP-1100)								28.636
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: USM-464 TESTER MODIFICATION MN-8726

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: AFSOC Aircraft

Center: WRALC Robins AFB GA

PE 0404011F Team INFO

Description/Justification

The USM-464 certifies the operational performance of the electronic warfare systems installed on AFSOC aircraft. It is the only flightline tester available for the ALR-69 radar warning receiver as well as the ALQ-172 and ALQ-196 radar jammers. This modification funds the replacement of unsupportable computers and the highest failing components for all 28 testers. Without modification, the testers will become unsustainable and unable to perform required tests; current tester in-commission rates are seldom above 55% due to parts availability.

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

Development Status

The current USM-464 traveling wave tubes will be replaced with solid state generators and the computer processors will also be replaced. The modification will replace the current 2200lbs trailer configuration with a 2-man portable case weighing less than 200lbs

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	16	6.237			[6]	3.586						
(Totals may not add due to rounding)		6.237				3.586						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP							[22]	9.823
TOTAL COST (BP-1100)								9.823
(Totals may not add due to rounding)								9.823

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

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

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Modification Title and No: AIRBORNE FIRE FIGHTING SYSTEM (AFFS) MN-9120

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

PE 0401115F

Team MOBIL

Description/Justification

Supports C-130 aerial fire fighting efforts. Missions conducted through Forestry Service

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

ANG effort; procured through Forestry Service

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		6.439										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CONGRESSIONAL				11.794		9.690						
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		6.439		11.794		9.690						
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								6.439
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CONGRESSIONAL								21.484
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								27.923
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: APN-241 RADAR - AFSOC MN-9122

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: AC-130Hs

Center: WRALC Robins AFB GA

PE 0404011F Team INFO

Description/Justification

Replace the AN/APN-59 radars currently on AFSOC's AC-130H Gunship. The AN/APN-59 is a 1950's vintage radar, plagued by high failure rates (40-50 hours MTBF/5-6 flights). The APN-241 provides precision ground mapping, color weather detection, traffic collision avoidance, predictive wind shear, reduced RF signature and a MTBF of 800 hours. The APN-241 radar will be the USAF radar for C-130s and is required for AMP.

The last year of funding is FY07. One installation will not take place until FY08, due to manufacture lead-time.

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

Development Status

APN-241 currently installed on USAF C-130H(3)s and C-130Js.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	3	0.658	3	0.438	1	0.175						
KITS NONRECUR	1	1.436										
EQUIPMENT	3	1.386	[3]	1.487	[1]	1.300						
EQUIP NONREC	1	0.462										
CHANGE ORDERS		0.712				1.372						
DATA		0.903		0.000								
SIM/TRAINER												
SUPPORT-EQUIP												
ICS				0.000		0.125						
OGC		0.060		0.075		0.050						
FLT TEST		0.100		0.000								
REPROGRAM				0.136		0.000						
INSTALLATION OF HARDWARE												
FY-04	4 KITS											
FY-05	3 KITS		[1]	0.000	[3]	0.500		[3]	0.500			
FY-06	1 KITS					0.375		[1]	0.100			
TOTAL INSTALL			1		3	0.875		4	0.600			
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	4	5.717	3	2.136	1	3.897			0.600			
INSTALLATION QTY			1		3			4				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							7	1.271
KITS NONRECUR							1	1.436
EQUIPMENT							[7]	4.173
EQUIP NONREC							[1]	0.462
CHANGE ORDERS								2.084
DATA								0.903
SIM/TRAINER								
SUPPORT-EQUIP								
ICS								0.125
OGC								0.185
FLT TEST								0.100
REPROGRAM								0.136
INSTALLATION OF HARDWARE								
FY-04	4 KITS						[4]	0.500
FY-05	3 KITS						[3]	0.500
FY-06	1 KITS						[1]	0.475
TOTAL INSTALL							8	1.475
TOTAL COST (BP-1100)							8	12.350
(Totals may not add due to rounding)								
INSTALLATION QTY							8	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>			
	1	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				0				1								
Output													1				1				1			

02/16/2006
 FY 2007 PB
 Modification Title and No: AC-130 KILL CHAIN ARC-131 MN-9123

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: AC-130U

Center: WRALC Robins AFB GA

PE 0404011F

Team INFO

Description/Justification

Procures and installs new high-speed radio system on AC-130Us enabling large imagery transfer over UHF SATCOM. Replaces URC-133 with the ARC-231 and SATCOM antenna along with computer upgrades hardware and software.

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-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[17]	0.010						
KITS NONRECUR												
EQUIPMENT					17	1.485						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES					[1]	0.144						
OTHER												
INSTALLATION OF HARDWARE												
FY-06						1.000		[17]				
TOTAL INSTALL						1.000		17				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						17	2.639					
INSTALLATION QTY								17				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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								
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	2.639
(Totals may not add due to rounding)								
INSTALLATION QTY							17	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: AC-130 LINK 16 GUNSHIP MN-9126

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: AC-130

Center: WRALC Robins AFB GA

PE 0401839F

Team AIR

Description/Justification

Procure and install combined Link 16, Beyond Line-of-Sight (BLOS) Tactical Data Information Link Joint (TADIL J), and gateway growth potential for AFSOC aircraft. The Tactical Data Link (TDL) will be installed on all AC-130 aircraft to provide enhanced situational awareness and connectivity for the air and ground environment.

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

Development Status

Program will procure COTS solution to integrate an AC-130.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					21	16.934						
KITS NONRECUR												
EQUIPMENT					[21]	5.978						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06		21 KITS						[21]				
TOTAL INSTALL								21				
TOTAL COST (BP-1100)					21	22.912						
(Totals may not add due to rounding)												
INSTALLATION QTY								21				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	16.934
KITS NONRECUR								
EQUIPMENT							[21]	5.978
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06			21	KITS			[21]	
TOTAL INSTALL							21	
TOTAL COST (BP-1100)							21	22.912
(Totals may not add due to rounding)								
INSTALLATION QTY							21	

Method of Implementation: CONTRACT FIELD TEAM

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)		03/05	03/06
Delivery Date (Month/CY)		03/07	03/08

Installation Schedule

	<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
Quarter																
Input													7	7	7	
Output													7	7	7	

02/16/2006
 FY 2007 PB
 Modification Title and No: AERIAL SPRAY SYSTEM MN-9130

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130H

Center: WR-ALC

PE 0401115F

Team MOBIL

Description/Justification

Aerial insect spray repellent

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

AFRC effort supported through WR-ALC

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS		1.000				1.425						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		1.000				1.425						
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS								2.425	
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								2.425
(Totals may not add due to rounding)								2.425	

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)															

02/16/2006
 FY 2007 PB
 Modification Title and No: ASAR FOR 109th AW MN-9131

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: LC-130H

Center: WR-ALC

PE 0401115F

Team MOBIL

Description/Justification

109th AW Schednectady NY for polar missions. Crevasse detection to ensure safe landing on ice.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

ANG effort being worked through Sandia Labs

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				1.965		0.950						
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				1.965		0.950						
(Totals may not add due to rounding)				1.965		0.950						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS								2.915	
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								2.915
(Totals may not add due to rounding)								2.915	

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: ENGINE UPGRADES MN-9132

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130E

Center: WR-ALC

PE 0401115F

Team MOBIL

Description/Justification

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				1.474								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				1.474								
(Totals may not add due to rounding)				1.474								

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS								1.474	
DATA									
SIM/TRAINER									
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								1.474
(Totals may not add due to rounding)								1.474	

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: NOISE CANCELLATION SYSTEM MN-9134
 Models of Aircraft Affected: C-130

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

Provides an improved noise cancellation system for C-130 Aircraft. (Congressional Add)

Aircraft Breakdown: Active 0, Reserve 0, ANG 5, Total 5

Development Status

This is an ANG COTS procurement.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					5	1.045						
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					5	1.045						
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							5	1.045
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						5	1.045
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: C-130 WINDSCREEN MN-92292

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130

Center: WR-ALC

PE 0504343F

Team

Description/Justification

C-130H2 aircraft cockpit windscreens do not comply with DoD Military Standard 3009. Current windscreens in H2s do not allow transmission of the proper light wavelength for use of NVGs. Windscreens are not addressed under the AMP effort. Adds \$1.9M in aircraft modification funding to AFRC to install windscreens, which meet ASC/ENFC 9601 requirements, on their 45 C-130H aircraft.

Aircraft Breakdown: Active , Reserve 45, ANG , Total 45

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							45	1.970				
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							45	1.970				

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							45	1.970
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						45	1.970
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

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

02/16/2006
 FY 2007 PB
 Modification Title and No: AFSOC SIMULATOR UPGRADE MN-92299

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: MC-130P

Center: OO-ALC

PE 0404011F

Team INFO

Description/Justification

The Aircrew Training and Rehearsal Systems (ATARS) contract acquires, sustains and supports mission qualification training and rehearsal system hardware, software and courseware (including instructors).
 These efforts will address obsolescence/recapitulation of MC-130P and MC-130H simulators including: update control loading, replace host computer, interface computer and input-output medium, replace and update instructor operator stations, and update Digital Radar Land Mass for MC-130H and MC-130P simulators.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[0]	3.990	[0]	1.184	[0]	2.892	[0]	0.630
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						3.990		1.184		2.892		0.630
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[0]	0.088	[0]	0.181				8.965
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)		0.088		0.181				8.965
INSTALLATION QTY								

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)			03/06	03/07	03/08	03/09
Delivery Date (Month/CY)			03/07	03/08	03/09	03/10

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	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																																

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: C-130

Center: WRALC Robins AFB GA

PE 0401115F Team MOBIL

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance of the C-130 aircraft.

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.285		0.017		0.085		1.777		1.854		1.843
PLS		1.487										
*** See Remarks ***		1.526		0.039								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		7.141		0.056		0.085		1.777		1.854		1.843

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
REFURB OF EMD ASSETS								1.843
AIRCRAFT		1.900		1.900				11.661
PLS								1.487
*** See Remarks ***								1.565
TOTAL COST (BP-1100)		1.900		1.900				16.556
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: ANG SENIOR SCOUT MN-SCOUT

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P

Models of Aircraft Affected: Multiple

Center: ASC - Wright Patterson AFB, OH

PE 0503115F

Team INFO

Description/Justification

SENIOR SCOUT is an Intelligence, Surveillance and Reconnaissance (ISR) suite of equipment configured in a shelter capable of installation in non-dedicated C-130E/H aircraft. The system provides capabilities to exploit, geolocate and report COMINT and ELINT Signals of Interest (SOI) to air and ground component commanders. It is a flexible, low profile capability adaptable to Strategic, Tactical, Counter Drug 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 previously maintained/sustained by operations and maintenance funds. To extend the life of the sensor suite, obsolete hardware and software must continue to be replaced. Certain mandated interoperability and communications structures (i.e., JTIDS and DAMA) must be complied with. These funds provide for the non-recurring engineering, fabrication and installation of three (3) shelter update kits, communications, sensors and processing upgrades supporting SOCOM and CENTCOM critical collection requirements. All funds are managed in Air National Guard. Also, includes Senior Scout FY02-07 IPDM add of \$16M. This PE was transferred from DARP mods for FY 03 and out.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	28.709										
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS				3.946		6.411		3.474		3.808		3.926
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CONGRESSIONAL				9.435								
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		28.709		13.381		6.411		3.474		3.808		3.926
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							[2]	28.709
KITS NONRECUR EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS		4.024		4.076				29.665
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CONGRESSIONAL								9.435
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)		4.024		4.076				67.809
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

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

**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-130J			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$46.831	\$5.909	\$39.001	\$34.345	\$45.477	\$91.830	\$69.188

This line item funds modifications to the C-130J aircraft, funds procurement of aircraft defensive avionics system hardware and software upgrades for USAF C/CC/EC/WC-130J aircraft and aircrew training devices (ATDs). These upgrades enable aircraft survivability in hostile operating environments and preserve HW/SW commonality with other USAF aircraft with the same system.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	8645	WC-130 HURRICANE TRACKI	10.5								10.5
TOTAL FOR CLASS P-S			10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5
P	_1377	BLOCK 5.4	24.7	4.6							38.9
	_1701	C-130J BLOCK 6.0 UPGRADE			37.0	21.1	2.9				61.0
	_5222	BLOCK 8.0						22.7	53.9	36.0	112.6
	_6298	C-130J BLOCK 7.0 UPGRADE				11.2	40.6	27.9	4.8		84.5
	8629	LARGE AIRCRAFT INFRARED						39.3	8.4		47.7
	99999X	LOW COST MODIFICATIONS	1.1	0.7	2.0	2.0	2.0	2.0	2.0		13.8
	Z88888	REPROGRAMMINGS	10.5	0.6							
TOTAL FOR CLASS P			36.3	5.9	39.0	34.3	45.5	91.8	69.2	36.0	358.6
TOTAL FOR WEAPON SYSTEM C-130J			46.8	5.9	39.0	34.3	45.5	91.8	69.2	36.0	369.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 54	PAGE NO. 1	
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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: BLOCK 5.4 MN-1377

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J(short), WC-130J,
 EC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F Team MOBIL

Description/Justification

Funds the procurement and installation and hardware changes which are required to provide a basic operational capability. Block 5.4 bridges the gap between the commercially developed C-130J and the minimum user requirements. Retrofitting the fleet will begin in FY06 and will use FY05 funding.

Aircraft Breakdown: Active 7, Reserve 17, ANG 23, Total 47

Development Status

Development has been completed.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	22	9.600	25	17.800								
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER			[8]	4.600								
SUPPORT-EQUIP ATD INTEGRATION						[8]	2.000					
INSTALLATION OF HARDWARE												
FY-04 22 KITS			[22]	2.310								
FY-05 25 KITS						[25]	2.613					
TOTAL INSTALL			22	2.310	25	2.613						
TOTAL COST (BP-1100) (Totals may not add due to rounding)	22	9.600	25	24.710		4.613						
INSTALLATION QTY			22		25							

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							47	27.400
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[8]	4.600
SUPPORT-EQUIP								
ATD INTEGRATION							[8]	2.000
INSTALLATION OF HARDWARE								
FY-04 22 KITS							[22]	2.310
FY-05 25 KITS							[25]	2.613
TOTAL INSTALL							47	4.923
TOTAL COST (BP-1100)							47	38.923
(Totals may not add due to rounding)								
INSTALLATION QTY							47	

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									5	5	6	6	6	6	7					
Output									5	5	6	6	6	6	6	7				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: C-130J BLOCK 6.0 UPGRADES MN-_1701

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J(short), WC-130J,
 EC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F Team MOBIL

Description/Justification

Funds the procurement and installation of Global Air Traffic Management (GATM)/navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems. Five additional aircraft will be undergo Block 6.0 conversion with RDT&E funding: 1 C-130J, 1 C-130J(short), 1 WC-130J, 1 EC-130J, and 1 EC-130J Commando Solo.

Aircraft Breakdown: Active 36, Reserve 17, ANG 21, Total 74

Development Status

Development of the Block 6.0 upgrade began in 2Q/FY04. This is the first development contract on the commercially procured C-130J.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.043		28.074		6.681	[5]	9.259				
PROCUREMENT (3010)												
INSTALL KITS							36	18.200	38	15.650		
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES								2.626		2.250		
GFE								10.725				
ATD INTEGRATION								5.450				
INSTALLATION OF HARDWARE												
FY-07			36	KITS					[36]	3.250		
FY-08			38	KITS							[38]	2.875
TOTAL INSTALL									36	3.250	38	2.875
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)								36	37.001	38	21.150	2.875
INSTALLATION QTY									36		38	

(Continued)

	<u>FY-10</u>		<u>FY-11</u>		<u>TO COMP</u>		<u>TOTAL</u>	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)							[5]	56.057
PROCUREMENT (3010)							74	33.850
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								4.876
GFE								10.725
ATD INTEGRATION								5.450
INSTALLATION OF HARDWARE								
FY-07		36 KITS					[36]	3.250
FY-08		38 KITS					[38]	2.875
TOTAL INSTALL							74	6.125
TOTAL COST (BP-1100)							74	61.026
(Totals may not add due to rounding)								
INSTALLATION QTY							74	

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

	<u>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																													9	9	9	9	10	10	10	8
Output																													9	9	9	9	10	10	10	10
Quarter	1	2	3	4																																
Input																																				
Output	8																																			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: C-130J BLOCK 7.0 UPGRADES MN_6298

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J-30, WC-130J,
EC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F Team MOBIL

Description/Justification

Funds the procurement and installation of Global Air Traffic Management (GATM)/navigation safety and other aircraft hardware and software improvements on USAF C-130J aircraft and associated training systems. Five additional aircraft will be undergo Block 7.0 conversion with RDT&E funding: 1 C-130J, 1 C-130J(short), 1 WC-130J, 1 EC-130J, and 1 EC-130J Commando Solo.

It is anticipated that the costs incurred from installing the International Block 6.1 requirements will fall under Block 7.0. Both Block 6.1 and Block 7.0 are scheduled to end at the same time.

Aircraft Breakdown: Active 36, Reserve 17, ANG 21, Total 74

Development Status

Development of the Block 7.0 upgrade begins in 1Q/FY07. Expect operational safety, suitability, and effectiveness (OSS&E) certification in 4Q/FY08.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)						24.117		[5]	23.758			20.000	
PROCUREMENT (3010)													
INSTALL KITS									10	5.697	41	34.800	
KITS NONRECUR													
EQUIPMENT													
EQUIP NONREC													
CHANGE ORDERS													
DATA													
SIM/TRAINER													
SUPPORT-EQUIP													
SPARES										0.228		4.602	
ATD INTEGRATION										5.270			
INSTALLATION OF HARDWARE													
FY-08		10 KITS										[10]	1.200
FY-09		41 KITS											
FY-10		23 KITS											
TOTAL INSTALL												10	1.200
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)										10	11.195	41	40.602
INSTALLATION QTY												10	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[5]	67.875
PROCUREMENT (3010)								
INSTALL KITS	23	19.200					74	59.697
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SPARES								4.830
ATD INTEGRATION								5.270
INSTALLATION OF HARDWARE								
FY-08							[10]	1.200
FY-09							[41]	8.700
FY-10							[23]	4.800
TOTAL INSTALL	41	8.700	23	4.800			74	14.700
TOTAL COST (BP-1100)	23	27.900		4.800			74	84.497
(Totals may not add due to rounding)								
INSTALLATION QTY	41		23				74	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 11 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-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																					10	10	10	10	11	11	12					

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130J Class P-S

Modification Title and No: WC-130 HURRICANE TRACKING EQUIPMENT MN-8645

Models of Aircraft Affected: WC-130J

Center: ASC - Wright Patterson AFB, OH

PE 0401132F

Team MOBIL

Description/Justification

FY05 congressional add to procure and install a Stepped Frequency Microwave Radiometer (SFMR) on the WC-130J aircraft. Funding provided is FY05 dollars and will be used to retrofit the fleet in FY07. One WC-130J will be upgraded with RDT&E funds.

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

Development Status

Development of the SFMR upgrade began in 1Q/FY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)			[1]	10.000								
PROCUREMENT (3010)												
INSTALL KITS			9	7.011								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05		9 KITS	[9]	3.489								
TOTAL INSTALL			9	3.489								
TOTAL COST (BP-1100)			9	10.500								
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<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]	10.000
PROCUREMENT (3010)								
INSTALL KITS							9	7.011
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-05	9	KITS					[9]	3.489
TOTAL INSTALL							9	3.489
TOTAL COST (BP-1100)							9	10.500
(Totals may not add due to rounding)								
INSTALLATION QTY							9	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	<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											3			3	3	
Output														3	3	3

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130J Class P

Models of Aircraft Affected: C-130J, C-130J(short), WC-130J,
 EC-130J

Center: AMC - Scott AFB, IL

PE 0401132F Team MOBIL

Description/Justification

Funds the procurement of low cost safety of flight modifications and contractor service bulletins necessary to maintain the airworthiness, capability, reliability, and maintainability of USAF C-130J aircraft.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

NA

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN				1.121		0.705		2.000		2.000		2.000
CONGRESSIONAL		1.987										
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		1.987		1.121		0.705		2.000		2.000		2.000
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
SERVICE BLTN		2.000		2.000				11.826
CONGRESSIONAL								1.987
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.000		2.000				13.813
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

Quarter	1	<u>FY-03</u>			1	<u>FY-04</u>			1	<u>FY-05</u>			1	<u>FY-06</u>			1	<u>FY-07</u>			1	<u>FY-08</u>			1	<u>FY-09</u>			1	<u>FY-10</u>		
		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4				
Input																																
Output																																
Quarter	1	<u>FY-11</u>			1	<u>FY-12</u>			1	<u>FY-13</u>			1	<u>FY-14</u>			1	<u>FY-15</u>			1	<u>FY-16</u>			1	<u>FY-17</u>						
Input		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4	2	3	4	
Output																																

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-135				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$53.308	\$92.107	\$83.541	\$80.779	\$85.235	\$99.747	\$100.433	

The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modification budgeted in FY07 is the Global Air Traffic Management (GATM) Phase II. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	COST TO GO	TOTAL PROG
P-S	99999A	LOW COST SAFETY MODIFIC	0.1	0.1	0.1						0.3
TOTAL FOR CLASS P-S			0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.3
P	9709	GATM PHASE II	33.0	73.9	69.8	70.4	80.2	97.8	98.4	337.4	1,224.4
	9738	CONTROL COLUMN BREAK (12.8	9.0	11.7	8.4	3.0				45.0
	9813	AIRCRAFT LATRINE MODIFIC	2.6								7.5
	9815	EMERGENCY VISION ASSUR	0.5	2.6							3.1
	99999X	LOW COST MODIFICATIONS	1.9	2.0	2.0	2.0	2.0	2.0	2.0		26.8
	Z88888	REPROGRAMMINGS	2.4	4.6							
TOTAL FOR CLASS P			53.3	92.1	83.5	80.8	85.2	99.7	100.4	337.4	1306.8
TOTAL FOR WEAPON SYSTEM C-135			53.4	92.2	83.6	80.8	85.2	99.7	100.4	337.4	1307.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: GATM PHASE II MN-9709

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

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

PE 0401218F

Team MOBIL

Description/Justification

This Global Air Traffic Management (GATM) modification includes avionics upgrades, wiring interfaces, and associated preparation activities for added communications, navigation, and surveillance equipment needed for operation in oceanic airspace where reduced horizontal separations are implemented. The aeronautical satellite communications equipment provides a beyond line of sight communications capability to support controller-pilot data link communications (CPDLC), and automatic reporting of the aircraft's GPS-derived position (automatic dependent surveillance, ADS). It provides direct pilot to controller voice communications. The second HF radio and HF data link (HFDL) modem provide a backup to the SATCOM data link. Dual Communication Management Units (CMUs) prevent a single point of failure in the ATC data link system.

Kit Non-Recurring Engineering (NRE) contains funds for KC-135 R/T GATM prototypes and outyear NRE for Special Purpose unique variants. Mod Prep includes the cost of circuit breakers (CB) and transformer rectifiers (TR) Kits.

Funds for kits and installation for annual aircraft lots are obligated in the same fiscal year, as required by the GATM contract.

Aircraft Breakdown: Active 190, Reserve 84, ANG 211, Total 485

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	122	24.187	31	6.530	42	9.352	40	8.305	40	8.399	40	8.399
KITS NONRECUR		9.080										
EQUIPMENT	122	78.468	[31]	12.651	[42]	28.321	[40]	27.008	[40]	27.603	[40]	29.452
EQUIP NONREC		27.246										
CHANGE ORDERS		54.694		0.095		0.350		0.000		0.000		0.000
DATA		7.951		0.020		0.000		0.000		0.000		0.000
SIM/TRAINER	14	19.799	[4]	0.000	[0]	6.925						
SUPPORT-EQUIP		3.433		0.000		0.000		0.000		0.000		0.000
MILSTRIP		9.364		1.000		1.600		1.000		1.000		1.000
MOD Prep		15.972		0.299		1.338		1.268		1.333		5.605
WARRANTY		6.298		0.000		0.000		0.000		0.000		0.000
Mode S		6.226		0.173		0.000		0.000				
OGC		15.821		4.720		3.219		10.423		10.145		11.663

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99	1	3.217										
FY-00	3	4.306										
FY-02	50	28.924	[3]									
FY-03	25	14.873	[25]									
FY-04	43	33.550	[23]			[17]						
FY-05	31			7.558	[31]							
FY-06	42				[8]	22.778	[34]					
FY-07	40						[23]	21.816	[17]			
FY-08	40								[39]	21.928	[1]	
FY-09	40										[39]	24.121
FY-10	38											
FY-11	34											
FY-12	37											
FY-13	36											
FY-14	25											
TOTAL INSTALL	54	84.870	51	7.558	56	22.778	57	21.816	56	21.928	40	24.121
TOTAL COST (BP-1100) (Totals may not add due to rounding)	122	363.410	31	33.046	42	73.882	40	69.820	40	70.408	40	80.240
INSTALLATION QTY	54		51		56		57		56		40	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	38	8.778	34	8.500	98	27.689	485	110.139
KITS NONRECUR		0.000				14.000		23.080
EQUIPMENT	[38]	40.166	[34]	39.780	[98]	136.115	[485]	419.563
EQUIP NONREC						1.000		28.246
CHANGE ORDERS		0.809		0.763		5.500		62.211
DATA		0.000		0.500		4.000		12.471
SIM/TRAINER							[18]	26.724
SUPPORT-EQUIP		0.000		0.000		1.100		4.533
MILSTRIP		0.950		0.850		2.475		19.239
MOD Prep		5.893		6.196		15.714		53.619
WARRANTY		0.000		0.000		0.000		6.298
Mode S		0.000		0.000				6.399
OGC		11.820		12.949		31.779		112.539
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							[31]	7.558
FY-06							[42]	22.778
FY-07							[40]	21.816
FY-08							[40]	21.928
FY-09							[40]	24.121
FY-10	[38]	29.336					[38]	29.336
FY-11			[34]	28.900			[34]	28.900
FY-12					[37]	34.632	[37]	34.632
FY-13					[36]	36.792	[36]	36.792
FY-14					[25]	26.592	[25]	26.592
TOTAL INSTALL	39	29.336	34	28.900	98	98.016	485	339.323
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	38	97.752	34	98.438	98	337.388	485	1224.385
INSTALLATION QTY	39		34		98		485	

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>	<u>FY-11</u>	<u>FY-12</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	03/11	03/12
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	06/12	06/13
	<u>FY-13</u>														
Contract Date (Month/CY)	03/13														
Delivery Date (Month/CY)	06/14														

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1				1				2					8	3	7	11	10	11	9	14	14	14	14
Output																						4	2	8	8	13	12	10	10	10	15	13				
	<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<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	13	15	14	14	14	15	14	14	12	15	15	14	10	10	10	10	10	10	11	8	10	8	8	8	10	9	9	9	9	9	9	9	9	9	9	9
Output	13	15	14	14	13	15	15	14	13	13	15	15	13	10	10	10	10	10	10	10	8	10	8	8	8	9	10	9	9	9	9	9	8	9	9	10
	<u>FY-14</u>																																			
Quarter	1	2	3	4																																
Input	10	8	7																																	
Output	9	10	8	4																																

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: CONTROL COLUMN BREAK (CCB) MN-9738

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

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

PE 0401218F

Team MOBIL

Description/Justification

The control column actuated stabilizer brake system prevents stabilizer movement in the opposite direction of control column movement.

450 kits to be procured. Installations: 28 RC/TC/WC/NC-135 will be installed at Greenville (Depot) and paid for under a separate Program Element (PE). The remaining 422 will be installed by Contract Field Teams at 3 bases under this PE.

FY05 90 kits procured, 62 installed under this PE and 28 installed under separate PE.

Non Recurring Engineering and prototype funded with FY02 and FY03 Sustaining Engineering (583) funds to complete prototype and deliver data to utilize FY04 funds for production kit procurement.

This modification is related to a KC-135 mishap in Jan 99 in Geilenkirchen. Completion of this modification helps to reduce operational risk.

Aircraft Breakdown: Active 203, Reserve 35, ANG 212, Total 450

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	3.848	120	3.142	160	4.190	80	2.100		
KITS NONRECUR				1.375								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA		0.060		0.700								
SIM/TRAINER			[19]	2.053								
SUPPORT-EQUIP				1.000								
OGC		0.092		3.813		1.484		1.362		0.745		0.650

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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			90 KITS		[31]	4.374	[31]					
FY-06			120 KITS				[107]	6.149	[13]			
FY-07			160 KITS						[129]	5.531	[31]	
FY-08			80 KITS								[80]	2.350
TOTAL INSTALL					31	4.374	138	6.149	142	5.531	111	2.350
TOTAL COST (BP-1100)		0.152	90	12.789	120	9.000	160	11.701	80	8.376		3.000
(Totals may not add due to rounding)												
INSTALLATION QTY					31		138		142		111	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							450	13.280
KITS NONRECUR								1.375
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.760
SIM/TRAINER							[19]	2.053
SUPPORT-EQUIP								1.000
OGC								8.146
INSTALLATION OF HARDWARE								
FY-05 90 KITS							[62]	4.374
FY-06 120 KITS							[120]	6.149
FY-07 160 KITS							[160]	5.531
FY-08 80 KITS							[80]	2.350
TOTAL INSTALL							422	18.404
TOTAL COST (BP-1100)							450	45.018
(Totals may not add due to rounding)								
INSTALLATION QTY							422	

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>			
	1	2	3	4	1	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	24	33	34	36	35	35	35	35	37	31	35	32	13	
Output														2	21	34	34	35	36	33	36	36	35	34	35	32	19	

02/16/2006
 FY 2007 PB
 Modification Title and No: AIRCRAFT LATRINE MODIFICATION MN-9813

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

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

PE 0401218F

Team MOBIL

Description/Justification

Blue Water Latrine System servicing 60 people for 12 hours. It fits in existing latrine compartment and external servicing equipment is compatible with existing Air Force equipment.

Helps to reduce health concerns and aircraft skin panel corrosion.

This program began with Congressionally added funds

Aircraft Breakdown: Active 21, Reserve 7, ANG 2, Total 30

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	16	2.768	14	1.513								
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA		0.272										
SIM/TRAINER SUPPORT-EQUIP OGC		0.001										
CONTRACTOR SUPPORT		0.125										
INSTALLATION OF HARDWARE												
FY-03 16 KITS	12	1.731	[2]		[2]							
FY-05 14 KITS			[2]	1.120	[10]		[2]					
TOTAL INSTALL	12	1.731	4	1.120	12		2					
TOTAL COST (BP-1100) (Totals may not add due to rounding)	16	4.897	14	2.633								
INSTALLATION QTY	12		4		12		2					

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	4.281
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.272
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.001
CONTRACTOR SUPPORT								0.125
INSTALLATION OF HARDWARE								
FY-03 16 KITS							[16]	1.731
FY-05 14 KITS							[14]	1.120
TOTAL INSTALL							30	2.851
TOTAL COST (BP-1100)							30	7.530
(Totals may not add due to rounding)								
INSTALLATION QTY							30	

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																								
Output									0	0	2	4	6	1	1	0	1	3	4	2	3	3		

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB

Modification Title and No: EMERGENCY VISION ASSURANCE SYSTEM (EVAS) MN-9815

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P

Models of Aircraft Affected: C-135

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

PE 0401218F

Team MOBIL

Description/Justification

EVAS is a self contained smoke filtering system connected to an inflatable transparent envelope. The envelope inflates, displacing smoke on the flight deck, providing the aircrew a clear vision path to essential flight instruments.

The 327th TSG has initiated a study to determine the operational safety, suitability and effectiveness of using EVAS on the KC-135. The study will determine if EVAS can be safely employed on the KC-135 and if it is more effective than current emergency procedures for operating while smoke is in the flight deck.

The study will also provide estimated costs for testing, modification of the fleet, training costs and technical data changes. Results of the study are expected NLT July 2006

This program is funded through Congressional adds in FY05 and FY06.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	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												
CONGRESSIONAL				0.492		2.600						
TOTAL COST (BP-1100)				0.492		2.600						
(Totals may not add due to rounding)				0.492		2.600						

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CONGRESSIONAL								3.092
TOTAL COST (BP-1100)	<hr/>							3.092
(Totals may not add due to rounding)								3.092

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P

Models of Aircraft Affected: C/KC-135

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

PE 0401218F

Team MOBIL

Description/Justification

Modifications are accomplished per the direction and priorities of Air Mobility Command, based on available resources. Modifications cost less than \$2M and are completed in less than 3 years.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		12.901		1.937		1.995		1.995		1.995		1.995
TOTAL COST (BP-1100)		12.901		1.937		1.995		1.995		1.995		1.995
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.995		1.995				26.808
TOTAL COST (BP-1100)		<u>1.995</u>		<u>1.995</u>				<u>26.808</u>
(Totals may not add due to rounding)		1.995		1.995				26.808

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CCALL				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.000	\$29.029	\$46.818	\$44.674	\$24.588	\$19.840	\$20.096	

This line item funds modification for the Compass Call program. The primary modification budgeted in FY07 is Rivet Joint. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	1001	COMPASS CALL		29.0	46.8	44.7	24.6	19.8	20.1		185.0
TOTAL FOR CLASS P			0.0	29.0	46.8	44.7	24.6	19.8	20.1	0.0	185.0
TOTAL FOR WEAPON SYSTEM CCALL			0.0	29.0	46.8	44.7	24.6	19.8	20.1	0.0	185.0

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 56	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: COMPASS CALL MN-1001
Models of Aircraft Affected: EC-130H/TC-130H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: CCALL Class P
PE 0207253F Team INFO

Center: ASC

Description/Justification

The EC-130H Compass Call aircraft is the USAF's wide-area coverage Airborne Electronic Attack (AEA) and Offensive Counter Information (OCI) weapon system. The mission equipment must continue to evolve to keep pace with the adversary developments in new communications and sensor technology as well as use of rapidly advancing commercial technology. Production funds are required for modification kit production (both hardware and software) and installation on each aircraft during its Programmed Depot Maintenance and mission system upgrade. The Block 20, Block 30 and Block 35 configurations are currently in use.

Equipment includes mission equipment retrofits based on Programmed Depot Maintenance / modification schedule.

Aircraft Breakdown: Active 15, Reserve 0, ANG 0, Total 15

Development Status

The EC-130H 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 every 24 months. The Baseline 1 configuration of the Compass Call is currently in development.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[2]	9.608	[2]	9.384	[2]	9.319	[2]	9.421
KITS NONRECUR EQUIPMENT					[2]	19.421	[2]	37.434	[2]	35.355	[2]	15.167
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)						29.029		46.818		44.674		24.588
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	[2]	9.144	[2]	9.157			[12]	56.033
KITS NONRECUR								
EQUIPMENT	[2]	10.696	[2]	10.939			[12]	129.012
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)		19.840		20.096				185.045
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 20 Months

Follow-On Lead Time: 20 Months

Milestones

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

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																																

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: C-29				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$15.698	\$3.765	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

This line item funds the primary FY07 modifications to the C-29A, commercial equivalent to the Bombardier Challenger 600 series aircraft. There are no mods funded in FY07.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	C2901	CFIN A/C ATCALs	15.7	3.4							19.1
	Z88888	REPROGRAMMINGS	0.0	0.4							
TOTAL FOR CLASS P			15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	19.1
TOTAL FOR WEAPON SYSTEM C-29			15.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	19.1

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: CFIN A/C ATCALs MN-C2901

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-29 Class P

Models of Aircraft Affected: Bombardier Challenger 600

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

PE 0305114F

Team C4I

Description/Justification

Combat Flight Inspection Aircraft (CFIN) are used to perform in-flight wartime/peacetime/contingency inspections and evaluations of Air Traffic Control systems and procedures (e.g., instrument departures, arrivals, and approaches). By a Memorandum Of Agreement (MOA) between the Air Force and the Federal Aviation Administration (FAA), the FAA accepted responsibility for the flight inspection program from the DOD in March 1991. As a part of this MOA, the AF transferred its organic CFIN aircraft to the FAA who assumed the responsibility to operate and maintain the fleet. That fleet is currently being upgraded to the Bombardier Challenger 600 series aircraft. In addition, the MOA identifies the AF as responsible for all military-unique requirements. When operating in threat environments, AF aircrews only operate the CFIN aircraft and perform the flight inspections to ensure the Navigation Aids (NAVAIDS) and routes are safe to fly in adverse weather. Currently, the CFIN aircraft lack threat detection/self protection systems which puts the aircrews and aircraft at risk where threats exist. During recent deployments, the certification of the instrument procedures were delayed until the airspace could be secured impacting mission effectiveness. On other occasions, additional combat aircraft were required to fly cover increasing the cost of the inspections. Under this program, the AF will fund for and procure four infrared Man-Portable Air Defense (MANPAD) system kits (A and B). The FAA will fund for and perform the kit installations. A total of six aircraft will eventually be modified and the four MANPAD systems will be rotated among the aircraft as required to perform the flight inspections

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			5	1.500	1	0.500						
KITS NONRECUR				0.850								
EQUIPMENT			[5]	10.400	[1]	2.889						
EQUIP NONREC				1.150								
CHANGE ORDERS												
DATA				1.288								
SIM/TRAINER												
SUPPORT-EQUIP				0.510								
INSTALLATION OF HARDWARE												
FY-05			5 KITS		[5]							
FY-06			1 KITS				[1]					
TOTAL INSTALL					5		1					
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			5	15.698	1	3.389						
INSTALLATION QTY					5		1					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							6	2.000
KITS NONRECUR								0.850
EQUIPMENT							[6]	13.289
EQUIP NONREC								1.150
CHANGE ORDERS								
DATA								1.288
SIM/TRAINER								
SUPPORT-EQUIP								0.510
INSTALLATION OF HARDWARE								
FY-05	5	KITS					[5]	
FY-06	1	KITS					[1]	
TOTAL INSTALL							6	
TOTAL COST (BP-1100)							6	19.087
(Totals may not add due to rounding)								
INSTALLATION QTY							6	

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																
Output									5				1			

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications					P-1 ITEM NOMENCLATURE: DARP		
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$97.849	\$84.333	\$89.796	\$164.059	\$106.913	\$109.722	\$171.442

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY07 is Rivet Joint. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_2504	COBRA BALL			3.0	3.4	3.6	4.0	4.0		18.0
	3009R	REENGINE	9.3								629.6
	4263	RIVET JOINT	72.9	67.0	80.7	154.6	91.0	94.6	156.5		780.8
	4265	COMBAT SENT	8.3	8.9	6.1	6.0	6.1	6.0	6.1		55.8
	4493	U-2 POWER	7.3								76.1
	6881	JTRS I&I					6.2	5.2	4.8		16.3
	Z88888	REPROGRAMMINGS	0.1	8.4							
TOTAL FOR CLASS P			97.9	84.3	89.8	164.1	106.9	109.7	171.4	0.0	1576.7
TOTAL FOR WEAPON SYSTEM DARP			97.9	84.3	89.8	164.1	106.9	109.7	171.4	0.0	1576.7

Totals may not add due to rounding.

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02/16/2006
 FY 2007 PB
 Modification Title and No: COBRA BALL MN- 2504

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P

Models of Aircraft Affected: RC-135S

Center: ASC - Wright Patterson AFB, OH

PE 0305207F

Team INFO

Description/Justification

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY07-FY11 include the procurement, fielding and logistical support for two distinct baselines for COBRA BALL. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[1]	3.050	[1]	3.400	[1]	3.600
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								3.050		3.400		3.600
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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]	3.950	[1]	4.000			[5]	18.000
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>		<hr/>		<hr/>		<hr/>	
(Totals may not add due to rounding)		3.950		4.000				18.000

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: REENGINE MN-3009R
Models of Aircraft Affected: RC-135V, W,T,U

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305207F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Modifies RC-135 aircraft with more powerful, fuel efficient F108 (CFM-56-201) engines, allowing takeoff on shorter runways with higher gross weights. The cleaner, quieter F108 engines meet or exceed all noise and pollution standards. Over 25 other systems / sub-systems, including the landing gear, will extend the life of these aircraft into the 21st Century. Group B items (equipment) are individual engines, not aircraft.

NOTE: Total input quantities do not always match install funding, and kit deliveries do not always align with inputs.

Aircraft Breakdown: Active 22, Reserve 0, ANG 0, Total 22

Development Status

Funding for RC-135 reengine effort will be completed in FY05 with final delivery occurring in FY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		31.175										
PROCUREMENT (3010)												
INSTALL KITS	22	232.405										
KITS NONRECUR		12.837										
EQUIPMENT	88	290.217										
EQUIP NONREC												
CHANGE ORDERS		5.733										
DATA		3.471										
SIM/TRAINER	2	1.795										
SUPPORT-EQUIP		3.300										
TEST		3.000										
INSTALLATION OF HARDWARE												
FY-96	1 KITS	3.400										
FY-97	5 KITS	9.275										
FY-98	1 KITS	4.175										
FY-99	2 KITS	8.350										
FY-00	4 KITS	16.100										
FY-01	2 KITS	8.000										
FY-02	5 KITS	18.331										
FY-03	2 KITS				[2]	9.250						
TOTAL INSTALL	20	67.631	2	9.250								
TOTAL COST (BP-1100)	22	620.389		9.250								
(Totals may not add due to rounding)												
INSTALLATION QTY	20		2									

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								31.175
PROCUREMENT (3010)								
INSTALL KITS							22	232.405
KITS NONRECUR								12.837
EQUIPMENT							[88]	290.217
EQUIP NONREC								
CHANGE ORDERS								5.733
DATA								3.471
SIM/TRAINER							[2]	1.795
SUPPORT-EQUIP								3.300
TEST								3.000
INSTALLATION OF HARDWARE								
FY-96	1	KITS					[1]	3.400
FY-97	5	KITS					[5]	9.275
FY-98	1	KITS					[1]	4.175
FY-99	2	KITS					[2]	8.350
FY-00	4	KITS					[4]	16.100
FY-01	2	KITS					[2]	8.000
FY-02	5	KITS					[5]	18.331
FY-03	2	KITS					[2]	9.250
TOTAL INSTALL							22	76.881
TOTAL COST (BP-1100)							22	629.639
(Totals may not add due to rounding)								
INSTALLATION QTY							22	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

	<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input													2				1				1	1			1	1	1		1	1	1		1	1		
Output													1	1							1				1	1	1		1	1	1		1	1		
	<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																				
Input	1	1			2	1	1	1	1	1			1	1																						
Output	1	1	1		1	1			1	1	1	1	1	1																						

02/16/2006
 FY 2007 PB
 Modification Title and No: RIVET JOINT MN-4263

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P

Models of Aircraft Affected: RC-135V, W, T

Center: ASC - Wright Patterson AFB, OH

PE 0305207F

Team INFO

Description/Justification

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Aircraft, sensor systems, and associated ground support system modifications planned for FY06-FY11 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	63.560		72.949		66.971		80.654		154.628		90.987
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		63.560		72.949		66.971		80.654		154.628		90.987
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		94.560		156.513			[1]	780.822
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		94.560		156.513				780.822
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-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	1	<u>FY-03</u>			1	<u>FY-04</u>			1	<u>FY-05</u>			1	<u>FY-06</u>			1	<u>FY-07</u>			1	<u>FY-08</u>			1	<u>FY-09</u>			1	<u>FY-10</u>		
		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4				
Input																																
Output																																
Quarter	1	<u>FY-11</u>			1	<u>FY-12</u>			1	<u>FY-13</u>			1	<u>FY-14</u>			1	<u>FY-15</u>			1	<u>FY-16</u>			1	<u>FY-17</u>						
Input		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4		2	3	4	2	3	4	
Output																																

02/16/2006
 FY 2007 PB
 Modification Title and No: COMBAT SENT MN-4265

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P

Models of Aircraft Affected: RC-135U

Center: ASC - Wright Patterson AFB, OH

PE 0305207F

Team INFO

Description/Justification

Procures and installs various classified modifications for RC-135 aircraft. This mod has multiple contract and delivery dates. Specific quantities and schedules of these modifications are classified and therefore not listed.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY06-FY11 include the procurement, fielding and logistical support for two distinct baselines for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	8.247	[1]	8.334	[1]	8.929	[1]	6.092	[1]	6.031	[1]	6.120
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		8.247		8.334		8.929		6.092		6.031		6.120
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	[1]	6.014	[1]	6.082			[8]	55.849
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)		6.014		6.082				55.849
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-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																																
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																																

02/16/2006
 FY 2007 PB
 Modification Title and No: U-2 POWER MN-4493

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P

Models of Aircraft Affected: U-2

Center: ASC - Wright Patterson AFB, OH

PE 0305202F

Team INFO

Description/Justification

Specific modifications are classified. The funding will be used to improve aircraft power distribution and performance. These modifications are necessary for the aircraft to maintain its mission effectiveness in conjunction with changing mission requirements.

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	35	68.777		7.316								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	35	68.777		7.316								
(Totals may not add due to rounding)												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							35	76.093
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TOTAL COST (BP-1100)	<hr/>						35	76.093
(Totals may not add due to rounding)								

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-3				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$46.548	\$49.591	\$64.547	\$192.838	\$313.828	\$436.693	\$462.750	

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 FY07 is the Integrated Demand Assigned Multiple Access (DAMA) Global Air Traffic Management (GATM) program. Other modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	50001P	TSI	0.5	5.1	2.0	2.7	5.8	5.8	2.8		48.7
	50001T	BLOCK 40/45 UPGRADE			1.7	130.8	131.1	222.2	251.5		737.3
	7225	NEXT GENERATION IDENTIFI							7.0		7.0
	7266	RADAR SYSTEM IMPROVEME	0.8								529.4
	7267	NAVWAR			3.1	4.2	6.1				13.4
	7268	INTEGRATED DAMA GATM	22.4	32.4	34.1	32.7	22.9	1.3			152.6
	8662	AETC MTD UPGRADES-FIELD		0.1	0.5						0.6
	9700	RE-ENGINING				12.9	117.0	184.0	181.4		495.3
	9707	RM&A MODS	22.8	9.5	23.1	9.6	30.9	16.6	20.0		157.7
	9709	E-3 AVIONICS MODERNIZATI						6.8			6.8
	99999X	LOW COST MODIFICATIONS		0.1	0.1						0.1
	Z88888	REPROGRAMMINGS	0.0	2.5							
TOTAL FOR CLASS P			46.5	49.7	64.6	192.8	313.8	436.7	462.8	0.0	2148.9
TOTAL FOR WEAPON SYSTEM E-3			46.5	49.7	64.6	192.8	313.8	436.7	462.8	0.0	2148.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 59	PAGE NO. 1	
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02/16/2006
 FY 2007 PB
 Modification Title and No: TSI MN-50001P

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P

Models of Aircraft Affected: E-3

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

Description/Justification

This project covers modifications to the trainers, simulators, and infrastructure associated with the E-3 weapon system. The modifications and support to the trainers, support equipment and infrastructure include but are not limited to a combination of the following: Test Program Set Development, Packaging, Handling, Shipping and Transportation of government furnished parts and equipment, Infrastructure Analysis and Training Product Support. These modifications are necessary to sustain the weapon system until and beyond 2035.

This modification was formally known as Programmed Depot Maintenance Activity (PDMA). Aircraft modifications were covered under this modification until FY04. Aircraft modifications associated with this modification are accomplished via the Reliability, Maintainability, and Availability (RM&A) modification (MN # 9707) after FY04. This modification now focuses on modernizing the trainers, simulators, and infrastructure of the system. Programmed Depot Maintenance Activity (PDMA) activities are designed to keep the E-3 weapon system operational. The weapon system includes aircraft systems, trainers, support equipment, mission equipment and infrastructure. The modifications on the aircraft include a combination of the following: installation of jack points, fuel cell wiring harnesses, engine bearing replacements/accessories, engine diagonal braces, fuel tank sealant, wing skins, stringers, wing spars (structural integrity), lower lobe aircraft corrosion removal, Anti-Ice Valves, Pressure Regulator Shut Off Valves, seat-reels, digital tech orders, and Environmental and Electrical Systems. These installations are necessary to sustain the reliability of the weapon system. A total of 35 kits were purchased of which 33 kits will be installed (one kit was lost in a plane crash and one kit was installed on a trainer). These kits are bundled in different configurations and will be installed with the given available funding constraints in each given year. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0, Total 33

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.778										
PROCUREMENT (3010)												
INSTALL KITS	1	0.159										
KITS NONRECUR	1	2.946										
EQUIPMENT	63	1.496										
EQUIP NONREC												
CHANGE ORDERS												
DATA		2.497										
SIM/TRAINER		0.701				0.110		0.115		0.120		0.121
SUPPORT-EQUIP		0.484				3.378		0.444		0.720		0.771
ICS		1.172		0.378								
CONTRACTOR SUPPORT		7.404				0.756		1.115		1.609		4.603
PROGRAM MNGMT		1.463		0.072		0.592		0.178		0.083		0.115
GFP						0.077						
OGC		0.973		0.020		0.146		0.145		0.150		0.151

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-95			1	0.059								
FY-96			1	1.162								
FY-99			0	2.117								
FY-00			0	1.257								
FY-01			0	0.264								
TOTAL INSTALL	2	4.859										
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	24.154		0.470		5.059		1.997		2.682		5.761
INSTALLATION QTY	28											

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								6.778
PROCUREMENT (3010)								
INSTALL KITS							1	0.159
KITS NONRECUR							1	2.946
EQUIPMENT							[63]	1.496
EQUIP NONREC								
CHANGE ORDERS								
DATA								2.497
SIM/TRAINER		0.130		0.138				1.435
SUPPORT-EQUIP		0.790		0.810				7.397
ICS								1.550
CONTRACTOR SUPPORT		4.619		1.630				21.736
PROGRAM MNGMT		0.085		0.040				2.628
GFP								0.077
OGC		0.160		0.170				1.915
INSTALLATION OF HARDWARE								
FY-95	1		KITS				[1]	0.059
FY-96	1		KITS				[1]	1.162
FY-99	0		KITS					2.117
FY-00	0		KITS					1.257
FY-01	0		KITS					0.264
TOTAL INSTALL							2	4.859
TOTAL COST (BP-1100)		5.784		2.788			2	48.694
(Totals may not add due to rounding)								
INSTALLATION QTY							28	

Method of Implementation: DEPOT

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>
Contract Date (Month/CY)			12/95	12/96
Delivery Date (Month/CY)			09/96	09/97

Installation Schedule

		<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			
Quarter	1	2	3	4	1	2	3	4	1	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	
Output													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	
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	

02/16/2006
 FY 2007 PB
 Modification Title and No: BLOCK 40/45 UPGRADE MN-50001T

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P

Models of Aircraft Affected: E-3

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

Description/Justification

This modification 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 a digital communication system enabling mission data recording. This modification will be installed on multiple simulators and trainers. Fiscal year (FY) 2007 funding supports proposal preparation activities for FY08 contract award. The funded program includes procurement of 6 of the required 32 systems. The remaining procurement buys of 26 and installs of 30 are beyond the current FYDP. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is modified with RDT&E funds.

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

Development Status

11/99 - Block 40/45 Risk Reduction initiated. Completed 09/03
 07/03 - SD&D Awarded. Estimated completion date 3Q FY09
 11/04 - Final Design & Manufacturing Review completed
 1/05 - Start of TS-3 modification
 3/06 - I&CO & Airworthiness test
 9/06 - Ground & Flight Test

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		341.859		247.739		93.826		143.774		51.356		14.846
PROCUREMENT (3010)												
INSTALL KITS									1	14.613	1	14.731
KITS NONRECUR										5.278		12.501
EQUIPMENT									[1]	63.038	[1]	55.074
EQUIP NONREC										10.354		10.426
CHANGE ORDERS										3.779		4.410
DATA										2.246		3.445
SIM/TRAINER									[0]	0.551	[0]	0.874
SUPPORT-EQUIP										3.196		4.772
DMS (Diminished Manufacturing Sources)										17.973		14.217
ICS										0.000		0.000
OTHER							1.745			2.578		2.610
GFE										0.227		0.262
PROGRAM MNGMT										4.598		4.295
OGC										0.125		0.245
CONTRACTOR SUPPORT										2.212		3.230

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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			1	KITS								
FY-09			1	KITS								
FY-10			2	KITS								
FY-11			2	KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							1.745		1	130.768	1	131.092
INSTALLATION QTY												

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>			<u>FY-13</u>		
Input																									
Output													1				1				2			2	

02/16/2006
 FY 2007 PB
 Modification Title and No: NAVWAR MN-7267

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P

Models of Aircraft Affected: E-3 B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

Description/Justification

NAVWAR (Navigation Warfare) is mandated by CJCSI 6140.01 (15 Nov 98) and requires all DoD Global Positioning System (GPS) users to incorporate National Security Agency (NSA) Selective Availability Anti-Spoofing Module (SAASM), provisions for the transition to 'black keys', eliminate requirements to acquire GPS satellites using the civil signal (C/A) and incorporate new technology into the navigation sensor. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				6.801		4.767						
PROCUREMENT (3010)												
INSTALL KITS							9	0.523	11	0.775	12	0.962
KITS NONRECUR								0.150				
EQUIPMENT							[9]	0.902	[11]	1.996	[12]	2.221
EQUIP NONREC										0.095		0.825
CHANGE ORDERS										0.084		0.093
DATA								0.067				
SIM/TRAINER												
SUPPORT-EQUIP								0.067		0.084		0.093
TRAINING								0.089		0.111		0.123
OGC												
CONTRACTOR SUPPORT								0.350		0.386		0.394
ICS								0.338		0.345		0.362
PROGRAM MNGMT								0.272		0.130		0.123
INITIAL SPARES								0.078		0.099		0.101
INSTALLATION OF HARDWARE												
FY-07			9	KITS			[9]	0.216				
FY-08			11	KITS					[11]	0.066		
FY-09			12	KITS							[12]	0.832
TOTAL INSTALL							9	0.216	11	0.066	12	0.832
TOTAL COST (BP-1100)							9	3.052	11	4.171	12	6.129
(Totals may not add due to rounding)												
INSTALLATION QTY							9		11		12	

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								11.568
PROCUREMENT (3010)								
INSTALL KITS							32	2.260
KITS NONRECUR								0.150
EQUIPMENT							[32]	5.119
EQUIP NONREC								
CHANGE ORDERS								0.920
DATA								0.244
SIM/TRAINER								
SUPPORT-EQUIP								0.244
TRAINING								0.323
OGC								
CONTRACTOR SUPPORT								1.130
ICS								1.045
PROGRAM MNGMT								0.525
INITIAL SPARES								0.278
INSTALLATION OF HARDWARE								
FY-07		9 KITS					[9]	0.216
FY-08		11 KITS					[11]	0.066
FY-09		12 KITS					[12]	0.832
TOTAL INSTALL							32	1.114
TOTAL COST (BP-1100)							32	13.352
(Totals may not add due to rounding)								
INSTALLATION QTY							32	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 1 Months

Follow-On Lead Time: 1 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)				11/06	11/07	11/08
Delivery Date (Month/CY)				12/06	12/07	12/08

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: INTEGRATED DAMA GATM MN-7268

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P

Models of Aircraft Affected: E-3 B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

Description/Justification

The Integrated DAMA (Demand Assigned Multiple Access)/GATM (Global Air Traffic Management) Program seeks to make communications and navigation improvements required to meet current mandated DAMA SATCOM (Satellite Communication) and Air Traffic Control (ATC) requirements. DAMA SATCOM is a Chairman Joint Chiefs of Staff (CJCS)-mandated Ultra High Frequency (UHF) satellite communications upgrade consisting of two new UHF DAMA terminals and new Radio Frequency (RF) components, to mitigate co-site interference, replacing the two non-DAMA UHF SATCOM radios on each aircraft. The DAMA enhancements will expand user availability of severely limited DOD UHF SATCOM channels and improve the interoperability and efficiency of DOD UHF SATCOM systems. The ATC Compliance program is a FAA/International Civil Aviation Organization (ICAO)/EUROCONTROL mandated upgrade that consists of new VHF radios with 8.33kHz channel spacing, Traffic-Alert Collision Avoidance System (TCAS)/Mode-S IFF transponder and Reduced Vertical Separation Minimum (RVSM) capability. The ATC enhancements will permit more aircraft to fly closer together in congested airspace worldwide, particularly in European airspace. Non-compliance currently results in airspace restrictions/denials and impacts AWACS ability to support worldwide response to situations requiring immediate on-scene command and control (C2) battle management. Approved funding will procure the required 32 production kits. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is modified with RDT&E funds. This modification will be installed on 2 Field Training Device (FTD).

PE# 0303601F will provide AWACS funding for (7) Airborne Integrated Terminal Kits:

FY04 - \$3.718M (3)
 FY05 - \$9.446M (3)
 FY06 - \$.658M (1)

Lead Time for Integrated DAMA/GATM (IDG) equipment is greater than 12 months.

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

Development Status

Development completed in FY 2004.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		55.656										
PROCUREMENT (3010)												
INSTALL KITS	3	0.593	6	1.294	8	2.033	9	2.335	6	1.590		
KITS NONRECUR				1.400		4.754		3.132		3.198		3.265
EQUIPMENT	3	2.047	[6]	3.382	[8]	6.100	[9]	7.006	[6]	4.769		
EQUIP NONREC												
CHANGE ORDERS						0.093		2.782		3.734		5.498
DATA												
SIM/TRAINER			[3]	3.800					[1]	2.000	[2]	3.100
SUPPORT-EQUIP		1.413		2.252								
PROGRAM MNGMT		0.671		3.449		3.792		3.037		1.017		0.459
CONTRACTOR SUPPORT				2.181		2.154		1.938		1.568		1.289
GFE		0.815		1.662		2.262		2.599		1.769		
ICS						0.326		0.666		0.680		0.694
OGC		1.093		0.200		2.131		2.176		2.499		1.701

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
INSTALLATION OF HARDWARE													
FY-04				3 KITS	[1]	2.800							
FY-05				6 KITS			[8]	8.751					
FY-06				8 KITS				[8]	8.442				
FY-07				9 KITS						[9]	9.925		
FY-08				6 KITS								[6]	
TOTAL INSTALL				1	2.800	8	8.751	8	8.442	9	9.925	6	6.914
TOTAL COST (BP-1100)													
(Totals may not add due to rounding)	3	6.632	6	22.420	8	32.396	9	34.113	6	32.749			22.920
INSTALLATION QTY			1		8		8		9		6		

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<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	7.845
KITS NONRECUR								15.749
EQUIPMENT							[32]	23.304
EQUIP NONREC								
CHANGE ORDERS		0.124						12.231
DATA								
SIM/TRAINER							[6]	8.900
SUPPORT-EQUIP								3.665
PROGRAM MNGMT		0.020						12.445
CONTRACTOR SUPPORT								9.130
GFE								9.107
ICS								2.366
OGC		1.200						11.000
INSTALLATION OF HARDWARE								
FY-04	3 KITS						[1]	2.800
FY-05	6 KITS						[8]	8.751
FY-06	8 KITS						[8]	8.442
FY-07	9 KITS						[9]	9.925
FY-08	6 KITS						[6]	6.914
TOTAL INSTALL							32	36.832
TOTAL COST (BP-1100)							32	152.574
(Totals may not add due to rounding)		1.344						
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	11/06	11/07	11/08
Delivery Date (Month/CY)				06/05	11/05	11/06	11/07	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																																				
Quarter	1	2	3	4																																
Input	2	2	2																																	
Output	2	2	2																																	

02/16/2006
 FY 2007 PB
 Modification Title and No: RE-ENGINEING MN-9700

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P

Models of Aircraft Affected: E-3B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

Description/Justification

The re-engining effort on the E-3 AWACS will ensure long-term viability of the platform and increase fuel efficiency, improve reliability, and increase power quantity and quality available to the mission systems on board the aircraft. Modifications since original delivery of the aircraft have added weight to the aircraft reducing the amount of on-station time that the airframe can support. Replacement of the existing engines will help restore some of the original performance of the airframe. New engines will comply with international standards and requirements for noise control and pollution control. SDD will pursue synergies and leverage the efforts of the other International AWACS that operate the 707-airframe (United Kingdom, France, and Saudi AWACS). The current acquisition strategy installs new engines on 2 aircraft by 2011. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3. TS-3 is funded with RDT&E efforts.

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

Development Status

System Development and Demonstration will start in FY08.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										9.960		5.639
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR										8.500		5.500
EQUIPMENT												
EQUIP NONREC										3.300		49.100
CHANGE ORDERS												2.000
DATA												
SIM/TRAINER											[1]	22.400
SUPPORT-EQUIP												23.500
GFE												10.000
OGC										0.050		0.150
PROGRAM MNGMT										0.401		2.344
CONTRACT SUPPORT										0.650		2.050
INSTALLATION OF HARDWARE												
FY-10			2	KITS								
FY-11			2	KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)											12.901	117.044
INSTALLATION QTY												

02/16/2006
 FY 2007 PB
 Modification Title and No: RM&A MODS MN-9707

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P

Models of Aircraft Affected: E-3 B/C

Center: ESC - Hanscom AFB, MA

PE 0207417F

Team INFO

Description/Justification

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 33 Aircraft kits, labs, and the installation of the kits (or some multiple of the 33 Aircraft kits based on the required quantities per Aircraft and total funds available). The RM&A modifications include a combination of: Wideband Klystron Power Amplifier, 140 KVA Bus Input Power, Fuel Override Pump Replacement, Fuel Boost Pump Replacement, Dual Refresh Channel Low Voltage Power Supply, Fuel Quantity Indication System Improvement, Solid State Trigger Pulse Amplifier, Solid State High Power Amplifier Technical Orders, APY-1/APY-2 Receiver Protector, High Voltage Filter Upgrade Kits, Line Printer Installs, Defuel Valve Access Panel, Aircraft DC Power Reliability Improvements, Integrated Drive Generator Constant Speed Drive, Fuselage BS 259.5 Bulkhead Mod, ARC-169 Ultra High Frequency Low Power Filter, Low Amp Mixer Pre-Amp, Electronic Support System removal, Attitude Heading Reference System, Dehumidification Program, SF-6 Check Valve, Joint Tactical Information Data System (JTIDS) organic depot support, Integration Engineering to proactively solve Diminished Manufacturing Source (DMS) problems, and Pinpoint Tester to replace the legacy system. There are a total of 33 aircraft - 32 operational and 1 test aircraft, designated TS-3.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0, Total 33

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	167	0.063	[93]	0.555	[34]	0.081	[93]	0.311	[9]	0.095	[39]	0.354
KITS NONRECUR												
EQUIPMENT	167	9.999	93	16.385	34	5.032	93	16.296	9	5.348	39	19.343
EQUIP NONREC		5.199				0.015		0.895		0.254		1.316
CHANGE ORDERS												
DATA		0.019		0.103		0.058				0.131		0.209
SIM/TRAINER	6	0.102			[1]	0.135					[2]	2.173
SUPPORT-EQUIP		5.760		0.550		0.566						
OGC				0.011		0.017		0.042		0.019		0.061
CONTRACTOR SUPPORT						0.465		1.158		0.510		1.664
PROGRAM MNGMT		2.551		3.510		1.114		2.059		0.297		0.618
DMS (Diminished Manufacturing Sources)		1.500		1.499		1.509		1.603		1.603		1.603

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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	167	KITS										
FY-05	93	KITS	[33]	0.200								
FY-06	34	KITS			[7]	0.541						
FY-07	93	KITS					[9]	0.756				
FY-08	9	KITS							[9]	1.310		
FY-09	39	KITS									[22]	3.540
FY-10	75	KITS										
FY-11	23	KITS										
TOTAL INSTALL			33	0.200	7	0.541	9	0.756	9	1.310	22	3.540
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	167	25.193	93	22.813	34	9.533	93	23.120	9	9.567	39	30.881
INSTALLATION QTY			33		7		9		9		22	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	[75]	0.383	[23]	0.178			[533]	2.020
KITS NONRECUR								
EQUIPMENT	75	12.283	23	5.749			533	90.435
EQUIP NONREC								7.679
CHANGE ORDERS								
DATA		0.108		0.109				0.737
SIM/TRAINER							[9]	2.410
SUPPORT-EQUIP								6.876
OGC		0.033		0.039				0.222
CONTRACTOR SUPPORT		0.900		1.086				5.783
PROGRAM MNGMT		0.245		0.286				10.680
DMS (Diminished Manufacturing Sources)		1.603		1.603				12.523
INSTALLATION OF HARDWARE								
FY-04			167 KITS					
FY-05			93 KITS				[33]	0.200
FY-06			34 KITS				[7]	0.541
FY-07			93 KITS				[9]	0.756
FY-08			9 KITS				[9]	1.310
FY-09			39 KITS				[28]	4.599
FY-10			75 KITS	[8]	6.510		[8]	6.510
FY-11			23 KITS	[5]	4.467		[5]	4.467
TOTAL INSTALL	6	1.059	13	10.977			99	18.383
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	75	16.614	23	20.027			533	157.748
INSTALLATION QTY	6		13				99	

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									8	8	8	9	1	2	2	2	2	2	3	2	2	2	3	5	5	6	6	6	2	2	1	1								
Output									8	8	8	9	1	2	2	2	2	2	2	3	2	2	2	3	5	5	6	6	2	2	2	1								
		<u>FY-11</u>				<u>FY-12</u>																																		
Quarter	1	2	3	4	1	2	3	4																																
Input	3	3	3	4																																				
Output	1	3	3	3	4																																			

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**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-4			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$106.561	\$84.207	\$5.640	\$6.727	\$0.734	\$4.986	\$5.244

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 FY07 is the Senior Leader. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	3410	NPES (NC2AIS) E-4B	0.5	0.6	0.6	0.6	0.6	0.7	0.7		9.3
	4381	E-4B NATIONAL AIRBORNE O	61.8	52.4							141.6
	4383	MESSAGE PROCESSING SYS	0.2								12.1
	4387	SENIOR LEADERS COMMUNI	17.3	14.6							73.6
	4390	E-4B KG-3X MODERNIZATION				1.5	0.1				1.6
	4391	SHF MUX UPGRADE			0.2	0.1					0.3
	4392	HIGH SPEED DATA 256 (HSD	8.4								8.4
	9709	GATM PHASE II	7.1	7.7							16.1
	99999S	SERVICE BULLETINS	5.1	2.7	2.8	2.5		2.3	2.6		57.4
	99999X	LOW COST MODIFICATIONS	1.8	2.0	2.0	2.0		2.0	2.0		25.4
	Z88888	REPROGRAMMINGS	4.4	4.2							
TOTAL FOR CLASS P			106.6	84.2	5.6	6.7	0.7	5.0	5.2	0.0	346.0
TOTAL FOR WEAPON SYSTEM E-4			106.6	84.2	5.6	6.7	0.7	5.0	5.2	0.0	346.0

Totals may not add due to rounding.

P-1 SHOPP LIST ITEM NO. 60	PAGE NO. 1
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: E-4B NATIONAL AIRBORNE OPERATION CENTER (NAOC) BLOCK 5A UPDATE MN-4381

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

Description/Justification

The E-4B Audio Infrastructure Update (AIU) (formerly NAOC Block 5A Update) replaces the switchboard, semiautomatic switching system, manual telephone switching set, secure voice switching assembly, link select assembly, and portions of the patch & test facility with a modern switching system, an updated multiplexor, and new telephone devices. Prototype kit procured and installed with RDT&E funds. This modification will be terminated short of installation in all E-4B aircraft due to pending retirement of the E-4B fleet beginning in FY09. The last aircraft to receive this modification will be aircraft tail number 0125 scheduled to deliver 4QFY06.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

Prototype install is in work on aircraft tail number 1677. Install is being accomplished along with Global Air Traffic Management (GATM) II and Senior Leaders Communication System (SLCS) (part of Mod Block 1) and integrated with the program depot maintenance (PDM). Prototype contract delivery date is Jul 06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	124.885		12.701		17.569						
PROCUREMENT (3010)												
INSTALL KITS	1	11.064		10.210		10.633						
KITS NONRECUR												
EQUIPMENT	1	16.329		20.843		17.160						
EQUIP NONREC												
CHANGE ORDERS												
DATA						1.390						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-04 KITS			[1]	30.796								
FY-05 KITS						23.208						
TOTAL INSTALL			1	30.796		23.208						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		27.393		61.849		52.391						
INSTALLATION QTY			1									

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<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]	155.155
PROCUREMENT (3010)								
INSTALL KITS							[1]	31.907
KITS NONRECUR								
EQUIPMENT							[1]	54.332
EQUIP NONREC								
CHANGE ORDERS								
DATA								1.390
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
INSTALLATION OF HARDWARE								
FY-04 KITS							[1]	30.796
FY-05 KITS								23.208
TOTAL INSTALL							1	54.004
TOTAL COST (BP-1100)								141.633
(Totals may not add due to rounding)								
INSTALLATION QTY							1	

Method of Implementation: CLS

Initial Lead Time: 15 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: SENIOR LEADERS COMMUNICATION SYSTEM (SLCS) MN-4387

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

Models of Aircraft Affected:

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

PE 0302015F

Team INFO

Description/Justification

The SLCS Wideband Modification will provide the capability for Direct Broadcast Service (DBS), Global Broadcast System (GBS), full motion point-to-point video; video teleconferencing capability; access to defense information system network and public switch network for voice, video and data. E-4B has the requirement to provide the President, the Secretary of Defense and their staff broadband information to adequately perform their duties as if they were in their home office. This modification will be terminated short of installation in all E-4B aircraft due to the pending retirement of the E-4B fleet beginning in FY09. The last aircraft to receive this will be tail number 0125 scheduled for delivery 4QFY06.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

Prototype installation has been completed in aircraft tail #1677. Install is being accomplished along with GATM II and Audio Infrastructure Update (AIU) (part of Mod Block 1) and integrated with the program depot maintenance. Aircraft #1677 is scheduled to initial operational capability (IOC) during 4QFY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	6.878	1	2.597		3.267						
KITS NONRECUR	1	2.963										
EQUIPMENT	2	17.085	[1]	3.454		2.193						
EQUIP NONREC	1	2.500										
CHANGE ORDERS												
DATA		1.145				0.859						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-03 1 KITS	1	11.203										
FY-04 1 KITS			[1]	11.242								
FY-05 1 KITS						8.263						
TOTAL INSTALL	1	11.203	1	11.242		8.263						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	2	41.774	1	17.293		14.582						
INSTALLATION QTY	1		1									

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	12.742
KITS NONRECUR							[1]	2.963
EQUIPMENT							[3]	22.732
EQUIP NONREC							[1]	2.500
CHANGE ORDERS								
DATA								2.004
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								
INSTALLATION OF HARDWARE								
FY-03 1 KITS							[1]	11.203
FY-04 1 KITS							[1]	11.242
FY-05 1 KITS								8.263
TOTAL INSTALL							2	30.708
TOTAL COST (BP-1100)							3	73.649
(Totals may not add due to rounding)								
INSTALLATION QTY							2	

Method of Implementation: CLS

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>
Contract Date (Month/CY)			03/03	05/04	04/05
Delivery Date (Month/CY)			10/03	12/04	11/05

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>			
	1	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							

02/16/2006
 FY 2007 PB
 Modification Title and No: E-4B KG-3X MODERNIZATION MN-4390

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

Center: OC-ALC

PE 0302015F

Team INFO

Description/Justification

This modification will provide modernized KG-33s and KGV-61A as End Cryptographic Units (ECUs) for the E-4B. Current ECUs are incompatible with modernized COMSEC Key Management Infrastructures and lack programmability and flexibility. This program overcomes the shortcomings of the existing devices to satisfy current and future strategic and tactical operational requirements as stipulated by the Joint Chief of Staff instructions as well as the Air Force Cryptographic needs. The KG-33 will be used to encrypt transmissions on the Low Frequency/Very Low Frequency (LF/VLF) system which is part of the E-4B's Survivable Low Frequency Communication System (SLFCS). The KGV-61A is a Modified Miniature Receive Terminal (MMRT) and is receive only. Both the SLFCS and the MMRT are part of the Minimum Essential Emergency Communication Network (MEECN). This modification will not effect changes to the existing COMSEC boundary. Installation/modification shall meet FAA Part 25 Airworthiness Standards. The new cryptographic devices for this modification will be provided by the KG-3X Program (PE: 0303140F). The E-4B funds requested for this modification will pay for the installation and testing of the new cryptographic devices, document the technical details of the installation and provide logistic support documentation. The program schedule slipped one year since the submission of the Department's FY06 budget due to the non-availability of electronic assemblies for installation.

Aircraft Breakdown: Active 4, Reserve , ANG , Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									2	0.032	2	0.024
KITS NONRECUR										1.300		
EQUIPMENT										0.017		0.010
EQUIP NONREC												
CHANGE ORDERS												
DATA										0.120		0.014
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08									[2]	0.059		0.040
FY-09											[2]	
TOTAL INSTALL									2	0.059	2	0.040
TOTAL COST (BP-1100)									2	1.528	2	0.088
(Totals may not add due to rounding)												
INSTALLATION QTY									2		2	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	0.056
KITS NONRECUR								1.300
EQUIPMENT								0.027
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.134
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08 2 KITS							[2]	0.099
FY-09 2 KITS							[2]	
TOTAL INSTALL							4	0.099
TOTAL COST (BP-1100)							4	1.616
(Totals may not add due to rounding)								
INSTALLATION QTY							4	

Method of Implementation: CLS

Initial Lead Time: 5 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)					11/07	11/08
Delivery Date (Month/CY)					04/08	02/09

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																								
Output																	1	1						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: HIGH SPEED DATA 256 (HSD256) UPGRADE MN-4392

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

Description/Justification

This modification provides an additional 256 kilo bits per second (kbps) bandwidth of IP-based connectivity between the E-4B aircraft and commercial and government networks via a commercial broadband satellite communications provider, INMARSAT Global Ltd. This modification augments an existing E-4B INMARSAT processing capability that has been shown to have insufficient on-board capacity (bandwidth) to meet users worldwide communications needs. This HSD256 modification will increase the pre-HSD256 E-4B INMARSAT bandwidth that restricts users from simultaneously exercising the full range of E-4B voice, data and video processing and display capabilities. Additionally, this modification provides an economical growth path that will accommodate the anticipated user demand for increased airborne broadband IP-based bandwidth as mission support data and services are transferred to IP-based communication links. This HSD256 signal distribution within the E-4B uses some portions of the Senior Leaders Communications System (SLCS) now being installed in two E-4Bs as part of the Modification Block 1 package of modifications. Consequently, the Modification Block 1 work is a prerequisite or concurrent modification for installation of this HSD256 modification. This modification does not provide for alteration of any terrestrial network or satellite network operation and control centers. The funding for the FY05 and FY06 work planned for this modification was provided by the FY05 Emergency Supplemental Bill.

Aircraft Breakdown: Active 4, Reserve , ANG , Total 4

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			2	2.029								
KITS NONRECUR												
EQUIPMENT			[2]	5.617								
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.409								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05 2 KITS			[2]	0.386								
TOTAL INSTALL			2	0.386								
TOTAL COST (BP-1100)			2	8.441								
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	2.029
KITS NONRECUR								
EQUIPMENT							[2]	5.617
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.409
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-05 2 KITS							[2]	0.386
TOTAL INSTALL							2	0.386
TOTAL COST (BP-1100)							2	8.441
(Totals may not add due to rounding)								
INSTALLATION QTY							2	

Method of Implementation: CLS

Initial Lead Time: 5 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<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
Input												2
Output												2

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: GATM PHASE II MN-9709

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

Description/Justification

This E-4B GATM II modification addresses the Communication, Navigation and Surveillance (CNS) aspects of evolving domestic and international air traffic management requirements. GATM Phase II provides Controller-Pilot Data Link Communication over VHF, HF and INMARSAT; and Aircraft System On/Off capability to permit aircraft communications using internationally accepted technical protocols and to permit secure operations when militarily required. This modification is fully funded. The prototype modification is funded using RDT&E funds. This modification will be terminated short of installation in all E-4B aircraft due to the pending retirement of the E-4B fleet beginning in FY09. The last aircraft to receive this will be tail #0125 scheduled for delivery 4QFY06.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

Prototype install is in work on aircraft tail #1677. Install is being accomplished along with Audio Infrastructure Update (AIU) and Senior Leadership Communications System (SLCS) (part of Mod Block 1) and integrated with the program depot maintenance (PDM). Prototype delivery is scheduled for 4QFY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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	15.051		1.000								
PROCUREMENT (3010)												
INSTALL KITS	1	0.192	1	0.192		0.392						
KITS NONRECUR												
EQUIPMENT	1	1.088	[1]	1.022		1.395						
EQUIP NONREC												
CHANGE ORDERS												
DATA						0.119						
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04			1 KITS		[1]	5.877						
FY-05			1 KITS				5.837					
TOTAL INSTALL				1	5.877	5.837						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	1.280	1	7.091		7.743						
INSTALLATION QTY			1									

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<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]	16.051
PROCUREMENT (3010)								
INSTALL KITS							2	0.776
KITS NONRECUR								
EQUIPMENT							[2]	3.505
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.119
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-04 1 KITS							[1]	5.877
FY-05 1 KITS								5.837
TOTAL INSTALL							1	11.714
TOTAL COST (BP-1100)							2	16.114
(Totals may not add due to rounding)								
INSTALLATION QTY							1	

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: SERVICE BULLETINS MN-99999S

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0302015F

Team INFO

Description/Justification

There are numerous miscellaneous modifications (service bulletins) anticipated for incorporation on the E-4 to keep the weapon system in compliance with FAA standards/certification. These service bulletins affect safety, product improvement, maintenance and reliability.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		39.422		5.085		2.705		2.845		2.453		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)		39.422		5.085		2.705		2.845		2.453		
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.324		2.573				57.407
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		2.324		2.573				57.407
INSTALLATION QTY								

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-89</u>	<u>FY-90</u>	<u>FY-91</u>	<u>FY-92</u>	<u>FY-93</u>	<u>FY-94</u>	<u>FY-95</u>	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)															
Delivery Date (Month/CY)															
	<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)															

Installation Schedule

Quarter	1	<u>FY-89</u>				<u>FY-90</u>				<u>FY-91</u>				<u>FY-92</u>				<u>FY-93</u>			<u>FY-94</u>			<u>FY-95</u>			<u>FY-96</u>	
Input		2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Output																												
Quarter	1	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>			<u>FY-04</u>	
Input		2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Output																												
Quarter	1	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			<u>FY-10</u>			<u>FY-11</u>				
Input		2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Output																												

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P

Models of Aircraft Affected: E-4

Center:

PE 0302015F

Team INFO

Description/Justification

These are low cost modifications not to expected to exceed \$1.9M per year which are necessary for reliability, maintainability, and/or improved system performance.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0, Total 4

Development Status

None

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		13.462		1.776		1.999		1.999		1.999		
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		13.646		1.776		1.999		1.999		1.999		
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								0.184
AIRCRAFT		1.999		1.999				25.233
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		1.999		1.999				25.417
INSTALLATION QTY								

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: E-8C				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$61.023	\$15.283	\$138.162	\$150.932	\$153.720	\$127.455	\$278.944	

This line item funds modifications to the E-8 aircraft. The E-8 is a modified Boeing 707-300 airframe called Joint Surveillance and Target Attack Radar System (JSTARS). The JSTARS was developed for ground surveillance, targeting and battle management. The primary modification budgeted in FY07 is the JSTARS Re-engineing Program. Other modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	38199	JSTARS Re-engineing			122.7	112.4	129.6	102.9	253.7		721.3
	38200	RELIABILITY, MAINTAINABILI	6.7	4.9	3.1	3.7	4.7	4.8	4.9		77.8
	38202	CSACI (COMBINED SATCOM/	27.3	6.6							51.8
	38203	KILL CHAIN ENHANCEMENT	21.8	2.2	6.3	6.4	6.8	6.7	9.4		66.5
	38205	JTRS INTEGRATION					11.8	13.1	11.0		35.9
	38206	Communications Navigation Sur	5.2	0.9							6.0
	38208	Affordable Moving Surface Targ			6.1	28.4	0.8				35.3
	Z88888	REPROGRAMMINGS	0.0	0.8							
TOTAL FOR CLASS P			61.0	15.3	138.2	150.9	153.7	127.5	278.9	0.0	994.6
TOTAL FOR WEAPON SYSTEM E-8C			61.0	15.3	138.2	150.9	153.7	127.5	278.9	0.0	994.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 61	PAGE NO. 1	
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02/16/2006
 FY 2007 PB
 Modification Title and No: JSTARS Re-engining MN-38199

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-8C Class P

Models of Aircraft Affected:

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

Description/Justification

Modification required to upgrade JSTARS fleet of 17 operational, one test (test a/c paid for with RDT&E funds), and one in-flight trainer aircraft with a new Propulsion Pod System in order to meet current ORD requirements. The re-engining program includes the purchase and installation of new engines, thrust reversers, nacelles, pylons, fan, exhaust duct, and all associated components and initial spares along with the upgrade of the training devices. Funding will support the modernization program; however, realignment of funds from this BP11 line may be needed to support initial spares and properly align funds in the FYDP. These requirements are captured in the OTHER field under the Projected Financial Plan for Procurement (3010).

Development re-engining contract award is projected for Jan 07, with procurement contract award tentative for late FY07. Production period of performance will extend through or beyond FY12 with the final installations and the upgrade of the second weapons system trainer.

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

Development Status

The SDD phase will include the developmental engineering associated with the integration of a COTS propulsion pod system on Joint STARS. This will include all associated drawings, tech manual, flight test, and trainer modification to field a fully operational and supportable propulsion pod system upgrade. SDD is projected to be completed sometime in FY09. This may require some reprogramming of funds.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						12.500		31.412	0	15.700		
PROCUREMENT (3010)												
INSTALL KITS							4	18.285	3	14.595	2	9.735
KITS NONRECUR EQUIPMENT							[4]	103.615	[3]	82.705	[2]	55.165
EQUIP NONREC CHANGE ORDERS										1.200		1.800
DATA SIM/TRAINER SUPPORT-EQUIP												
OTHER PMA								0.800		13.000		50.900
										0.900		0.900

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-07			4	KITS							[4]	11.100
FY-08			3	KITS								
FY-09			2	KITS								
FY-10			3	KITS								
FY-11			6	KITS								
TOTAL INSTALL											4	11.100
TOTAL COST (BP-1100)							4	122.700	3	112.400	2	129.600
(Totals may not add due to rounding)												
INSTALLATION QTY											4	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: RELIABILITY, MAINTAINABILITY, AVAILABILITY (RMA) and FLEET RETROFIT MODS
MN-38200

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

Description/Justification

Joint STARS (JSTARS) Reliability, Maintainability & Availability (RMA) program monitors, identifies, evaluates, compares, and prioritizes projects that increase the RMA of the Joint STARS system. RMA also identifies corrective actions that produce the most favorable projected return on investment. With the production line complete, the RMA program is critical. Ongoing system-wide analyses identify areas for improvement, which then depend upon RMA funding for implementation into the fleet.

RMA modifications of aircraft and prime mission equipment enable the Air Force to achieve and maintain warfighter requirements for Mission Capability rates, aircraft availability levels and mission effectiveness. The JSTARS RMA program is for implementation of modifications, including low cost modifications, that are not covered by block upgrades or spiral development programs. These modifications are the result of Service Bulletins (SBs), Airworthiness Directives (ADs), obsolescence and Diminishing Manufacturing Sources/Material Shortages (DMS/MS) issues, Deficiency Reports (DRs), Class A/B/C mishaps, and Immediate and Urgent Time Compliance Technical Orders (TCTOs).

The RMA modification line was established to satisfy unforeseen requirements and to improve the Mission Capable (MC) rate for the E-8C fleet. The E-8C fleet continues to miss the ACC MC requirement, which validates the need to improve the MC rate through RMA projects.

This line includes all cost associated with non-recurring engineering (NRE) and the purchase and installation of RMA modifications into the Joint STARS system. Projects typical of the RMA line include the following:

Diminishing Manufacturing Sources/Material Shortages (DMS/MS), Fuel Quantity Indicating System (FQIS), fuel boost and override pump, fuel flow transmitters, Pressure Regulator Shut-Off Valve (PRSOV), Landing Gear Door Position Switches, Oil Pressure Transmitter, Digital Engine Pressure Ratio Transmitter (DEPRT), air cycle machine improvement, vapor cycle machine improvement, auxiliary hydraulic pump, engine driven hydraulic pump, flight control actuator components, FOO Screens, Nose Cowl, Potable H2O Deactivation, Flow Control Topping Sensor Warning Stencil, Pre-Cooler Fitting Replacement, Vapor Cycle Machine Prognostics, and Air Cycle Machine Prognostics. The priority of these efforts executed in a fiscal year can change based upon unplanned requirements and/or emergencies. FY04 funding included a Congressional Plus Up of \$3.5M for Joint STARS Re-engining.

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
AIRCRAFT		44.989		6.742		4.676		2.963		3.540		4.479
PMA						0.223		0.142		0.169		0.214
INSTALLATION OF HARDWARE	<hr/>											
TOTAL INSTALL												
TOTAL COST (BP-1100)		44.989		6.742		4.899		3.105		3.709		4.693
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		4.563		4.648				76.600
PMA		0.218		0.222				1.188
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		4.781		4.870				77.788
INSTALLATION QTY								

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-8C Class P

Modification Title and No: CSACI (COMBINED SATCOM/ABCCC CAPABILITY INSERTION) MN-38202

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

Description/Justification

A CSAF mandate divested all functions from the Airborne Battlefield Command and Control Center (ABCCC) fleet in Oct 02 and ordered the migration of these capabilities to Joint STARS, AWACS and CRC using a synergistic employment scheme. When ABCCC divested, Joint STARS assumed 10 of the 14 tasks identified for migration.

Due to budget constraints, the Air Force created the CSACI program by merging the former SATCOM and ABCCC programs. This will deliver critically needed communications within approved funding and on time. To minimize costs and aircraft downtime during modification, the SATCOM and ABCCC installs will be executed as a single integrated program. One aircraft will receive CSACI during production and 16 will receive CSACI as modifications.

SATCOM will replace JSTARS' two obsolete and logistically unsupportable satellite radios with two ARC-231 radios. The ARC-231 provides mandatory Demand Assigned Multiple Access (DAMA) capability. ABCCC will install a 3rd satellite radio into JSTARS, specifically to accommodate the additional taskings created by retirement of the EC-130E and movement of the ABCCC mission from the retired EC-130E into JSTARS.

The total of three new satellite radios will provide JSTARS with access to the Dedicated Air Request Net, access to C2 Voice Net, compliance with Joint Technical Architecture (JTA) standards, and beyond-line-of-sight capability to receive and transmit secure voice and data. These capabilities allow near real time reliable information for the destruction of hostile targets while also providing the capability for a greater volume of communications simultaneously providing relief to "choke points".

CSACI Kits are ordered in various configurations and costs depending on whether an individual ABCCC Capability Insertion (ACI) kit, a SATCOM kit or a combined SATCOM ACI kit is needed for a particular aircraft.

Aircraft Breakdown: Active , Reserve 0, ANG 16, Total 16

Development Status

RDT&E for the DAMA SATCOM portion of the effort has been completed. The ABCCC development is planned for completion in FY05.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		116.952										
PROCUREMENT (3010)												
INSTALL KITS	7	3.844	9	8.214								
KITS NONRECUR EQUIPMENT	7	9.420	[9]	13.660								
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
PMA		4.628		1.246		0.300						

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-03			4	2.398								
FY-04			3	1.798								
FY-05			9				9	6.270				
TOTAL INSTALL			7	4.196			9	6.270				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	7	17.892	9	27.316				6.570				
INSTALLATION QTY			7				9					

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								116.952
PROCUREMENT (3010)								
INSTALL KITS							16	12.058
KITS NONRECUR								
EQUIPMENT							[16]	23.080
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
.								
PMA								6.174
INSTALLATION OF HARDWARE								
FY-03	4	KITS					[4]	2.398
FY-04	3	KITS					[3]	1.798
FY-05	9	KITS					[9]	6.270
TOTAL INSTALL							16	10.466
TOTAL COST (BP-1100)							16	51.778
(Totals may not add due to rounding)								
INSTALLATION QTY							16	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 11 Months

Milestones

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

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: KILL CHAIN ENHANCEMENT MODIFICATIONS MN-38203

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

Description/Justification

To proceed from enemy identification to engagement (executing the 'kill chain'), the warfighter must find, fix, track, target and engage enemy threats, as well as assess the overall battlespace. The Joint STARS Kill Chain Enhancement / Spiral Development program monitors, identifies, evaluates, compares and prioritizes projects that expediently deliver warfighting capabilities to help the warfighter win and survive in today's complex battlefield. The program is focused on rapid implementation and delivery, rather than long-term production prior to the useable capability. The Air Force will implement emerging technologies that greatly increase system and system-of-systems capability, as well as interoperability with Joint Service, allied, and coalition systems. Efforts executed typically arise out of warfighter experiments, exercises or real world lessons learned. In either case, the Air Force has a rigorous process in place to prioritize these enhancements. FY03/04 provided Tracker Improvements (which included time critical targeting efforts), trainer mods, Reduced Vertical Separation Minimums (RVSM) kit buys, Airborne Battlefield Command & Control Center (ABCCC), and other related costs.

Representative efforts in FY07 on out include imagery comparison, UAV software improvements, Broadcast Intel track correlation, multi-sensor radar service and tracker improvements, time critical targeting initiatives, IP enabling technologies to enhance C2 and shorten the kill chain, machine-to-machine data exchange, enhanced targeting and interdiction, radar & SAR enhancements. Examples include Interim Capability for Airborne Networking (ICAN), Network Centric Collaborative Targeting (NCCT) Enhanced Land Maritime Mode (ELMM), J-Voice capability to transmit voice over to Joint Tactical Information Distribution System (JTIDS) Datalink, and weapons guidance, etc.

Current budgeted dollars reflect the most likely cost of the above modifications. There is a small chance that the contractor-DoD team could field these modifications at lower than expected cost, or that other low cost candidate enhancements will come to the forefront that rank more highly. Candidates typically arise out of warfighter experiments, exercises or real world lessons learned. In either case, the Air Force has a rigorous process in place to prioritize potential enhancements. Prioritization is based on immediate benefit to the warfighter, technical feasibility, and overall executability. All candidates will: (1) greatly improve system capability with respect to finding, fixing, tracking or targeting enemy targets or assessing the battlespace; (2) be within the current budget; and (3) be executed within contractual and fiscal guidelines and regulations.

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

Development Status

Program identifies, develops and implements high priority projects that are identified during warfighter experiments, exercises or real world lessons learned.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		18.540		24.232		9.169		7.190		1.744		1.496
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PROGRAM MNGMT				0.994		0.134		0.285		0.293		0.309
INTEGRATION		6.947		20.811		2.036		5.972		6.130		6.469

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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)		6.947		21.805		2.170		6.257		6.423		6.778
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.589		1.867				65.827
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
PROGRAM MNGMT		0.307		0.427				2.749
INTEGRATION		6.417		8.930				63.712
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		6.724		9.357				66.461
INSTALLATION QTY								

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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 CNS/ATM mod is required due to increasingly restrictive standards for access to European airspace and trans-Atlantic air routes being implemented. International Civil Aviation organization, Federal Aviation Administration and other civil aviation authorities are implementing a new air traffic architecture. In order for military aircraft to fly in civil airspace unrestricted, compliance with GATM is mandatory. Four areas of compliance are Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM); formerly Global Air Traffic Management (GATM) standards. This modification is required to implement CNS/ATM in the E-8C JSTARS fleet, in compliance with an AF-wide initiative. CNS/ATM includes communications, navigation, surveillance, and air traffic management components. Items include Global Positioning System (GPS)/Flight Management System (FMS) upgrade, Traffic Alert Collision Avoidance System (TCAS) capability, Terrain Avoidance Warning System (TAWS) capability, and upgrades to the Flight Data Recorder (FDR), Cockpit Voice Recorder (CVR), and Emergency Locator Transmitter (ELT). Also planned for inclusion is Mode 5/S, 8.33kHz VHF radios, Controller Pilot Data Link Communications (CPDLC) capability, Automatic Dependent Surveillance - A&B (ADS-A) (ADS-B), Very High Frequency Data Link (VHF DL), SATCOM Voice & Data, High Frequency Data Link (HF DL), Aeronautical Telecommunications Network (ATN), and required Navigation Performance 1, 2 & 4 (RNP-1), (RNP-2) and (RNP-4). These efforts will meet baseline requirements called out in the Air Force Capstone Requirements Document (CRD-1).

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 system requires significant upgrades to increase system capacity and flight efficiency while continuing to meet Flight Safety Standards. This new architecture will fulfill this requirement.

System Design and Development (SDD) will be based on a well-defined hardware configuration solution (2000 Northrop Grumman Architecture Study and 2002 pre-EMD risk reduction work completed for Flight Deck and Reduced Vertical Separation capability). The Air Force plans to use the Global Air Traffic Operations Indefinite Delivery Indefinite Quantity contract to buy the majority of the installed hardware boxes for JSTARS. This line item covers all items necessary to field the CNS/ATM capability required to accomplish the program and meet operational requirements. Capability will include upgrade of the two Weapon System Trainers (WST) and Navigator Training Systems (NTS) including Critical Operation Workstation (OWS) software.

FY05 Omnibus approved acceleration of TCAS beginning in FY05 by adding \$8.560M for TCAS. Current schedule supports kit buys and installation, to be sourced with same FY funds. Current funding supports 8 installs beginning in FY06. Funding breakout below reflects last ABIDES lock which does not include \$3.5M of TCAS PA.

Aircraft Breakdown: Active 0, Reserve 0, ANG 5, Total 5

Development Status

The CNS/ATM TCAS development contract was awarded in Nov 04 with a follow on award for the full-up development efforts in Jan 05, with completion scheduled to occur in FY08. Prior year development activities addressed risk reduction efforts and were funded via Congressional plus ups.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		22.596		42.034		29.385		34.583		22.819		
PROCUREMENT (3010)												
INSTALL KITS			[4]	4.240	[1]	0.580						
KITS NONRECUR												
EQUIPMENT			4	0.920	1							
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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												
PMA						0.040						
MOD Prep												
GFE						0.260						
INSTALLATION OF HARDWARE												
FY-05 4 KITS					[1]							
FY-06 1 KITS												
TOTAL INSTALL						1						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			4	5.160	1	0.880						
INSTALLATION QTY					1			4				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								151.417
PROCUREMENT (3010)								
INSTALL KITS							[5]	4.820
KITS NONRECUR								
EQUIPMENT							5	0.920
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
PMA								0.040
MOD Prep								
GFE								0.260
INSTALLATION OF HARDWARE								
FY-05		4 KITS					[1]	
FY-06		1 KITS						
TOTAL INSTALL							1	
TOTAL COST (BP-1100)							5	6.040
(Totals may not add due to rounding)								
INSTALLATION QTY							5	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 8 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: Affordable Moving Surface Target Engagement (AMSTE) MN-38208

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

PE 0207581F

Team INFO

Description/Justification

The E-8 Joint STARS AMSTE program is a result of the previous efforts accomplished under the Defense Advanced Research Project Agency (DARPA) AMSTE program. DARPA demonstrated execution of the Find, Fix, Track, Target, Engage and Assess (F2T2EA) kill chain for mobile land-based targets in 2002. A later demo, Resultant Fury 2005, adapted the AMSTE capabilities to perform maritime interdiction operations, providing target discrimination and precision engagement in near all-weather conditions against mobile-maritime surface targets. The CSAF has directed implementation of the AMSTE capability on Joint STARS as soon as possible based on operational needs to meet targeting and interdiction shortfalls.

Joint STARS AMSTE will employ advanced radar modes such as High Update Rate (HUR), High Range Resolution (HRR), and High Resolution High Update Rate (HR-HUR) to enhance Joint STARS location and tracking capability for long term track maintenance in maritime and terrestrial environments. Two E-8 platforms must be employed for AMSTE operations, communicating via an inter-platform datalink (IPDL). An on-board Sensor Resource Manager (SRM) provides machine-to-machine function to optimize data collection from both sensors and determine/schedule radar taskings based on tracker data requirements. The Data Fusion System (DFS), hosted on a 3rd processor, fuses the radar tracks, feature data, and target fingerprinting between multiple platforms and then automatically extracts common objects/features and provides sensor cues to the SRM and automated target tracks. Once a potential terrestrial/maritime target is identified for engagement, Joint STARS will coordinate release of a precision guided weapon from the delivery platform will provide continual precision location information using a tightly coupled global positioning system/inertial navigation system (GPS/INS) to the weapon in flight via a weapon data link (WDL). Additional increments of similar technologies will be added as they become available to enhance tracking, targeting, engagement, and interdiction of hostile targets.

Proposed implementation will retrofit 17 operational Joint STARS aircraft and 2 trainers (maintainer/crew).

Aircraft Breakdown: Active 0, Reserve 0, ANG 17, Total 17

Development Status

AMSTE pre-contract planning began Dec 05; development is planned to begin in Oct 07.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								40.788		4.000		
PROCUREMENT (3010)												
INSTALL KITS							4	1.175	15	6.403		
KITS NONRECUR												
EQUIPMENT							[4]	1.910	[15]	6.396		
EQUIP NONREC												
CHANGE ORDERS								1.384		0.475		
DATA								0.051		0.700		0.150
SIM/TRAINER												
SUPPORT-EQUIP								0.010		0.047		
INSTALLATION OF H									[4]	1.495		
INSTALLATION OF H									[15]	5.182		
TRAINING										0.100		0.039
OTHER								1.570		7.602		0.611

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-07			4				[4]					
FY-08			15						[15]			
TOTAL INSTALL							4		15			
TOTAL COST (BP-1100)							4	6.100	15	28.400		0.800
(Totals may not add due to rounding)												
INSTALLATION QTY									19			

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								44.788
PROCUREMENT (3010)								
INSTALL KITS							19	7.578
KITS NONRECUR								
EQUIPMENT							[19]	8.306
EQUIP NONREC								
CHANGE ORDERS								1.859
DATA								0.901
SIM/TRAINER								
SUPPORT-EQUIP								0.057
INSTALLATION OF H							[4]	1.495
INSTALLATION OF H							[15]	5.182
TRAINING								0.139
OTHER								9.783
INSTALLATION OF HARDWARE								
FY-07 4 KITS							[4]	
FY-08 15 KITS							[15]	
TOTAL INSTALL								19
TOTAL COST (BP-1100)								19 35.300
(Totals may not add due to rounding)								
INSTALLATION QTY								19

Method of Implementation: CONTRACT FIELD TEAM

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>
Contract Date (Month/CY)				07/07	
Delivery Date (Month/CY)					10/07

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: H-1				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$6.470	\$33.961	\$40.421	\$18.949	\$9.872	\$2.135	\$2.211	

This line item funds modifications to the UH-1N aircraft. The two engine UH-1N is a light, utility helicopter primarily used for missile site and range support and distinguished visitor airlift support. The modifications in FY07 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P-S	8846	UH-1N TAIL BOOM REPLACE	0.4	2.6	4.8	3.8	3.8				15.2
TOTAL FOR CLASS P-S			0.4	2.6	4.8	3.8	3.8	0.0	0.0	0.0	15.2
P	_1135	UH-1N SIMULATOR UPGRAD				8.6	0.5				9.1
	_2802	HUEY II MODERNIZATION	5.1	28.3	31.6	5.7	5.2	0.6	0.7		77.9
	8839	NIGHT VISION INSTRUMENT		1.0	2.7						3.7
	99999X	LOW COST MODIFICATIONS	0.5	0.3	1.4	0.9	0.4	1.5	1.6		8.7
	Z88888	REPROGRAMMINGS	0.5	1.7							
TOTAL FOR CLASS P			6.1	31.4	35.6	15.2	6.1	2.1	2.2	0.0	99.4
TOTAL FOR WEAPON SYSTEM H-1			6.5	34.0	40.4	19.0	9.9	2.1	2.2	0.0	114.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 62	PAGE NO. 1	
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02/16/2006
 FY 2007 PB
 Modification Title and No: UH-1N SIMULATOR UPGRADE MN-_1135

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: UH-1N

Center: AETC Randolph AFB San Antonio, TX

PE 0207597F

Team AIR

Description/Justification

This program will modify and upgrade UH-1N Operational Flight Trainers at Kirtland AFB, NM due to component obsolescence. These efforts are part of a collaborative investment strategy that will simultaneously upgrade simulators for the HH-60G, MC-130H, and MC-130P aircraft systems. The concurrent upgrades are designed to leverage system synergies and maximize investment with minimum downtime. UH-1N Simulator components to be upgraded include: image generators, host computers, Electronic Warfare (EW) equipment, instructor operator and motion stations. Pilot simulator training is more efficient and provides greater throughput than actual aircraft training.

Aircraft Breakdown: Active 1, Reserve 0, ANG 0, Total 1

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									1	7.548		
EQUIP NONREC										0.750		
CHANGE ORDERS										0.200		0.075
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC										0.100		0.100
INSTALLATION OF HARDWARE												
FY-08												
1 KITS											[1]	0.328
TOTAL INSTALL											1	0.328
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)									1	8.598		0.503
INSTALLATION QTY												1

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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	7.548
EQUIP NONREC								
CHANGE ORDERS								0.750
DATA								0.275
SIM/TRAINER								
SUPPORT-EQUIP								
OGC								0.200
INSTALLATION OF HARDWARE								
FY-08							[1]	0.328
TOTAL INSTALL							1	0.328
TOTAL COST (BP-1100)							1	9.101
(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-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)					12/07
Delivery Date (Month/CY)					04/09

Installation Schedule

Quarter	<u>FY-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																								
Output																							1	
																								1

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: HUEY II MODERNIZATION MN- 2802

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

Models of Aircraft Affected: UH-1H

Center: AETC Randolph AFB San Antonio, TX

PE 84747F

Team

Description/Justification

This program will modernize existing UH-1H airframes and convert them into a Huey II helicopter configuration. The U.S. Army has trained USAF H-1 pilots since 1972 at no cost due to excess capacity. As of 1 Oct 2004, the Army will transition to a new flight school and train on a new airframe to better meet internal Army requirements and will no longer have the resources to train AF pilots. Due to currently mandated specialized undergraduate helicopter pilot training requirements, the USAF will take possession of forty former Army UH-1H aircraft (twenty four operational and sixteen for parts).

The modifications will be conducted at a contractor facility and be installed real-time. Planned changes include upgrading/replacing the engine, transmission, gearbox, rotor blades, tail boom and drive system. These efforts will yield an increased internal payload and an enhanced avionics suite. The improved reliability and maintainability of the Huey II will result in a helicopter that requires significantly less maintenance time than that for the UH-1H. This industry-standard modernization program is a cost effective specialized undergraduate helicopter pilot training solution that will ensure the reliability and supportability of the aircraft through 2025.

FY 2005 funds will modify one UH-1H airframes as the trial install aircraft to the Huey II configuration.
FY 2006 funds will modify nine UH-1H airframes to a Huey II configuration.
FY 2007 funds will modify nine UH-1H airframes to a Huey II configuration.
FY 2008 funds will modify one UH-1H airframes to a Huey II configuration.
FY 2009 funds will modify one UH-1H airframes to a Huey II configuration.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>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]	5.088	[9]	27.841	[9]	31.028	[1]	5.278	[1]	4.846
EQUIP NONREC												
CHANGE ORDERS						0.386		0.425		0.301		0.279
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.753		0.015		0.100		0.100		0.100		0.100

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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)		0.753		5.103		28.327		31.553		5.679		5.225
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							[21]	74.081
EQUIP NONREC								
CHANGE ORDERS								1.391
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
OGC		0.594		0.654				2.416
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		0.594		0.654				77.888
INSTALLATION QTY								

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

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																																

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Modification Title and No: NIGHT VISION INSTRUMENT COCKPIT LIGHTING MN-8839

Models of Aircraft Affected: UH-1N

Center:

PE

Team

Description/Justification

This program will modify all UH-1N cockpit lighting making them compatible with Night Vision Goggles (NVGs). Incompatible cockpit lighting configurations fail to illuminate vital switches and gauges, disable critical monitoring/warning devices, contribute to spatial disorientation, and are a contributing factor to mishaps. The need for real-world threat missions and realistic training necessitates NVG operations--higher risk factor for crews without NVG compatible lighting.

Aircraft Breakdown: Active 62, Reserve 0, ANG 0, Total 62

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					17	0.652	45	2.119				
KITS NONRECUR					[1]	0.318						
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[2]	0.443				
SUPPORT-EQUIP												
INSTALL												
OGC						0.037						
FLT TEST												
INSTALLATION OF HARDWARE												
FY-06		17 KITS			[17]	0.039						
FY-07		45 KITS					[45]	0.136				
TOTAL INSTALL					17	0.039	45	0.136				
TOTAL COST (BP-1100)					17	1.046	45	2.698				
(Totals may not add due to rounding)												
INSTALLATION QTY					17		45					

Fact Sheet: H-1 MN-8839 NIGHT VISION INSTRUMENT COCKPIT LIGHTING
(Continued)

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							62	2.771
KITS NONRECUR EQUIPMENT							[1]	0.318
EQUIP NONREC CHANGE ORDERS DATA								
SIM/TRAINER							[2]	0.443
SUPPORT-EQUIP INSTALL OGC								0.037
FLT TEST								
INSTALLATION OF HARDWARE								
FY-06 17 KITS							[17]	0.039
FY-07 45 KITS							[45]	0.136
TOTAL INSTALL							62	0.175
TOTAL COST (BP-1100) (Totals may not add due to rounding)							62	3.744
INSTALLATION QTY							62	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

Quarter	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input										17			15	15		
Output										17			15	15	15	15

02/16/2006
 FY 2007 PB
 Modification Title and No: UH-1N TAIL BOOM REPLACEMENT MN-8846

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: UH-1N

Center:

PE

Team

Description/Justification

Tail Boom Replacement: Replaces the original tail boom with a new tail boom

Aircraft Breakdown: Active 62, Reserve , ANG , Total 62

Development Status

None Required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					9	2.406	20	4.600	16	3.680	16	3.680
KITS NONRECUR			1	0.210								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.078		0.093		0.121				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.025		0.075		0.075		0.075		0.074
FLT TEST				0.042								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			1	0.355	9	2.574	20	4.796	16	3.755	16	3.754

Fact Sheet: H-1 MN-8846 UH-1N TAIL BOOM REPLACEMENT
(Continued)

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	14.366
KITS NONRECUR EQUIPMENT							1	0.210
EQUIP NONREC CHANGE ORDERS								
DATA								0.292
SIM/TRAINER SUPPORT-EQUIP								
OGC								0.324
FLT TEST								0.042
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							62	15.234

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: LOW COST MODIFICATIONS

Center: WRALC Robins AFB GA

PE 0101235F

Team SPACE

Description/Justification

Low cost modifications.

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		2.125		0.477		0.316		1.374		0.917		0.390
TOTAL COST (BP-1100)		2.125		0.477		0.316		1.374		0.917		0.390
(Totals may not add due to rounding)												

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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		1.541		1.557				8.697
TOTAL COST (BP-1100)		<u>1.541</u>		<u>1.557</u>				<u>8.697</u>
(Totals may not add due to rounding)		1.541		1.557				8.697

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

**BUDGET ITEM JUSTIFICATION
(EXHIBIT P-40)**

DATE
February 2006

APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HH-60			
	2005	2006	2007	2008	2009	2010	2011
COST (In Mil)	\$102.407	\$50.812	\$16.738	\$27.927	\$4.665	\$6.590	\$4.688

This line item funds modifications to the HH-60 helicopter. The HH-60 is a twin engine, aerial refuelable helicopter capable of performing combat search and rescue missions day or night. The major modification effort budgeted in FY07 is to upgrade the communications and navigations systems. Specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_1072	Dual Enginer Contingency Pow	3.4	3.2	3.8	3.5	2.0				15.9
	6590	INSTALLATION OF SELF PRO	3.4								38.4
	8258	FLIR	9.2								37.5
	8496	KIRTLAND SIM UPGRADES	2.5	11.5	3.3	19.3	0.5				37.1
	8560	SERVICE LIFE EXTENSION P	6.6	0.1	2.5						13.0
	8834	Improved Hover Infra-Red Supp	4.7								4.7
	8835	Improved Ballistic Armor Sub-S	1.7								1.7
	99999S	SERVICE BULLETINS						6.5	4.6		11.1
	99999X	LOW COST MODIFICATIONS	0.2	0.1	0.1	0.1	0.1	0.1	0.1		1.2
	ARR	701C ENGINE AND GEARBOX	35.1	12.5	1.4	1.1					71.6
	T8415	UPGRADE COMMUNICATION	35.6	21.1	5.7	3.9	2.1				166.7
	Z88888	REPROGRAMMINGS	0.0	2.5							
TOTAL FOR CLASS P			102.4	51.0	16.8	28.0	4.7	6.6	4.7	0.0	399.0
TOTAL FOR WEAPON SYSTEM HH-60			102.4	51.0	16.8	28.0	4.7	6.6	4.7	0.0	399.0

Totals may not add due to rounding.

02/16/2006
 FY 2007 PB
 Modification Title and No: Dual Enginer Contingency Power MN-_1072

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

Description/Justification

Dual Engine Contingency Power:

The USAF has a requirement to provide the availability of maximum engine power to the HH-60G Combat Search and Rescue (CSAR) Helicopter. This program modifies 101 HH60G Helicopters with a Dual Engine Control Unit capability which allows the use of maximum engine power during emergency/power constrained situations. This modification will provide extra power availability to assist in preventing uncontrolled impacts with the ground as a result of limited power during high altitude, high temperature and high gross weight conditions. This modification will also upgrade the existing H-60 Weapon System Trainer and H-60 Operational Flight Trainer.

Note: Installation cost for Trial Install kit and installation is accounted for in the NRE line.

Aircraft Breakdown: Active 68, Reserve 15, ANG 18, Total 101

Development Status

No RDT&E Required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			10	0.200	31	0.620	31	0.810	28	0.890		
KITS NONRECUR			1	1.330								
EQUIPMENT			[10]	0.500	[31]	1.400	[31]	1.700	[28]	1.750		
EQUIP NONREC												
CHANGE ORDERS						0.120		0.260				0.150
DATA				0.500		0.200						0.185
SIM/TRAINER					[2]	0.400						
SUPPORT-EQUIP				0.250								
FLT TEST				0.500								
OGC				0.120		0.160		0.160		0.010		0.135
INSTALLATION OF HARDWARE												
FY-05			11	KITS	[1]		[10]	0.300				
FY-06			31	KITS								
FY-07			31	KITS			[31]	0.870				
FY-08			28	KITS					[31]	0.900		
TOTAL INSTALL			1		10	0.300	31	0.870	31	0.900	28	1.500
TOTAL COST (BP-1100)			11	3.400	31	3.200	31	3.800	28	3.550		1.970
(Totals may not add due to rounding)												
INSTALLATION QTY			1		10		31		31		28	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							100	2.520
KITS NONRECUR							1	1.330
EQUIPMENT							[100]	5.350
EQUIP NONREC								
CHANGE ORDERS								0.530
DATA								0.885
SIM/TRAINER							[2]	0.400
SUPPORT-EQUIP								0.250
FLT TEST								0.500
OGC								0.585
INSTALLATION OF HARDWARE								
FY-05	11 KITS						[11]	0.300
FY-06	31 KITS						[31]	0.870
FY-07	31 KITS						[31]	0.900
FY-08	28 KITS						[28]	1.500
TOTAL INSTALL							101	3.570
TOTAL COST (BP-1100)							101	15.920
(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>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)		05/05	11/05	11/06	11/07	11/08
Delivery Date (Month/CY)		08/05	11/06	11/07	11/08	11/09

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					1				3	2	3	2	8	8	8	7	8	8	8	7	10	10	8	
Output									1	3	2	3	2	8	8	8	7	8	8	8	7	10	10	8

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

Modification Title and No: INSTALLATION OF SELF PROTECTION SYSTEM MN-6590

Models of Aircraft Affected: HH60

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

Description/Justification

The USAF has a requirement for the Electronic Combat Equipment for HH60G helicopter. This modification will relocate the existing aft. AN/APR-39A antenna, add the AN/AAR47 Missile Warning System (MWS), replace the M-130/ALE-40 Countermeasure Defense system (CMDS) with the AN/ALE-47 CMDS and add provisions for future integration of these systems with RWR. Funds have been reallocated from the HH-60G Upgraded Communications, Navigation/Integrated EW (UCN/IEW) modification to increase quantities of SPS to be fielded in the near term and to complete SPS on active and ANG HH60Gs. (23) SPS upgrades of Reserve HH60Gs were funded in a separate program. AAR-47 system deficiency will be resolved in FY05 with an O/I level kit for 102 helicopters.

Aircraft Breakdown: Active 64, Reserve 0, ANG 18, Total 82

Development Status

Development is complete.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	82	11.643										
KITS NONRECUR		0.185										
EQUIPMENT	82	8.349										
EQUIP NONREC												
CHANGE ORDERS		4.326		1.913								
DATA		0.340										
SIM/TRAINER			[1]	0.200								
SUPPORT-EQUIP		1.500										
OGC		0.876		0.145								
FLIGHT TEST												
INSTALLATION OF HARDWARE												
FY-99	8 KITS	8	0.909									
FY-00	16 KITS	16	1.600									
FY-01	18 KITS	18	1.800									
FY-02	18 KITS	18	1.800									
FY-03	16 KITS	16	1.735									
FY-04	6 KITS			[6]	1.110							
TOTAL INSTALL		76	7.844	6	1.110							
TOTAL COST (BP-1100)		82	35.063		3.368							
(Totals may not add due to rounding)												
INSTALLATION QTY		76		6								

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							82	11.643
KITS NONRECUR								0.185
EQUIPMENT							[82]	8.349
EQUIP NONREC								
CHANGE ORDERS								6.239
DATA								0.340
SIM/TRAINER							[1]	0.200
SUPPORT-EQUIP								1.500
OGC								1.021
FLIGHT TEST								
INSTALLATION OF HARDWARE								
FY-99	8 KITS						[8]	0.909
FY-00	16 KITS						[16]	1.600
FY-01	18 KITS						[18]	1.800
FY-02	18 KITS						[18]	1.800
FY-03	16 KITS						[16]	1.735
FY-04	6 KITS						[6]	1.110
TOTAL INSTALL							82	8.954
TOTAL COST (BP-1100)							82	38.431
(Totals may not add due to rounding)								
INSTALLATION QTY							82	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

02/16/2006
 FY 2007 PB
 Modification Title and No: FLIR MN-8258

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

Description/Justification

Purchases state-of-the-art Forward Looking Infrared Systems (FLIRS) to equip Combat Search and Rescue HH-60G helicopters currently without FLIRS with improved ability to navigate and to acquire/identify survivors at night. Improved imagery will provide necessary resolution to distinguish friendlies from adversaries during rescue of downed aircrews. These FLIRS will also provide the ability to detect obstacles/hazard when flying at low altitude.

Note: O/I level installs. No schedule provided.

Aircraft Breakdown: Active 48, Reserve 10, ANG 3, Total 61

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	41	25.969	16	9.180								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ICS												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	41	28.302	16	9.180								

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT							57	35.149
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
ICS								2.333
TOTAL COST (BP-1100)							57	37.482
(Totals may not add due to rounding)								

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 18 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-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)		09/95				12/96							06/04	12/04	12/05
Delivery Date (Month/CY)		03/97				12/97							06/05	12/05	12/06

02/16/2006
 FY 2007 PB
 Modification Title and No: KIRTLAND SIM UPGRADES MN-8496

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60 Sim

Center: OO-ALC - Hill AFB, UT

PE 0207224F

Team AIR

Description/Justification

HH-60 Weapons System Trainer (WST) and Operational Flight Trainer (OFT) are sole Air Force training devices used to provide initial, upgrade, instructor, and simulator refresher training to CSAR HH-60 Helicopter aircrew members. The training devices provide high fidelity simulations of the HH-60G Helicopter cockpit and trains aircrew in aircraft system performance and flight characteristics. Accurate simulation is vital to the safe operation of the aircraft. The current upgrade efforts are intended to vastly improve the fidelity of the training devices. These modifications to the simulator systems will upgrade the obsolete image generators, host computers, avionics, and Electronic Warfare (EW) equipment. Additional computer capacity will enable continued operation of the training devices and concurrency with the aircraft. These efforts will also correct known deficiencies in helicopter aerodynamics model and more accurately replicate the actual high altitude performance of the aircraft. Helicopter mishaps in SWA and CONUS have been attributed to aircrew unfamiliarity with high altitude helicopter operations. All efforts run an average of 16 months to complete, but are dependant on training schedule and mission priority.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

N/A - No RDT&E Required

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[1]	2.460	[1]	11.500	[1]	3.300	[1]	19.298	[1]	0.524
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				2.460		11.500		3.300		19.298		0.524
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	<u>FY-10</u>		<u>FY-11</u>		<u>TO COMP</u>		<u>TOTAL</u>	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER							[5]	37.082
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)								37.082
INSTALLATION QTY								

Method of Implementation: CLS

Initial Lead Time: 25 Months

Follow-On Lead Time: 15 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	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																																

02/16/2006
 FY 2007 PB
 Modification Title and No: SERVICE LIFE EXTENSION PROGRAM MN-8560

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

Description/Justification

The USAF has established a requirement for HH-60G helicopters to extend use as their primary Combat Search and Rescue (CSAR) helicopter through CY2015. Because of the H-60 Personal Recovery Vehicle program, the SLEP program has been restructured to a Structural Integrity Program (SIP). Current in Service estimates indicate the helicopter structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. This modification funds SIP for 10 of the oldest HH-60Gs, which were procured in FY81 and FY82 and 19 FY87-FY89 HH-60s with the highest flying hours. Program will be executed in two phases. The first phase is the tail rotor pylon and the second phase will incorporate the remainder of mission critical areas identified to add 10,000 flight hours to the airframe. Funding for the installation of the tail install kits is paid for in the NRE lines. First tail pylon install was in FY04. The first phase two install begins in FY06. With past program budget cuts, inflation cost and scope of mod increases, current funding profile will accomplish 10 tail pylon modifications and 7 complete aircraft SIP modifications through FY06.

Note: Total installs consist of 10 tail pylon SIP kits and 7 acft SIP kits

Aircraft Breakdown: Active 17, Reserve 0, ANG 0, Total 17

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	9	0.200	6	0.696								
KITS NONRECUR	1	3.121	1	5.579								
EQUIPMENT												
EQUIP NONREC		0.080										
CHANGE ORDERS		0.200		0.100								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.209		0.010		0.050		0.050				
OGC												
INSTALLATION OF HARDWARE												
FY-01	1											
FY-04			9	0.239								
FY-05							7	2.470				
TOTAL INSTALL	1		9	0.239			7	2.470				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	10	3.810	7	6.624		0.050		2.520				
INSTALLATION QTY	1		9				7					

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

Modification Title and No: Improved Hover Infra-Red Suppression System MN-8834

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

Description/Justification

The USAF has a requirement to perform CSAR missions in high altitude and high hot conditions. This program modifies the USAF HH-60 CSAR helicopter with bolt on engine induction cooling system to decrease IR signature and increase available engine shaft horsepower to enable the crew to perform the CSAR mission in those environments. Installations will be performed at the O/I level.

Aircraft Breakdown: Active 53, Reserve 15, ANG 18, Total 86

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			46	4.370								
KITS NONRECUR EQUIPMENT			1	0.192								
EQUIP NONREC CHANGE ORDERS												
DATA				0.088								
SIM/TRAINER SUPPORT-EQUIP												
FLIGHT TEST				0.020								
OGC				0.030								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			47	4.700								

Fact Sheet: HH-60 MN-8834 Improved Hover Infra-Red Suppression System
(Continued)

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							46	4.370
KITS NONRECUR EQUIPMENT							1	0.192
EQUIP NONREC CHANGE ORDERS								
DATA								0.088
SIM/TRAINER SUPPORT-EQUIP								
FLIGHT TEST								0.020
OGC								0.030
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							47	4.700

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 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)			03/07

02/16/2006
 FY 2007 PB

Modification Title and No: Improved Ballistic Armor Sub-System MN-8835

Models of Aircraft Affected: HH-60G

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

PE 0207224F Team AIR

Description/Justification

The 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% weight reduction that meets or exceeds the same ballistic suppression of the current armor.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			26	1.300								
KITS NONRECUR			1	0.150								
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.200								
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST				0.034								
OGC				0.016								
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			27	1.700								

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							26	1.300
KITS NONRECUR EQUIPMENT							1	0.150
EQUIP NONREC CHANGE ORDERS								
DATA								0.200
SIM/TRAINER SUPPORT-EQUIP								
FLIGHT TEST								0.034
OGC								0.016
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)							27	1.700

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

02/16/2006
 FY 2007 PB
 Modification Title and No: 701C ENGINE AND GEARBOX UPGRADE MN-ARR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

PE 0207224F

Team AIR

Description/Justification

701C Engine and Gearbox Description/Justification

This program modifies 36 pre-1990 HH-60Gs with an improved durability gearbox, rotor-brake, and T-701C engines. 13 ANG modifications were previously completed under this program but competing priorities delayed funding for Active Component aircraft until FY05. Remaining 22 aircraft will be upgraded with the new engines, improved gearbox, and rotor-brake beginning in FY05 (17 in FY05 and five in FY06). Additionally, six 1991 transition aircraft were produced with T701C engines and improved gearbox but require rotor-brake modification (all six in FY07). The funding profile allows concurrent installation at multiple locations in minimum time with minimal impact to aircraft availability. This modification increases power available by 20% providing acceptable power margins at high altitudes and in hot environments. These are the last 22 aircraft in the fleet of 104 that require this modification. Completion will standardize the fleet.

Note: Last 6 kits are Rotor Brake kits for 87-89 model H-60 which were received from SAC with 701C engines and durability gearboxes. The lead time for procurement of the R/B kits is less than 18 months.

Aircraft Breakdown: Active 23, Reserve 0, ANG 13, Total 36

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	0.182	17	13.175	5	3.875	1	0.500				
KITS NONRECUR		0.745										
EQUIPMENT	13	4.870										
EQUIP NONREC												
CHANGE ORDERS												
DATA				0.100				0.090				
SIM/TRAINER												
SUPPORT-EQUIP		0.068										
ENGINE	22	12.875	[34]	21.713	[10]	5.763						
OGC		0.913		0.149		0.264		0.125		0.010		

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-98	6	0.706										
FY-99	7	1.120										
FY-05	17				[17]	2.550						
FY-06	5						[5]	0.725				
FY-07	1									[1]	1.118	
TOTAL INSTALL	13	1.826			17	2.550	5	0.725	1	1.118		
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	13	21.479	17	35.137	5	12.452	1	1.440		1.128		
INSTALLATION QTY	13				17		5		1			

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							36	17.732
KITS NONRECUR								0.745
EQUIPMENT							[13]	4.870
EQUIP NONREC								
CHANGE ORDERS								
DATA								0.190
SIM/TRAINER								
SUPPORT-EQUIP								0.068
ENGINE							[66]	40.351
OGC								1.461
INSTALLATION OF HARDWARE								
FY-98	6	KITS					[6]	0.706
FY-99	7	KITS					[7]	1.120
FY-05	17	KITS					[17]	2.550
FY-06	5	KITS					[5]	0.725
FY-07	1	KITS					[1]	1.118
TOTAL INSTALL								36
TOTAL COST (BP-1100)								6.219
(Totals may not add due to rounding)								36
TOTAL COST (BP-1100)								71.636
INSTALLATION QTY								36

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>	<u>FY-07</u>	<u>FY-08</u>
Contract Date (Month/CY)		09/98	06/99						05/05	11/05	11/06	11/07
Delivery Date (Month/CY)		09/99	12/00						11/06	05/07	05/08	05/09

Installation Schedule

	<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter																																
Input													6	2	2	1																
Output													6	2	2	2	1															
Quarter																																
Input					4	4	4	5	1	1	1	2	1																			
Output									4	4	4	5	1	1	1	1	2	1														

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Modifies the HH60G fleet with upgraded communications and navigation systems and integrated electronic warfare systems through a four phase sequential approach (also known as Block 152 upgrade). The HH60G Self Protection System (Mod 6590) is a prerequisite. Phase A adds SATCOM over-the-horizon communications (FY00-FY05). i486 CDU upgrade (Mod 8494) is a prerequisite to Phase B which adds HAVE CSAR for near-real-time threat/survivor awareness (FY01-FY05). Phase C provides external mounting of weapons systems (FY02-FY07). Phase D adds next generation radar warning receiver, corrects night vision goggle (NVG) interior/exterior lighting deficiencies, and adds NVG helmet mounted heads-up display (FY03-FY09). This modification corrects human factors, safety, and mission equipment deficiencies dating back to Operation DESERT STORM and significantly increases survivability. Due to the limited availability of these Low Density/High Demand aircraft, down time will be minimized by concurrent phase installations as much as possible. Installations are conducted by multiple methods (contractor facility or contractor field team) depending on phase. Initial and follow-on lead times as well as kit costs vary depending on phase and equipment complexity. In FY00 the program was restructured and the modification redesigned. The result was a four phase approach requiring four additional trial installs (five trial and 415 production installs for a total of 420 installs for 104 aircraft). Eight AFRC HH-60G aircraft were realigned in FY03/04 to Active Duty.

See remarks section for background information regarding FY00 program restructure.

Note: FY05 and FY06 installs obscure due to procurement of FY05/FY06 GM/AHS kits in FY05. GM/AHS kits are O/I level installation.

Aircraft Breakdown: Active 71, Reserve 15, ANG 18, Total 104

Development Status

Non-recurring engineering (NRE) for Block A will be completed by 4Q FY00. NRE for Block B begins FY00, completes FY01. NRE for Block C will begin FY02, complete FY03.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	302	18.382	69	14.268	27	2.978	8	0.227	6	0.150	3	0.088
KITS NONRECUR	5	19.111										
EQUIPMENT	137	28.305	[26]	19.279	[27]	16.051	[8]	3.748	[6]	3.300	[3]	1.047
EQUIP NONREC	3	4.487										
CHANGE ORDERS	1	2.464		0.220		0.636						
DATA		1.645		0.100		0.100		0.089				
SIM/TRAINER	5	5.902	[1]	0.050			[1]	0.017				
SUPPORT-EQUIP		3.773		0.076		0.050		0.050				
ICS												
OGC		5.423		0.694		0.236		0.200		0.055		0.109
FLIGHT TEST		4.563		0.050		0.050		0.050				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-00	23	0.600										
FY-01	42	0.800										
FY-02	91	1.340										
FY-03	96	1.577										
FY-04	50		[50]	0.907								
FY-05	69				[69]	0.958						
FY-06	27						[27]	1.287				
FY-07	8								[8]	0.436		
FY-08	6										[6]	0.513
FY-09	3										[3]	0.305
TOTAL INSTALL	252	4.317	50	0.907	69	0.958	27	1.287	8	0.436	9	0.818
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	302	98.372	69	35.644	27	21.059	8	5.668	6	3.941	3	2.062
INSTALLATION QTY	252		50		69		27		8		9	

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							415	36.093
KITS NONRECUR							[5]	19.111
EQUIPMENT							[207]	71.730
EQUIP NONREC							[3]	4.487
CHANGE ORDERS							[1]	3.320
DATA								1.934
SIM/TRAINER							[7]	5.969
SUPPORT-EQUIP								3.949
ICS								
OGC								6.717
FLIGHT TEST								4.713
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]	1.287
FY-07	8 KITS						[8]	0.436
FY-08	6 KITS						[6]	0.513
FY-09	3 KITS						[3]	0.305
TOTAL INSTALL							415	8.723
TOTAL COST (BP-1100)							415	166.746
(Totals may not add due to rounding)								
INSTALLATION QTY							415	

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

		<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
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	13	13	12	12	17	17	17	18	7	7	7	6	3	2	2	1	5	4															
Output	24	13	13	12	12	17	17	17	18	7	7	7	6	3	2	2	1	5	4														

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: HAEUAV				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.000	\$0.000	\$11.309	\$23.681	\$78.566	\$95.598	\$64.093	

This line item funds Global Hawk SIGINT to High Altitude Endurance Unmanned Vehicle. The primary modification budgeted in FY07 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-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>COST TO GO</u>	<u>TOTAL PROG</u>
P	470001	GH Aircraft Mods			6.7	23.7	72.6	92.0	60.5		255.4
	470003	GH Ground Station Mods			4.6		6.0	3.6	3.6		17.8
TOTAL FOR CLASS P			0.0	0.0	11.3	23.7	78.6	95.6	64.1	0.0	273.2
TOTAL FOR WEAPON SYSTEM HAEUAV			0.0	0.0	11.3	23.7	78.6	95.6	64.1	0.0	273.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 64	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: GH Aircraft Mods MN-470001

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: HAEUAV Class P

Models of Aircraft Affected: RQ-4A and RQ-4B

Center: ASC - Wright Patterson AFB, OH

PE 0305220F

Team INFO

Description/Justification

The Global Hawk System provides high altitude, deep look, long endurance intelligence, surveillance, and reconnaissance (ISR) capability that complements space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

The Global Hawk System is comprised of an aircraft, a ground segment, and a support segment. The aircraft is a fully autonomous, high altitude, long endurance remotely piloted aircraft (RPA). The RQ-4A is an imagery intelligence-collecting RPA designed to carry 2,000 pounds of payload. The RQ-4B is a multi-intelligence collecting RPA designed to carry a 3,000-pound payload. Payload designs include a Synthetic Aperture Radar (SAR) with Ground Moving Target Indicator (GMTI) capability, an Electro-Optical (EO)/Infrared (IR) camera, Signals Intelligence (SIGINT), and the Multi-Platform Radar Technology Insertion Program (MP-RTIP). The user will determine the optimal payload configuration and quantity for each aircraft based on current 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, etc. to enable the Global Hawk System. The Global Hawk System will continue to evolve and upgrade its capabilities to satisfy new requirements and address reliability and maintainability issues as they arise.

The RQ-4A aircraft, RQ-4B aircraft, and Ground Stations will be continually modified to maintain pace with the evolving threat and the increasing capabilities included in spiral development. These planned modifications include aircraft and ground station retrofits to incorporate new capabilities or meet mandated equipment standards.

Footnote: Not all equipment purchases install in the same year. Some aircraft modifications have 30 month lead times between long-lead purchases and actual install.

Details:

FY07 - Total BP11 = \$11.309M

- o Ground Station Mods = \$4.623M: see "GH Ground Station Mods" document for details
- o Aircraft Mods = \$0.0M: no aircraft mods in FY2007
- o Reprogram = \$6.686M: Global Hawk program will internally reprogram these funds to the Global Hawk program BP10 funding line during FY2007 execution year. This enables a Department approved restructure to reduce program risk.

Aircraft Breakdown: Active 54, Reserve 0, ANG 0, Total 54

Development Status

RQ-4A is fielded and is approaching completion of production. RQ-4B is in development and is undergoing further spiral development/upgrades. RQ-4B first production lot was awarded in 2004. Ongoing modifications support emerging requirements and reliability and maintainability issues.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.028
KITS NONRECUR												
EQUIPMENT											[5]	69.267
EQUIP NONREC												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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												
REPROGRAM							6.686		23.681			3.258
INSTALLATION OF HARDWARE												
FY-09			2	KITS								
FY-10			0	KITS								
FY-11			15	KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)							6.686		23.681		2	72.553
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS			15	1.209			17	1.237
KITS NONRECUR								
EQUIPMENT	[3]	50.287	[17]	36.972			[25]	156.526
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
REPROGRAM		34.434		20.963				89.022
INSTALLATION OF HARDWARE								
FY-09			2 KITS					
FY-10	[2]	7.278					[2]	7.278
FY-11			15 KITS				[7]	1.377
TOTAL INSTALL	2	7.278	7	1.377			9	8.655
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)		91.999	15	60.521			17	255.440
INSTALLATION QTY	2		7				9	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>
Contract Date (Month/CY)						12/08	12/09	12/10
Delivery Date (Month/CY)						05/10	02/11	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>				<u>FY-11</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: GH Ground Station Mods MN-470003

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: HAEUAV Class P

Models of Aircraft Affected: RQ-4A and RQ-4B

Center: ASC - Wright Patterson AFB, OH

PE 0305220F Team INFO

Description/Justification

The Global Hawk System provides high altitude, deep look, long endurance intelligence, surveillance, and reconnaissance (ISR) capability that complements space and other airborne collectors during peacetime, crisis, and war-fighting scenarios.

The Global Hawk System is comprised of an aircraft, a ground segment, and a support segment. The aircraft is a fully autonomous, high altitude, long endurance remotely piloted aircraft (RPA). The RQ-4A is an imagery intelligence-collecting RPA designed to carry 2,000 pounds of payload. The RQ-4B is a multi-intelligence collecting RPA designed to carry a 3,000-pound payload. Payload designs include a Synthetic Aperture Radar (SAR) with Ground Moving Target Indicator (GMTI) capability, an Electro-Optical (EO)/Infrared (IR) camera, Signals Intelligence (SIGINT), and the Multi-Platform Radar Technology Insertion Program (MP-RTIP). The user will determine the optimal payload configuration and quantity for each aircraft based on current 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, etc. to enable the Global Hawk System. The Global Hawk System will continue to evolve and upgrade its capabilities to satisfy new requirements and address reliability and maintainability issues as they arise.

The RQ-4A aircraft, RQ-4B aircraft, and Ground Stations will be continually modified to maintain pace with the evolving threat and the increasing capabilities included in spiral development. These planned modifications include aircraft and ground station retrofits to incorporate new capabilities or meet mandated equipment standards.

Footnote : Not all equipment purchases install in the same year. Some ground station equipment modification have long-lead purchases as much as 25 months in advance of the actual install.

Details:

FY07 - Total BP11 = \$11.309M

- o Ground Station Mods = \$4.623M: purchases equipment and install kits for Ground Station Enhancements [i.e. Ground Segment Retrofits (2 - Equipment (E), etc.). Installs occur in FY2009.
- o Aircraft Mods = \$0.0M: see "GH Aircraft Mods" document
- o Reprogram = \$6.686M: Global Hawk program will internally reprogram these funds to the Global Hawk BP10 funding line during FY2007 execution year. This enables a Department approved restructure to reduce program risk. See "GH Aircraft Mods" document for reprogramming details.

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

Development Status

RQ-4A is fielded and is approaching completion of production. RQ-4B is in development and is undergoing further spiral development/upgrades. RQ-4B first production lot was awarded in 2004. Ongoing modifications support emerging requirements and reliability and maintainability issues.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	0.115			2	0.023
KITS NONRECUR												
EQUIPMENT							[2]	4.508			[2]	1.325
EQUIP NONREC												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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												
INSTALLATION OF HARDWARE												
FY-07			2	KITS								
FY-09			2	KITS							[4]	4.665
FY-10			2	KITS								
FY-11			3	KITS								
TOTAL INSTALL											4	4.665
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)							2	4.623			2	6.013
INSTALLATION QTY											4	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	2	0.023	3	0.036			9	0.197
KITS NONRECUR EQUIPMENT	[2]	1.339	[3]	1.449			[9]	8.621
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-07 2 KITS							[4]	4.665
FY-09 2 KITS							[2]	2.237
FY-10 2 KITS	[2]	2.237					[3]	2.088
FY-11 3 KITS			[3]	2.088				
TOTAL INSTALL	2	2.237	3	2.088			9	8.990
TOTAL COST (BP-1100)	2	3.599	3	3.573			9	17.808
(Totals may not add due to rounding)								
INSTALLATION QTY	2		3				9	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$89.401	\$45.332	\$43.733	\$279.539	\$385.374	\$508.996	\$654.881	

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 FY07 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY07, is Roll-On Beyond Line of Sight Tactical Data Link, and Full Combat Mission Training. Other modifications budgeted and programmed are listed shown below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	_9783	Link-16 Support and Sustainme	2.0	3.0	2.8		9.6	9.8	10.0		37.2
	1000	COMBAT AIR FORCES RESC			1.0	4.9	0.6				6.5
	4501	EHF SATCOM			8.1	123.5	152.9	287.6	327.0	2,312.3	3,211.2
	8666	PRECISION ATTACK SYSTEM	7.6								72.2
	8668	Advanced Targeting Pod Modifi	7.6	0.8	0.8	0.8	0.9	0.9	0.9		12.7
	8669	Full Combat Mission Training			10.6	80.6	37.5	15.1	2.1		146.0
	8728	DEPOT MAINTENANCE (NON-	0.2	0.3	0.3	0.3	0.3				1.8
	8729	Theatre Airborne Reconnaissan	27.6								27.6
	8730	ROLL-ON BEYOND LINE-OF-S			11.5	14.6	12.6	26.3	26.6		91.6
	9860	JOINT TACTICAL RADIO SYS		17.6	0.0	50.5	165.9	169.2	288.2		691.4
	99999A	LOW COST SAFETY MODIFIC	0.0	0.3	0.1	0.1	0.1				0.3
	99999J	MISCELLANEOUS LOW COST	0.0	0.1							3.5
	99999X	LOW COST MODIFICATIONS	0.0	0.1	0.1	0.1	0.1				0.1
	CMWS	COMMON MISSILE WARNING	0.2	0.2	0.3						0.8
	E900	E-9A TELEMETRY SYSTEM U	4.8	0.3	0.1						10.6
	E901	Sea Surveillance Radar Upgrad				4.3	5.1	0.1	0.1		9.7
	STNGR7	F-16 STING R7 POD UPGRAD	13.4	20.7	7.3						41.4
	T8137	UHF SATCOM UPGRADE	25.8	2.1	1.0						213.4
	Z88888	REPROGRAMMINGS	0.1	0.0							

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 65	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: OTHER				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$89.401	\$45.332	\$43.733	\$279.539	\$385.374	\$508.996	\$654.881	

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 FY07 is to enhance capability and improve reliability and maintainability. The primary modification budgeted in FY07, is Roll-On Beyond Line of Sight Tactical Data Link, and Full Combat Mission Training. Other modifications budgeted and programmed are listed shown below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
TOTAL FOR CLASS P			89.5	45.4	43.9	279.7	385.6	509.0	654.9	2312.3	4578.0
	99999F	LOW COST MODIFICATIONS -		0.1	0.1	0.1	0.1	0.1	0.1		0.1
TOTAL FOR CLASS			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1
TOTAL FOR WEAPON SYSTEM OTHER			89.5	45.5	44.0	279.8	385.7	509.1	655.0	2312.3	4578.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 65	PAGE NO. 2	
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02/16/2006
 FY 2007 PB
 Modification Title and No: Link-16 Support and Sustainment MN-_9783

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P

Models of Aircraft Affected: KC-135

Center: ESC - Hanscom AFB, MA

PE 0207434F

Team LOG

Description/Justification

Tactical Data Links (TDL) are used in a combat environment to exchange information such as messages, data, radar tracks, target information, platform status, imagery, and command assignments. TDLs provide interoperability, local- and global connectivity, and situational awareness to the user when operating under rapidly changing operational conditions. TDLs are used by the Air Force, Army, Navy, and Marine Corps as part of theater Command and Control (C2) elements, weapons platforms, and sensors. TDLs include, but are not limited to: Link-16, Link-11, Situational Awareness Data Link (SADL), and Variable Message Format (VMF).

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. Beginning in FY05 ROBE Spiral-1 equipped KC-135s will be enhanced to Spiral-2, adding capabilities such as, but not limited to: SADL, Built in Test (BIT), Remote Control, and additional Satellite Communications (SATCOM) capability. One ROBE Spiral-2 Group A-kit and Group B-kit were developed with RDT&E funds from PE 0207434F. The remaining 19 Spiral-2 B-kits are procured in FY05 under two PEs: 0207434F (13 Group B-kits) and 0401839F (6 Group B-kits). Because the ROBE Spiral-2 capability can function with the Spiral-1 A-kit configuration, the remaining 39 Spiral-2 Group A-kits are scheduled for procurement in FY06-07.

Data Link Test Facility (DTF): The 46 TS is the Data Test Facility for the TDN Squadron comprised of equipment & manpower for TDL interoperability testing, operational support, & deficiency resolution. In order to equip this facility with the leading edge technology Hardware and Software Upgrades (e.g., terminals, other radios, antennas, s/w, etc.) are required in the interoperability testing labs and TDL Support Vehicles. FY06 - FY11 support equipment funds will provide technology refreshment and hardware upgrades to this facility.

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

Development Status

ROBE: The ROBE Spiral 2 capability will start in early FY05, funded in Link 16 Sup & Sus 0207434F. This is a short-term procurement effort building on the capabilities developed for ROBE-Spiral 1 Kits. All activities to support ROBE Spiral 1 KC-135 integration are complete. Forty (40) KC-135's were modified with Group A Spiral 1 hardware and 20 Group B Spiral 1 ROBE kits were purchased with FY02 DERF. These same 40 Group A kits and 20 Group B kits will be upgraded to the ROBE-Spiral 2 capability.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				9.578		3.370		1.500		1.560		1.622
PROCUREMENT (3010)												
INSTALL KITS						20	2.396		19	2.483		
KITS NONRECUR												
EQUIPMENT			[13]	2.046								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						0.600		0.300				9.598
TOTAL COST (BP-1100)				2.046		20	2.996		19	2.783		9.598
(Totals may not add due to rounding)												

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.687		1.755				21.072
PROCUREMENT (3010)								
INSTALL KITS							39	4.879
KITS NONRECUR								
EQUIPMENT							[13]	2.046
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		9.846		9.962				30.306
TOTAL COST (BP-1100)		9.846		9.962			39	37.231
(Totals may not add due to rounding)								

Method of Implementation:

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>
Contract Date (Month/CY)		06/05	02/06	12/06
Delivery Date (Month/CY)		09/05	05/06	03/07

02/16/2006
 FY 2007 PB

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

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							1.037		4.877			0.630
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							1.037		4.877			0.630
(Totals may not add due to rounding)							1.037		4.877			0.630

(Continued)

	FY-10		FY-11		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	
RDT&E (3600)									
PROCUREMENT (3010)									
INSTALL KITS									
KITS NONRECUR									
EQUIPMENT									
EQUIP NONREC									
CHANGE ORDERS									
DATA									
SIM/TRAINER								6.544	
SUPPORT-EQUIP									
TOTAL COST (BP-1100)	<hr/>								6.544
(Totals may not add due to rounding)								6.544	

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/16/2006
 FY 2007 PB
 Modification Title and No: EHF SATCOM MN-4501

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center: ESC - Hanscom AFB, MA

PE 0303601F Team SPACE

Description/Justification

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. FAB-T Increment 2 will provide robust secure 2-way Ku/Ka band SATCOM capability on High Altitude Endurance (HAE) Intelligence, Surveillance and Reconnaissance (ISR) aircraft to operate with current and future Ku frequency band commercial satellites and Ka on Wideband Gapfiller Satellite (WGS). FAB-T Increment 3 will provide XDR+ capabilities to platforms requiring High Data Rate EHF (45 Mbps) and Processed Ka (311 Mbps) communications in support of TSAT. Also included in the FAB-T program is the Advanced Multi-band Communications Antenna System (AMCAS) that provides a multi-beam, multi-band antenna that enables simultaneous connectivity to more than one satellite. This antenna addresses limited aircraft external surface area, historically high antenna integration costs and aerodynamic and low observability restrictions. It enables airborne weapon systems to support the warfighter's need for higher data rates for while providing a common solution for each platform.

This funding line modifies aircraft to maintain Single Integrated Operations Plan connectivity, procuring new equipment for B-2, B-52, RC-135, E-3, and E-8 aircraft currently lacking EHF connectivity. It will also equip the RQ-4 (Global Hawk) and MQ-1/MQ-9 (Predator) aircraft with Ku/Ka capable airborne terminals and platform specific antennas to operate with modified Wideband Gapfiller Satellites and Transformational Satellites (TSAT). The E-10 will receive FAB-T EHF and Ku/Ka equipment. Funding for crypto begins in FY07. Funding for production of terminals begins in FY08 following the production decision. Platforms receiving AMCAS antennas are the RC-135, E-3, E-4, E-8, F-35, F-15E, A-10, EC-130H and E-10. Installation of FAB-T equipment is supported in each aircraft Modification Title and Number (MN) so that costs and install kit quantities are not included below. Equipment unit costs vary by platform due to variations in content.

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

Development Status

Increment 1 risk reduction was completed in FY01; development began with contract award in FY02. Concurrent development and procurement in FY08-FY09 is necessary to resolve any software problems, perform aircraft integration and installation tests, conduct satellite testing and integration, and field upgrades through an incremental development acquisition strategy. Increment 2 risk reduction began in FY03; development began with contract award in FY05. AMCAS risk reduction began in FY04. System design and development will begin with contract award in FY08, with production commencing in FY10. See also RDT&E Budget Item Justification Sheet for Program Element 0303601F, 'MILSATCOM Terminals'.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		188.026		195.441		223.658		215.620		144.663		136.731
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									[25]	98.571	[30]	123.422
EQUIP NONREC							5.057					
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES										20.076		24.979
OGC							3.000			4.808		4.472

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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)								8.057		123.455		152.873
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		126.639		139.852				1370.630
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	[39]	241.275	[35]	282.593	[263]	2018.550	[392]	2764.411
EQUIP NONREC								5.057
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP		0.293		0.297		6.695		7.285
SPARES		37.267		35.055		260.341		377.718
OGC		8.735		9.010		26.734		56.759
INSTALLATION OF HARDWARE								
TOTAL INSTALL								
TOTAL COST (BP-1100)		287.570		326.955		2312.320		3211.230
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>	<u>FY-12</u>	<u>FY-13</u>	<u>FY-14</u>
Contract Date (Month/CY)								12/06	12/07	12/08	12/09	12/10	12/11	12/12	12/13
Delivery Date (Month/CY)								12/07	12/08	12/09	12/10	12/11	12/12	12/13	12/14
	<u>FY-15</u>														
Contract Date (Month/CY)	12/14														
Delivery Date (Month/CY)	12/15														

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: PRECISION ATTACK SYSTEMS PROCUREMENT MN-8666

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P

Models of Aircraft Affected: F-15E & F-16C/D

Center: WRALC Robins AFB GA

PE 0207249F Team POWER

Description/Justification

This program will upgrade aging support equipment used for maintenance of Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods. The LANTIRN pod is used by the Combat Air Forces (CAF) to guide precision guided munitions (PGM) released from F-15E and F-16Blk40 aircraft. The mission capable rates of the pods is directly related to the support equipment availability. Utilizing early 1980's technology, the equipment is in serious decline with excessive down-time due to obsolete parts and decreasing repair capability. The Support Equipment Mid-Life Upgrade (MLU) will replace obsolete parts with commercial off-the-shelf components, increase throughput by 70 percent, and provide for an AEF-tailored rapid deployment capability. Due to the urgency of need for improved I-level pod testing capability and to met AEF deployment requirements, the Program Management Team, System Program Director, and ACC designed the acquisition strategy to acquire deployable pod testing components of this modification prior to obtaining the upgrades to the Line Replaceable Units (LRUs) test sets.

Aircraft breakdown = Support Equipment (SE) breakdown

Aircraft Breakdown: Active 48, Reserve 0, ANG 5, Total 53

Development Status

Development for the deployable pod testing components is complete. The deployable pod testing components are in Acquisition Phase III, Production, Fielding/Deployment & Operations Support. Development for the Line Replaceable Units (LRUs) testing components is scheduled to complete second quarter of FY06. The LRU testing components are in Acquisition Phase II, Engineering & Manufacturing Development (EMD).

The acquisition has been split into two phases: First phase is the purchase of 28 kits* to upgrade the deployable pod testing components; Second phase is the purchase of 25 kits to upgrade the LRU testing components. The two phases utilize different contractors and overlap in production during FY04.

* 25 LANTIRN Mobility Shelter Set (LMSS) upgrades + 3 Advanced Deployment Kit (ADKs) = 28 deployable pod testing upgrade kits.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		7.171										
PROCUREMENT (3010)												
INSTALL KITS	38	64.581	15	7.578								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-01			3 KITS									
FY-02			7 KITS									
FY-03			11 KITS									
FY-04			17 KITS									
FY-05			15 KITS									
TOTAL INSTALL												
	27		16		10							
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	38	64.581	15	7.578								
INSTALLATION QTY	27		16		10							

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: Advanced Targeting Pod Modifications MN-8668

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P

Models of Aircraft Affected: F-16, F-15, F-15E, A-10, B-52, B-1

Center: ASC - Wright Patterson AFB, OH

PE 0207249F

Team POWER

Description/Justification

Advanced Targeting Pods (ATP) are non-developmental items that supplements and replaces the aging LANTIRN Targeting Pod with a new system featuring Third Generation Forward Looking Infrared sensor, charged coupled device TV, improved laser capability, laser spot tracker, infrared marker, and real-time data transfer connectivity with the Battlefield ground forces. Greater aircraft standoff, improved resolution, higher system reliability, and smaller deployment footprint give ATP features open architecture to facilitate capability upgrades. Technological advances and new Combat Air Forces requirements drive ATP product improvements. Target pod improvements or upgrades are typically accomplished as retrofits to delivered pods. This modification funding supports pod retrofit kits, such as, the video/image datalink capability upgrade and common adapter. New ATPs are being procured throughout FY11; therefore, the number of retrofit kits required will vary for each proposed modification. LITENNG AT and Sniper XR are ATPs and currently in use by the active duty, Air National Gaurd (ANG) and Air Force Reserve Command (AFRC). As of 1 Jan 06, there are 200 LITENING and 92 Sniper pods in USAF inventory. Pod breakdown: Active: LITENING- 35, Sniper- 48; Reserve: LITENING-46, Sniper-0; ANG: LITENING-119, Sniper-44.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

None; No RDT&E required.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS						0.000		0.000		0.000		0.000
KITS NONRECUR												
EQUIPMENT			[22]	7.600	[5]	0.780	[6]	0.825	[6]	0.849	[6]	0.875
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
TOTAL INSTALL												
TOTAL COST (BP-1100)				7.600		0.780		0.825		0.849		0.875
(Totals may not add due to rounding)												
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS		0.000		0.000				
KITS NONRECUR								
EQUIPMENT	[6]	0.898	[4]	0.909			[55]	12.736
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL								
TOTAL COST (BP-1100)	<hr/>							
(Totals may not add due to rounding)		0.898		0.909				12.736
INSTALLATION QTY								

Method of Implementation: COMBINATION

Initial Lead Time: 9 Months

Follow-On Lead Time: 7 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: Full Combat Mission Training MN-8669

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P

Models of Aircraft Affected: Various high fidelity Weapon System Trainers

Center: ASC - Wright Patterson AFB, OH

PE 0207701F

Team

Description/Justification

Full Combat Mission Training supports Air Force Distributed Mission Operations, an operational readiness initiative enabling the USAF to exercise and train at the operational and strategic levels of war while facilitating unit level training. Networked Live-Virtual- Constructive components form the integrated DMO battlespace by linking geographically distributed high fidelity combat and combat support training devices including C2 and ISR systems

Aircraft Breakdown: Active 27, Reserve , ANG , Total 27

Development Status

All Install Kits and Modification are for Aircraft simulators
 Funds support the modification of high fidelity weapon system trainers to permit their integration into the Distributed Mission Operations network. Includes but is not limited to modifications of visuals, image generators, host computers and software. FY 07 funding supports the acquisition of two complete A-10C Full Mission Trainers (FMT) and the modification of six others A-10 trainers to provide full-up FMT configuration. Trainers will be acquired on an existing contract. FY 08 funding supports acquisition of six A-10C FMTs and modification to the following trainers: F/A- 22 (3 kits), B-52 (2 kits) , B-1 (2 kits) and B-2 (3 kits) . FY 09 funding supports acquisition of two A-10C FMTs and modifications to the following trainers: F/A-22 (1kit), B-52 (1 kit), B-1(2 kits)and B-2 (3 kits). FY 10 funding supports acquisition of one A-10C FMTs and modification of B-2 Trainers (3 kits). FY 11 funding supports modification of EC-130 mission trainers(1kit). Development requirements vary by weapon system from ready to purchase on an existing contract (A-10C) to some development required. In the cases where development will be required RDT&E funding is programmed.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								0.000		29.139		9.240
PROCUREMENT (3010)												
INSTALL KITS							6	2.997	10	49.832	7	29.920
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[2]	7.601	[6]	30.800	[2]	7.600
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09		
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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			6	KITS			[1]		[5]				
FY-08			10	KITS						0.000		[4]	
FY-09			7	KITS									
FY-10			3	KITS									
FY-11			1	KITS									
TOTAL INSTALL							1		5			4	
TOTAL COST (BP-1100)							6	10.598	10	80.632		7	37.520
(Totals may not add due to rounding)													
INSTALLATION QTY							1		5			4	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: Theatre Airborne Reconnaissance System (TARS) MN-8729

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P

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

Center: ASC - Wright Patterson AFB, OH

PE 0207217F

Team INFO

Description/Justification

The Theater Airborne Reconnaissance System (TARS) is an imagery pod currently carried on F-16 BLK 25/30/32 and includes a ground station/Mission Verification Equipment (MVE).

TARS provides a day, under-the-weather, electro-optical (visible light) image collection capability in a medium-to-high threat environment. There are a total of 20 pods in existence. Two of the 20 were upgraded with a Solid State Recorder (SSR) and Near Real Time (NRT) Data-Link (DL). These were used in developmental tests; one with an Electro-Optical sensor and one with a Synthetic Aperture Radar (SAR) sensor. Nine of the remaining 18 pods are equipped with a Medium-Altitude Electro-Optical (MAEO) sensor, Forward Framing Sensor (FFS) and a digital tape recorder. The 9 remaining pods are only equipped with FFS and a digital tape recorder.

This P3I effort is funded via the FY05 GWOT Supplemental (\$11.8M) and FY05 Air Force Top Down (\$15.8M). The TARS P3I program is an effort to upgrade 8 (of the 18) TARS pods with Solid State Recorders (SSR), Near Real Time data-links and produce up to 5 ground stations/MVEs. This will provide a total of 9 data-link capable (DLC) pods (one from developmental test) to the warfighter. Delivery begins Fall 06 with all 9 pods delivered by the end of FY07.

This program may support potential future upgrades such as Electro-Optical (EO), SAR, Infrared (IR), multi-band IR and Hyperspectral Infrared (HSI) sensors. Other capability improvements may include geo-spatial upgrades, data-link improvements, network centric enhancements, increases to on-board processing, storage, automatic cueing/targeting/identification capabilities, software and simulation improvements, ground station improvements, and integration of these capabilities on other platforms.

This program will participate in the development, testing and implementation of international standards (to include NATO standardization agreements) to pursue Joint, Allied and Coalition interoperability.

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

Development Status

Completed initial test flights in Jul 05. Additional DT/OT testing projected to begin 4th Quarter of FY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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	4.700								
KITS NONRECUR												
EQUIPMENT			[8]	13.977								
EQUIP NONREC				0.500								
CHANGE ORDERS				0.708								
DATA				0.870								
SIM/TRAINER												
SUPPORT-EQUIP				2.000								
SPARES				1.927								
TRAINING				0.218								
PMA				0.800								
INTEGRATION				1.900								

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-05 8 KITS						[4]		[4]				
TOTAL INSTALL						4		4				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			8	27.600								
INSTALLATION QTY						4		4				

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>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	4.700
KITS NONRECUR								
EQUIPMENT							[8]	13.977
EQUIP NONREC								0.500
CHANGE ORDERS								0.708
DATA								0.870
SIM/TRAINER								
SUPPORT-EQUIP								2.000
SPARES								1.927
TRAINING								0.218
PMA								0.800
INTEGRATION								1.900
INSTALLATION OF HARDWARE								
FY-05 8 KITS							[8]	
TOTAL INSTALL							8	
TOTAL COST (BP-1100)							8	27.600
(Totals may not add due to rounding)								
INSTALLATION QTY							8	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 6 Months

Follow-On Lead Time: 3 Months

Milestones

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

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										4	2	2				
Output											2	2	2	2	2	2

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: ROLL-ON BEYOND LINE-OF-SIGHT ENHANCEMENT MN-8730

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P

Models of Aircraft Affected: C-130 AMP, C-130J, AC-130,
KC-10, KC-135, and Other

Center: Unassigned

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 the Air Force, Army, Navy, and Marine Corps as part of theater Command and Control (C2) elements, weapons platforms, and sensors. TDLs include, but are not limited to: Link-16, Link-11, Situational Awareness Data Link (SADL), and Variable Message Format (VMF).

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. ROBE Spiral 2 production begins in FY05 ending in FY07 funded under two separate PEs: 0207434F and 0401839F. These efforts will add capabilities such as, but not limited to: SADL, Built in Test (BIT), Remote Control, and additional Satellite Communication (SATCOM) capability.

TDL Objective Gateway Integration: from FY07 - FY11, Tactical datalink and other mission datalink translation and relay capabilities [Line of Sight (LOS) / Beyond Line of Sight (BLOS)] will be integrated onto AC-130, C-130 AMP, C-130 J, KC-135, KC-10 and other Air Mobility Aircraft.

Aircraft Breakdown: Active , Reserve , ANG , Total 0

Development Status

ROBE Development: Development of the ROBE Spiral 2 capability will start in early FY05 paid by Link 16 Sup & Sus 0207434F. ROBE Spiral 1 Kits were developed using Defense Emergency Relief Funds (DERF). All development activities to support ROBE Spiral 1 KC-135 integration are complete. 40 KC-135's were modified with Group A Spiral 1 hardware and 20 Group B Spiral 1 ROBE kits were purchased with DERF.

TDL Integration Development: RDT&E activity is currently planned to start in FY07 for the integration of LOS/BLOS TDL capabilities (to include, but not limited to Link 16, JTRS, and standard BLOS datalink integration) onto the Air Mobility and Special Operation Forces (SOF) Fleet.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								31.967				
PROCUREMENT (3010)												
INSTALL KITS								11.539		14.616		12.603
KITS NONRECUR												
EQUIPMENT				[6]								
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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)								11.539		14.616		12.603
INSTALLATION QTY												

(Continued)

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								31.967
PROCUREMENT (3010)								
INSTALL KITS		26.263		26.591				91.612
KITS NONRECUR								
EQUIPMENT							[6]	
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE	<hr/>							
TOTAL INSTALL	<hr/>							
TOTAL COST (BP-1100)		26.263		26.591				91.612
(Totals may not add due to rounding)								
INSTALLATION QTY								

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

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																																

02/16/2006
 FY 2007 PB
 Modification Title and No: JOINT TACTICAL RADIO SYSTEM MN-9860

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P

Models of Aircraft Affected: Multiple

Center: ESC - Hanscom AFB, MA

PE 0207423F

Team C4I

Description/Justification

Joint Tactical Radio System (JTRS) is the Department of Defense family of common software-defined programmable radios that will form the foundation of radio frequency information transmission for Joint Vision 2020. JTRS radios are intended to interoperate with existing radio systems and provide the warfighter with additional communications capability to communicate via voice, data and video and obtain information directly from battlefield sensors. JTRS will provide mobile internet protocol (IP) based networking capability to the warfighter. The JTRS program is built around an open Software Communications Architecture (SCA), allowing common software waveform applications to be implemented across the family of radios to provide joint-service, allied and coalition interoperability.

This modification represents all AF procurement requirements for airborne JTRS variants or suitable transitional systems (i.e., tactical radio communications system utilizing existing technology or mature systems readily available in the commercial marketplace) to be installed on AF aircraft based on the AF JTRS Migration plan. Aircraft procurement funds for radio systems only (B-Kits). Terminal costs vary depending on JTRS variant or transitional systems form factor.

Aircraft Breakdown: Active 4145, Reserve 0, ANG 0, Total 4145

Development Status

JTRS development funding has been adjusted to support the restructured JTRS program strategy. Beginning in FY07, all Services' JTRS RDT&E funds were transferred to JTRS PE 0604280A (Army) each budget year. Sole responsibility for JTRS RDT&E resides with the JTRS JPEO.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					425	17.594	0	0.000	390	50.540	786	165.860
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06		425 KITS			[425]			[0]				
FY-08		390 KITS							[390]			
FY-09		786 KITS									[786]	
FY-10		1141 KITS										
FY-11		1403 KITS										
TOTAL INSTALL					425				390		786	
TOTAL COST (BP-1100)					425	17.594			390	50.540	786	165.860
(Totals may not add due to rounding)												
INSTALLATION QTY					425				390		786	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT	1141	169.166	1403	288.216			4145	691.376
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-06			425 KITS				[425]	
FY-08			390 KITS				[390]	
FY-09			786 KITS				[786]	
FY-10			1141 KITS				[1,141]	
FY-11			1403 KITS				[1,403]	
TOTAL INSTALL								
	1,141		1,403				4,145	
TOTAL COST (BP-1100)	1,141	169.166	1,403	288.216			4,145	691.376
(Totals may not add due to rounding)								
INSTALLATION QTY	1,141		1,403				4,145	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 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>	<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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									106	106	107	106					97	98	97	98	197	196	197	196	286	285	285	285	285	350	350	353
Output													106	106	107	106					97	98	97	98	197	196	197	196	286	285	285	285
Input																																
Output	300	300	300	300	50	53	50	50																								

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB

Modification Title and No: E-9A TELEMETRY SYSTEM UPGRADE MN-E900

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force

CLC: OTHER Class P

Models of Aircraft Affected: E-9A

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

PE 28015F

Team

Description/Justification

This modification is to upgrade the antiquated and unsupported telemetry system currently installed in the E-9A. Failure of any of the single-point failure items installed in the telemetry system would hinder the E-9A's ability to support low-altitude AMRAAM, Tomahawk, Sea Harrier shots. Upgrade will insure support for future systems such as Advanced Standoff Missile, Next Generation Target Control System, F/A-22, other services, etc.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	5.392	1	4.842								
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC												
INSTALLATION OF HARDWARE												
FY-04 1 KITS					[1]	0.252						
FY-05 1 KITS							[1]	0.122				
TOTAL INSTALL					1	0.252	1	0.122				
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)	1	5.392	1	4.842		0.252		0.122				
INSTALLATION QTY					1		1					

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	10.234
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
MISC								
INSTALLATION OF HARDWARE								
FY-04 1 KITS							[1]	0.252
FY-05 1 KITS							[1]	0.122
TOTAL INSTALL							2	0.374
TOTAL COST (BP-1100)							2	10.608
(Totals may not add due to rounding)								
INSTALLATION QTY							2	

Method of Implementation: DEPOT

Initial Lead Time: 33 Months

Follow-On Lead Time: 33 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB
Modification Title and No: Sea Surveillance Radar Upgrade MN-E901
Models of Aircraft Affected: E-9A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
PE 0208015F Team RDT&E

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

Description/Justification

This modification is to upgrade the antiquated and unsupported telemetry system currently installed in the E-9A. Failure of any of the single-point failure items installed in the telemetry system would hinder the E-9A's ability to support low-altitude AMRAAM, Tomahawk, Sea Harrier shots. Upgrade will insure support for future systems such as Advanced Standoff Missile, Next Generation Target Control System, F/A-22, other services, etc.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0, Total 2

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									1	4.291	1	5.128
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-08			1									
FY-09			1									
TOTAL INSTALL												
TOTAL COST (BP-1100)									1	4.291	1	5.128
(Totals may not add due to rounding)												
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS							2	9.419
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
INSTALLATION OF HARDWARE								
FY-08 1 KITS	[1]	0.133					[1]	0.133
FY-09 1 KITS			[1]	0.135			[1]	0.135
TOTAL INSTALL	1	0.133	1	0.135			2	0.268
TOTAL COST (BP-1100)		0.133		0.135			2	9.687
(Totals may not add due to rounding)								
INSTALLATION QTY	1		1				2	

Method of Implementation: DEPOT

Initial Lead Time: 33 Months

Follow-On Lead Time: 33 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)					12/07	12/08
Delivery Date (Month/CY)					09/10	09/11

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																																

02/16/2006
 FY 2007 PB

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P

Modification Title and No: F-16 STING R7 POD UPGRADE MN-STNGR7

Models of Aircraft Affected: MULTI (F-16)

Center: AAC Eglin AFB

PE 0207136F

Team AIR

Description/Justification

The AN/ASQ-213 Pod, a High Speed Anti-Radiation Missile (HARM) Targeting System (HTS), senses enemy radar emissions and provides targeting information for the F-16 Block 50/52. The F-16 HTS provides the only USAF reactive Suppression of Enemy Air Defenses (SEAD) capability. Enemy Integrated Air Defense Systems (IADS) are constantly evolving and becoming more mobile and difficult to target. This mobility, along with evolving IADS operational tactics, makes Destruction of Enemy Air Defenses (DEAD) a critical AF mission. While the HARM missile is an effective SEAD weapon, the capability for time critical targeting enabling employment of precision guided munitions (PGMs) is needed to ensure timely destruction of these targets. This modification upgrades the AN/ASQ-213 Pod from HTS Release 6 (R6) to R7 providing precision targeting capability. The R7 upgrade provides precision geolocation targeting accuracy improvements needed to employ PGMs against enemy IADS and facilitates simultaneous carriage of a R7 Pod and a Sniper Pod, previously listed as Advanced Targeting Pod (ATP), on the F-16. Modification of all 132 pods to the R6 configuration was completed Dec 01. An additional 77 R6 pods have been procured. A total of 200 pods are funded for modification to R7 configuration in FY06-FY08 (200 vs original 209 -- four pods lost to attrition and 5 pods are engineering units (non-flyable) for use in the factory and other laboratory testing).

Aircraft Breakdown: Active 200, Reserve 0, ANG 0, Total 200

Development Status

HTS is operational on the F-16. This upgrade is part of a preplanned product improvement (P3I) program. A Program Definition and Risk Reduction (PDRR) study was awarded in FY00. The results of the study defined R7 technical, schedule, and cost requirements. The System Development and Demonstration (SDD) Contract was awarded February 2001. R7 builds on earlier HTS upgrades to improve performance, reduce support cost and extend service life. The key focus of R7 SDD is to provide a precision geolocation targeting capability needed for DEAD using PGMs. Engineering changes also allow extended detection range, as well as simultaneous carriage of HTS R7 and a Sniper Pod (an advanced targeting pod). Modifications will include hardware and software changes to HTS pod fleet and is planned for fielding during FY06-08.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		79.014		16.143		9.260		0.515				
PROCUREMENT (3010)												
INSTALL KITS			[0]		[83]	4.634	[117]	7.284				
KITS NONRECUR												
EQUIPMENT			83	11.425	117	16.079						
EQUIP NONREC				1.970								
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TEST ASSETS												
SPARES				0.030								
OTHER												
INSTALLATION OF HARDWARE												
FY-05			83 KITS		[46]		[37]					
FY-06			117 KITS				[48]		[69]			
TOTAL INSTALL					46		85		69			
TOTAL COST (BP-1100)			83	13.425	117	20.713		7.284				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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					46		85		69			

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								104.932
PROCUREMENT (3010)								
INSTALL KITS							[200]	11.918
KITS NONRECUR								
EQUIPMENT							200	27.504
EQUIP NONREC								1.970
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
TEST ASSETS								
SPARES								0.030
OTHER								
INSTALLATION OF HARDWARE								
FY-05	83	KITS					[83]	
FY-06	117	KITS					[117]	
TOTAL INSTALL							200	
TOTAL COST (BP-1100)							200	41.422
(Totals may not add due to rounding)								
INSTALLATION QTY							200	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	Quarter	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>													
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4										
Input																																											
Output																																											
Input	21	21	21	22	23	21	21	4																																			
Output	21	21	21	30	26	24	21	21																																			

02/16/2006
 FY 2007 PB
 Modification Title and No: UHF SATCOM UPGRADE MN-T8137

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P

Models of Aircraft Affected: MULTI

Center: ESC - Hanscom AFB, MA

PE 0303601F Team SPACE

Description/Justification

This effort acquires and installs modernized UHF satellite communications (SATCOM) terminals with embedded Demand-Assigned Multiple Access (DAMA) channel-sharing capabilities and Advanced Narrowband Digital Voice Terminal (ANDVT) interoperability to comply with Joint Staff mandates. FY96-FY99 funds acquired and installed Air Force Special Operations Command (AFSOC) Terminals AC-130, EC-130, MC-130, and MH-53 aircraft, with some installation kits/costs supported by other funding lines. FY98-FY05 funds acquire and install Airborne Integrated Terminals (AIT) for aircraft including the B-2, E-3, E-8, RC-135S, RC-135U, RC-135V/W, TC-135S/W, and WC-135. All B-2 AIT install kits are funded in B-2 MN-T8137, 'UHF SATCOM Upgrade'. Funding for B-2 platform-specific equipment and installations are included below (FY02 \$2.0M, FY03 \$1.5M, FY04 \$10.0M, FY05 \$2.0M). MILSATCOM Terminals contribution to the B-2 MN-TN8137 are \$9.158M in FY01 and \$10.895M in FY02. Some E-3 AIT equipment and install kits/cost are supported by E-3 MN-T8135, 'SATCOM DAMA'. These costs and quantities are not included below. Install kit costs vary by aircraft due to variations in integration complexity and electronic and physical environments. Kit nonrecurring costs appear in multiple fiscal years due to initiation of production for different platform types in different years. FY00-FY04 equipment requires contractor/depot installation. Equipment quantities do not equal install kit quantities because some platforms install multiple terminals with one install kit - the exhibit has been changed to reflect this accurately. Milestones listed reflect contract awards for AFSOC in FY96-FY97 and for AIT in FY98 forward; the initial lead time shown refers to that for AIT. FY07 funds support Engineering Change Proposals (ECPs) for terminals on B-2s.

NOTE: Deltas in quantities of kits purchased and kits installed are due to cost sharing with platforms. In some cases (i.e. B-2) installation kits may be self funded and in others (i.e. E-3) the installations may be self funded.

NOTE: The HC-130 platform decided not to procure AIT radios therefore, no buys are required in FY05. The FY05 funds were used to complete the installation of the E-3 AIT radios as well as Engineering Change Proposals (ECPs) for software modifications and to ensure AIT compatibility with European Air Traffic Control.

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

Development Status

FY03 Funding for platform integration.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		0.400										
PROCUREMENT (3010)												
INSTALL KITS	146	26.121	10	12.198								
KITS NONRECUR		59.887		4.703								
EQUIPMENT	425	48.752										
EQUIP NONREC		1.451										
CHANGE ORDERS		3.806		3.050		1.431		0.492				
DATA		6.038										
SIM/TRAINER	35	5.883	[1]	0.356								
SUPPORT-EQUIP		0.300										
SPARES	48	4.242										
OGC		7.157		1.140		0.674		0.473				

Projected Financial Plan Continued

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE												
FY-97		55 KITS	55	1.540								
FY-98		22 KITS	22	1.392								
FY-00		5 KITS	5	1.643								
FY-01		13 KITS	13	1.662								
FY-02		21 KITS	21	3.210								
FY-03		16 KITS	31	11.436								
FY-04		14 KITS			[13]	4.400						
FY-05		10 KITS										
TOTAL INSTALL			147	20.883	13	4.400						
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)			146	184.520	10	25.847		2.105		0.965		
INSTALLATION QTY			61		27		32		32			

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								0.400
PROCUREMENT (3010)								
INSTALL KITS							156	38.319
KITS NONRECUR								64.590
EQUIPMENT							[425]	48.752
EQUIP NONREC								1.451
CHANGE ORDERS								8.779
DATA								6.038
SIM/TRAINER							[36]	6.239
SUPPORT-EQUIP								0.300
SPARES							[48]	4.242
OGC								9.444
INSTALLATION OF HARDWARE								
FY-97	55	KITS					[55]	1.540
FY-98	22	KITS					[22]	1.392
FY-00	5	KITS					[5]	1.643
FY-01	13	KITS					[13]	1.662
FY-02	21	KITS					[21]	3.210
FY-03	16	KITS					[31]	11.436
FY-04	14	KITS					[13]	4.400
FY-05	10	KITS						
TOTAL INSTALL							160	25.283
TOTAL COST (BP-1100)							156	213.437
(Totals may not add due to rounding)								
INSTALLATION QTY							160	

Method of Implementation: COMBINATION

Initial Lead Time: 36 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

		<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input													15	15	13	12																	
Output													15	15	13	12																	
		<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>											
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4									
Input					2	2	1	1	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8									
Output					2	2	1	1	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8									

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: PRDT				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$36.463	\$29.884	\$58.255	\$75.273	\$104.062	\$92.396	\$94.190	

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 FY07 is Predator A/B Mod. Other modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	PRDT02	PREDATOR A/B MODIFICATI	36.5	26.9	58.3	75.3	104.1	92.4	94.2		487.5
	Z88888	REPROGRAMMINGS	0.0	3.0							
TOTAL FOR CLASS P			36.5	29.9	58.3	75.3	104.1	92.4	94.2	0.0	487.5
TOTAL FOR WEAPON SYSTEM PRDT			36.5	29.9	58.3	75.3	104.1	92.4	94.2	0.0	487.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 66	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/16/2006
FY 2007 PB

Modification Title and No: PREDATOR A/B MODIFICATIONS MN-PRDT02

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: PRDT Class P

Models of Aircraft Affected: MQ-1/MQ-9

Center: ASC - Wright Patterson AFB, OH

PE 0305219F

Team INFO

Description/Justification

The basic MQ-1/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-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 MQ-9 Predator B aircraft is being 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 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 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 and MQ-9 aircraft and the missions they perform.

Concurrently, the MQ-1 and MQ-9 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 capabilities (sensor improvements (MTS low-light TV), SAR, secure communications/data links, Tactical Common Data Link (TCDL), multiple aircraft control, flight control/avionics, situational awareness, mission planning).

Note 1: Group A and Group B retrofit quantities incorporate Predator Primary Data Link on 167 aircraft, GCSs and Predator Primary Satellite Links (PPSL). Includes 80 MQ-1, 14 MQ-9, 33 GCS, 15 PPSL, and 25 Launch Recovery Elements (LRE).

Note 2: Retrofit also includes aircraft (including sensors) and ground system retrofits to baseline configurations. The plan is to retrofit approximately 12 ground stations and 24 aircraft per year depending on funding profile. Retrofit also includes additional Group A kits for MQ-1 aircraft.

Air Force added funding in FY07-11 for additional modifications to update aircraft as fleet expands to increase Predator operational combat orbits as part of the Future Total Force.

FY05 and FY06 funds used for aircraft and ground control station retrofits to current configuration.

Aircraft Breakdown: Active 167, Reserve 0, ANG 0, Total 167

Development Status

MQ-1 Predator A is fielded and in full-rate production. On-going modifications support emerging requirements and reliability and maintainability issues.

MQ-9 Predator B is undergoing incremental development/upgrades. The flight characterization evaluation of the original off-the-shelf, prototype aircraft is complete. Subsequent block upgrades integrate, test, and demonstrate the ability to meet its key performance parameters: interoperability; hunter (find, fix, track); and killer (target, engage, and assess).

Note: Output date on Installation Schedule is for delivery of modified aircraft, including kit.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>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]	3.000	[22]	6.600	[27]	8.100
KITS NONRECUR												
EQUIPMENT							16	10.000	35	23.940	50	30.390
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT				36.463		26.896		45.255		44.733		65.572
INSTALLATION OF HARDWARE												
FY-07		16 KITS					[16]					
FY-08		35 KITS							[35]			
FY-09		50 KITS									[50]	
FY-10		33 KITS										
FY-11		33 KITS										
TOTAL INSTALL							16		35		50	
TOTAL COST (BP-1100)				36.463		26.896	16	58.255	35	75.273	50	104.062
(Totals may not add due to rounding)												
INSTALLATION QTY							16		35		50	

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	[20]	6.000	[15]	4.500			[94]	28.200
KITS NONRECUR								
EQUIPMENT	33	20.750	33	18.750			167	103.830
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
RETROFIT		65.646		70.940				355.505
INSTALLATION OF HARDWARE								
FY-07 16 KITS							[16]	
FY-08 35 KITS							[35]	
FY-09 50 KITS							[50]	
FY-10 33 KITS	[33]						[33]	
FY-11 33 KITS			[33]				[33]	
TOTAL INSTALL	33		33				167	
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	33	92.396	33	94.190			167	487.535
INSTALLATION QTY	33		33				167	

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													16				35				50				33				33			
Output																	16				35				50				33			
Quarter	1	2	3	4																												
Input																																
Output	33																															

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CV-22				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$0.271	\$3.604	\$0.451	\$3.625	\$19.653	\$13.879	\$6.157	

The CV-22 Osprey is a combat search and rescue, fleet logistics support, and special warfare support aircraft. It is a tiltrotor aircraft, taking off and landing like a helicopter, but, once airborne, its engine nacelles can be rotated to convert the aircraft to a turboprop airplane capable of high-speed, high-altitude flight. It can carry 24 combat troops, or up to 20,000 pounds of internal or external cargo, at twice the speed of a helicopter. The primary modification budgeted in FY07 is low cost modifications.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	8791	BLOCK B UPGRADE		3.4		3.2	19.0	12.0	4.3		41.8
	99999X	LOW COST MODIFICATIONS	0.3	0.1	0.5	0.4	0.7	1.9	1.9		5.7
	Z88888	REPROGRAMMINGS	0.0	0.2							
TOTAL FOR CLASS P			0.3	3.7	0.5	3.6	19.7	13.9	6.2	0.0	47.5
TOTAL FOR WEAPON SYSTEM CV-22			0.3	3.7	0.5	3.6	19.7	13.9	6.2	0.0	47.5

Totals may not add due to rounding.

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02/16/2006
 FY 2007 PB
 Modification Title and No: BLOCK B UPGRADE MN-8791

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

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

Models of Aircraft Affected: CV-22

Center: Patuxent River NAS, MD

PE 0401318F

Team INFO

Description/Justification

This modification funds the upgrade of two Block A/10 Production Representative Test Vehicles (PRTVs) built in FY02 (Lot 6) and five Block B/10 aircraft procured in FY04-05 (Lots 8 and 9) to the Block 10B Lot 10 configuration. This configuration includes a retractable fuel probe, the production anti-icing system, more accessible nacelles, and avionics/comm/nav upgrades. This estimate reflects updates based on completion of Block B CDR. This modification also includes funds to upgrade training devices and simulators to the Block B/10 configuration.

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

Development Status

Development of the Block B configuration began in FY02 and will be completed by FY06.

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS											4	11.009
KITS NONRECUR												5.871
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[4]	2.370			[3]	3.200	[2]	2.091
SUPPORT-EQUIP						1.000						
INSTALLATION OF HARDWARE												
FY-09			4	KITS								
FY-10			3	KITS								
TOTAL INSTALL												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)						3.370			3.200		4	18.971
INSTALLATION QTY												

	FY-10		FY-11		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS	3	5.230					7	16.239
KITS NONRECUR								5.871
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER	[3]	3.525	[2]	1.817			[14]	13.003
SUPPORT-EQUIP								1.000
INSTALLATION OF HARDWARE								
FY-09 4 KITS	[4]	3.224					[4]	3.224
FY-10 3 KITS			[3]	2.440			[3]	2.440
TOTAL INSTALL	4	3.224	3	2.440			7	5.664
TOTAL COST (BP-1100)								
(Totals may not add due to rounding)	3	11.979		4.257			7	41.777
INSTALLATION QTY	4		3				7	

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 13 Months

Follow-On Lead Time: 13 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)				03/07	03/08	11/08	11/09
Delivery Date (Month/CY)				04/08	04/09	11/09	11/10

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																																

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2006	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/AIRCRAFT Modifications				P-1 ITEM NOMENCLATURE: CLASSI				
	2005	2006	2007	2008	2009	2010	2011	
COST (In Mil)	\$28.910	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

This line item funds classified modifications to classified projects. There are no mods in FY07.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG</u>
P	1001	COMPASS CALL	28.9								45.3
TOTAL FOR CLASS P			28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3
TOTAL FOR WEAPON SYSTEM CLASSI			28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.3

Totals may not add due to rounding.

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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/16/2006
 FY 2007 PB
 Modification Title and No: COMPASS CALL MN-1001

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: CLASSI Class P

Models of Aircraft Affected: MULTIPLE

Center: ASC

PE 0207253F

Team INFO

Description/Justification

These funds are required to provide for the modification of aircraft and airborne systems used in classified missions. These activities will include the Block 35 modification effort and depot activities, including temporary modifications supporting kit proofing and other integration (including performance acceptance and testing) and fielding of capabilities. Because of their sensitive nature, the application of special management and security safeguards is required. Special justifications are provided through classified intelligence or security channels as requested.

Aircraft modification quantities are not provided by year due to classification.

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-05		FY-06		FY-07		FY-08		FY-09	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CLASSIFIED												
RCVRS												
TOTAL COST (BP-1100)												
(Totals may not add due to rounding)		16.343		28.910								

	FY-10		FY-11		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								
PROCUREMENT (3010)								
INSTALL KITS								
KITS NONRECUR								
EQUIPMENT								
EQUIP NONREC								
CHANGE ORDERS								
DATA								
SIM/TRAINER								
SUPPORT-EQUIP								
CLASSIFIED								45.253
RCVRS								
TOTAL COST (BP-1100)								45.253
(Totals may not add due to rounding)								45.253

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)															