

RDT&E BUDGET ITEM JUSTIFICATION SHEET (R-2 Exhibit)									DATE June 2001	
BUDGET ACTIVITY 07 - Operational System Development					PE NUMBER AND TITLE 0401119F C-5 Airlift Squadrons					
COST (\$ in Thousands)	FY 2000 Actual	FY 2001 Estimate	FY 2002 Estimate	FY 2003 Estimate	FY 2004 Estimate	FY 2005 Estimate	FY 2006 Estimate	FY 2007 Estimate	Cost to Complete	Total Cost
Total Program Element (PE) Cost	55,873	91,681	166,508	226,968	299,511	171,030	0	0	0	1,052,082
4495 Avionics Modernization Program	37,180	44,489	64,240	10,098	0	0	0	0	0	196,518
4835 Reliability Enhancement & Reengining Program	18,693	47,192	102,268	216,870	299,511	171,030	0	0	0	855,564
Quantity of RDT&E Articles	0	0	0	0	2	0	0	0	0	0

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

(U) **A. Mission Description**

674495: Avionics Modernization Program (AMP): Phase I of an Air Force planned two-phase modernization effort for the C-5. It implements Global Air Traffic Management (GATM)/Nav Safety capability and the All Weather Flight Control System (AWFCS). It installs Deputy Secretary of Defense (DEPSECDEF) directed Navigation Safety equipment: Terrain Awareness and Warning System (TAWS) and Traffic Alert and Collision Avoidance System (TCAS), reducing the threat of mid-air collisions and controlled flight into terrain. GATM capability, which encompasses communications, navigation, and surveillance requirements, will be incorporated into the aircraft to meet current and future International Civil Aviation Organization (ICAO)/Federal Aviation Administration (FAA) requirements and to progress towards 'free flight' capability. The AWFCS portion of AMP replaces low reliability Line Replaceable Units (LRUs) in the automatic flight control system and replaces aging, non-supportable mechanical instruments in the engine and flight systems. Connectivity to Mobility command and control capabilities will also be incorporated in the AMP design. The TCAS portion is accelerated to complete ahead of the rest of the AMP mod (by FY02). Two AMP RDT&E test articles are funded in FY99 for flight test and installed in FY02.

674835: Reliability Enhancement and Reengining Program (RERP): Phase II of an Air Force planned two-phase modernization effort for the C-5. It improves aircraft reliability, maintainability and availability. RERP will enable the C-5 to achieve wartime mission requirements by increasing fleet availability (mission capable rate, departure reliability) while reducing total ownership costs (TOC). This effort centers around replacing TF-39 engines with a more reliable, commercially available (COTS) turbofan engine with increased takeoff thrust and stage three noise compliance. These new engines (along with new pylons, wing attach fittings and upgrades, and thrust reversers) increase payload capability and access to Global Air Traffic Management airspace. It also decreases aircraft time to climb, increases engine-out climb gradient for takeoff, improves transportation system throughput, and decreases engine removals. Additionally, numerous other system modifications will be performed (e.g. auxiliary power units, electrics, hydraulics, fuel system, fire suppression system, pressurization/air conditioning system, landing gear, and airframe) to

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0401119F C-5 Airlift Squadrons(U) **A. Mission Description Continued**

increase fleet availability and reduce total ownership costs. Two RDT&E test articles are funded in FY04 for flight test and installed in FY05.

(U) **B. Budget Activity Justification**

674495: Avionics Modernization Program (AMP): This project is comprised of low technical risk efforts supporting fielded weapons systems and, therefore, was assigned to Budget Activity 7, Operational Systems Development.

674835: Reliability Enhancement and Reengining Program (RERP): This project is comprised of low technical risk efforts supporting fielded weapons systems and, therefore, was assigned to Budget Activity 7, Operational Systems Development.

(U) **C. Program Change Summary (\$ in Thousands)**

	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>Total Cost</u>
(U) Previous President's Budget (FY 2001 PBR)	59,122	92,530	135,619	448,565
(U) Appropriated Value	60,041	92,530		
(U) Adjustments to Appropriated Value				
a. Congressional/General Reductions	-594			
b. Small Business Innovative Research	-1,635			
c. Omnibus or Other Above Threshold Reprogram	0			
d. Below Threshold Reprogram	-1,704			
e. Rescissions	-235	-849		
(U) Adjustments to Budget Years Since FY 2001 PBR	0	0	30,889	603,517
(U) Current Budget Submit/FY 2002 PBR	55,873	91,681	166,508	1,052,082

(U) **Significant Program Changes:**

Since FY01 PB:

C-5 AMP:

Air Mobility Command and the C-5 AMP Cockpit Working Group have identified 3 engineering change proposals (ECPs) to the System Program Office: 1. Automatic Flight Controls System (AFCS) design, 2. Caution Warning Advisory (CWA) light design, 3. Mobility 2000 (M2K) Command and Control connectivity. Result: Increased inflight safety, increased capability and decreased pilot workload.

- Program realigned \$2.95M (FY02) and \$9.795M (FY03) from procurement to RDT&E
- \$14.5M FY02 funds added to program to address increased requirements as a result of in-scope changes from engineering change proposals
- \$3.758M and \$3.999M FY 01 RERP funds re-aligned to AMP to fund additional in-scope changes associated with engineering changes.

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BUDGET ACTIVITY	PE NUMBER AND TITLE	
07 - Operational System Development	0401119F C-5 Airlift Squadrons	
<p>(U) <u>C. Program Change Summary (\$ in Thousands) Continued</u></p> <p>(U) <u>Significant Program Changes Continued:</u></p> <p>C-5 RERP:</p> <p>- RERP EMD efforts were delayed in FY01 and are now planned for start in FY02. Accordingly, the program realigned \$12.6M (FY02), \$113.7M (FY03), \$278.4M (FY04) and \$169.5M (FY05) from procurement to RDT&E</p>		
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07 - Operational System Development

PE NUMBER AND TITLE

0401119F C-5 Airlift Squadrons

PROJECT

4495

COST (\$ in Thousands)	FY 2000 Actual	FY 2001 Estimate	FY 2002 Estimate	FY 2003 Estimate	FY 2004 Estimate	FY 2005 Estimate	FY 2006 Estimate	FY 2007 Estimate	Cost to Complete	Total Cost
4495 Avionics Modernization Program	37,180	44,489	64,240	10,098	0	0	0	0	0	196,518

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

(U) **A. Mission Description**

674495: Avionics Modernization Program (AMP): Phase I of an Air Force planned two-phase modernization efforts for the C-5. It implements Global Air Traffic Management (GATM)/Nav Safety capability and the All Weather Flight Control System (AWFCS). It installs Deputy Secretary of Defense (DEPSECDEF) directed Navigation Safety equipment: Terrain Awareness and Warning System (TAWS) and Traffic Alert and Collision Avoidance System (TCAS), reducing the threat of mid-air collisions and controlled flight into terrain. GATM capability, which encompasses communications, navigation, and surveillance requirements, will be incorporated into the aircraft to meet current and future International Civil Aviation Organization (ICAO)/Federal Aviation Administration (FAA) requirements and to progress towards 'free flight' capability. The AWFCS portion of AMP replaces low reliability Line Replaceable Units (LRUs) in the automatic flight control system and replaces aging, non-supportable mechanical instruments in the engine and flight systems. Connectivity to Mobility command and control capabilities will also be incorporated in the AMP design. The TCAS portion is accelerated to complete ahead of the rest of the AMP mod (by FY02). Two AMP RDT&E test articles are funded for flight test and installed in FY02.

(U) **FY 2000 (\$ in Thousands)**

(U) \$7,100 System Engineering / Program Management
 (U) \$21,996 AMP Kit Design / Development
 (U) \$5,200 Prototype Fabrication / Install
 (U) \$2,884 Mission Support
 (U) \$37,180 Total

(U) **FY 2001 (\$ in Thousands)**

(U) \$7,000 System Engineering / Program Management
 (U) \$24,100 AMP Kit Design / Development
 (U) \$10,200 Prototype Fabrication / Install
 (U) \$3,189 Mission Support
 (U) \$44,489 Total

The following transactions are not reflected in the FY01 program total: BTR = -700K and SBIR = -3.759M. These transactions are not reflected in other sections of the R-Docs where an FY01 total is shown.

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BUDGET ACTIVITY 07 - Operational System Development				PE NUMBER AND TITLE 0401119F C-5 Airlift Squadrons			PROJECT 4495			
(U) <u>A. Mission Description Continued</u>										
(U) <u>FY 2002 (\$ in Thousands)</u>										
(U)	\$14,300	System Engineering/Program Management								
(U)	\$27,491	AMP Kit Design/Development								
(U)	\$12,950	Prototype Fabrication/Install								
(U)	\$3,699	Mission Support								
(U)	\$5,800	Flight Test								
(U)	\$64,240	Total								
(U) <u>B. Project Change Summary</u>										
Since FY01 PB: C-5 AMP: Air Mobility Command and the C-5 AMP Cockpit Working Group have identified 3 engineering change proposals (ECPs) to the System Program Office: 1. Automatic Flight Controls System (AFCS) design, 2. Caution Warning Advisory (CWA) light design, 3. Mobility 2000 (M2K) Command and Control connectivity. Result: Increased inflight safety, increased capability and decreased pilot workload.										
<ul style="list-style-type: none"> - Program realigned \$2.95M (FY02) and \$9.795M (FY03) from procurement to RDT&E - \$14.5M FY02 funds added to program to address increased requirements as a result of in-scope changes from engineering change proposals - \$3.758M and \$3.999M FY 01 RERP funds re-aligned to AMP to fund additional in-scope changes associated with engineering changes. 										
(U) <u>C. Other Program Funding Summary (\$ in Thousands)</u>										
	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>Cost to</u>	<u>Total Cost</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Complete</u>	
(U) AF RDT&E										
(U) Other APPN										
(U) PE# 0401119F/C-5 Airlift Squadrons										
(U)	Aircraft Procurement, AF, BA-5, C-5 Mods, Avionics Modernization Program, BP-11	22,328	33,003	90,531	125,067	80,524	12,062		0	363,515
(U) PE# 0401119F/C-5 Airlift										
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07 - Operational System Development

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0401119F C-5 Airlift Squadrons

PROJECT

4495(U) **C. Other Program Funding Summary (\$ in Thousands)**

	<u>FY 2000</u> <u>Actual</u>	<u>FY 2001</u> <u>Estimate</u>	<u>FY 2002</u> <u>Estimate</u>	<u>FY 2003</u> <u>Estimate</u>	<u>FY 2004</u> <u>Estimate</u>	<u>FY 2005</u> <u>Estimate</u>	<u>FY 2006</u> <u>Estimate</u>	<u>FY 2007</u> <u>Estimate</u>	<u>Cost to</u> <u>Complete</u>	<u>Total Cost</u>
Squadrons										
(U) Aircraft Procurement, AF, BA-5, C-5 Mods, Reliability Enhancement and Reengining Program, BP-11	0	0	0	15,034	40,343	319,406	728,877	746,442	Continuing	TBD

(U) **D. Acquisition Strategy**

Avionics Modernization Program: Program acquisition strategy establishes a single integrating contractor (Lockheed Martin Aero) to modify and qualify integrated Commercial Off-the-Shelf (COTS) line replaceable units (LRU) and software to meet C-5 performance and Global Air Traffic Management (GATM) requirements, update existing C-5 engineering and technical data, develop interface control specifications based on performance requirements, prototype the new system, and support ground and flight testing. AMP contract awarded to the Lockheed Martin Aero /Honeywell team on 22 January 1999. \$9.7M in FY99 procurement was added in the FY00 PB to accelerate Traffic Alert and Collision Avoidance System (TCAS) installations ahead of the rest of AMP. TCAS installs scheduled to complete in FY02.

(U) **E. Schedule Profile**

	<u>FY 2000</u>			<u>FY 2001</u>			<u>FY 2002</u>					
	1	2	3	4	1	2	3	4	1	2	3	4
(U) Acquisition Strategy Panel (FY97/4)												
(U) Contract Award (FY99/1)												
(U) Preliminary Design Review (PDR)												
(U) Critical Design Review (CDR)												
(U) TCAS Kit Installations Start				*								
(U) TCAS Kit Installations End												X
(U) AMP Prototype Installation Start										X		
(U) First Flight / Developmental Test Start												X
(U) Production Installation Start (FY03/4)												
(U) Prod Installation Complete (FY06/4)												
* = completed event												
X = planned event												

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RDT&E PROGRAM ELEMENT/PROJECT COST BREAKDOWN (R-3)							DATE June 2001				
BUDGET ACTIVITY					PE NUMBER AND TITLE				PROJECT		
07 - Operational System Development					0401119F C-5 Airlift Squadrons				4495		
(U) <u>A. Project Cost Breakdown (\$ in Thousands)</u>											
						<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>			
(U)	System Engineering / Program Management					7,100	7,000	14,300			
(U)	AMP Kit Design / Development					21,996	24,100	27,491			
(U)	Prototype Fabrication / Install					5,200	10,200	12,950			
(U)	Mission Support					2,884	3,189	3,699			
(U)	Flight Test					0	0	5,800			
(U)	Total					37,180	44,489	64,240			
(U) <u>B. Budget Acquisition History and Planning Information (\$ in Thousands)</u>											
(U) <u>Performing Organizations:</u>											
	<u>Contractor or Government</u>	<u>Contract Method/Type or Funding</u>	<u>Award or Obligation Date</u>	<u>Performing Activity EAC</u>	<u>Project Office EAC</u>	<u>Total Prior to FY 2000</u>	<u>Budget FY 2000</u>	<u>Budget FY 2001</u>	<u>Budget FY 2002</u>	<u>Budget to Complete</u>	<u>Total Program</u>
	<u>Product Development Organizations</u>										
	Lockheed Martin Aero	C/CPAF	Jan 99		165,153	36,425	34,296	41,300	54,741	3,742	170,504
	<u>Support and Management Organizations</u>										
	WR-ALC/LA				7,170	2,370	1,200	1,200	1,200	1,200	7,170
	ASC/GRA				8,044	1,716	1,684	1,989	2,499	156	8,044
	<u>Test and Evaluation Organizations</u>										
	418 Test Squadrn (Edwards AFB)	AFFTC			10,800	0	0	0	5,800	5,000	10,800
(U) <u>Government Furnished Property:</u>											
	<u>Item Description</u>	<u>Contract Method/Type or Funding</u>	<u>Award or Obligation Date</u>	<u>Delivery Date</u>		<u>Total Prior to FY 2000</u>	<u>Budget FY 2000</u>	<u>Budget FY 2001</u>	<u>Budget FY 2002</u>	<u>Budget to Complete</u>	<u>Total Program</u>
	<u>Product Development Property</u>										
	N/A										
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RDT&E PROGRAM ELEMENT/PROJECT COST BREAKDOWN (R-3)					DATE June 2001	
BUDGET ACTIVITY		PE NUMBER AND TITLE			PROJECT	
07 - Operational System Development		0401119F C-5 Airlift Squadrons			4495	
(U) <u>Government Furnished Property Continued:</u>						
<u>Support and Management Property</u>						
N/A						
<u>Test and Evaluation Property</u>						
N/A						
		<u>Total Prior</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget to</u>
		<u>to FY 2000</u>	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>Complete</u>
<u>Subtotals</u>						<u>Total</u>
Subtotal Product Development		36,425	34,296	41,300	54,741	170,504
Subtotal Support and Management		4,086	2,884	3,189	3,699	15,214
Subtotal Test and Evaluation		0	0	0	5,800	10,800
Total Project		40,511	37,180	44,489	64,240	196,518

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0401119F C-5 Airlift Squadrons

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4835

COST (\$ in Thousands)	FY 2000 Actual	FY 2001 Estimate	FY 2002 Estimate	FY 2003 Estimate	FY 2004 Estimate	FY 2005 Estimate	FY 2006 Estimate	FY 2007 Estimate	Cost to Complete	Total Cost
4835 Reliability Enhancement & Reengining Program	18,693	47,192	102,268	216,870	299,511	171,030	0	0	0	855,564

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

(U) **A. Mission Description**

674835: Reliability Enhancement and Reengining Program (RERP): Phase II of an Air Force planned two-phase modernization effort for the C-5. It improves aircraft reliability, maintainability and availability. RERP will enable the C-5 to achieve wartime mission requirements by increasing fleet availability (mission capable rate, departure reliability) while reducing total ownership costs (TOC). This effort centers around replacing TF-39 engines with a more reliable, commercially available (COTS) turbofan engine with increased takeoff thrust and stage three noise compliance. These new engines (along with new pylons, wing attach fittings and upgrades, and thrust reversers) increase payload capability and access to Global Air Traffic Management airspace. It also decreases aircraft time to climb, increases engine-out climb gradient for takeoff, improves transportation system throughput, and decreases engine removals. Additionally, numerous other system modifications will be performed (e.g. auxiliary power units, electrics, hydraulics, fuel system, fire suppression system, pressurization/air conditioning system, landing gear, and airframe) to increase fleet availability and reduce total ownership costs. Two RDT&E test articles are funded in FY04 for flight test and installed in FY05.

(U) **FY 2000 (\$ in Thousands)**

(U) \$7,000 System Engineering / Program Management
 (U) \$10,400 RERP Kit Design / Development
 (U) \$1,293 Mission Support
 (U) \$18,693 Total

(U) **FY 2001 (\$ in Thousands)**

(U) \$12,180 System Engineering / Program Management
 (U) \$31,238 RERP Kit Design / Development
 (U) \$0 Prototype Fabrication / Install
 (U) \$3,774 Mission Support
 (U) \$47,192 Total

The following transactions are not reflected in the FY01 program total: BTR = -700K and SBIR = -3.759M. These transactions are not reflected in other sections of the R-Docs where an FY01 total is shown.

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BUDGET ACTIVITY 07 - Operational System Development				PE NUMBER AND TITLE 0401119F C-5 Airlift Squadrons			PROJECT 4835			
(U) <u>A. Mission Description Continued</u>										
(U) <u>FY 2002 (\$ in Thousands)</u>										
(U) \$25,211	System Engineering/Program Management									
(U) \$55,398	RERP Kit Design/Development									
(U) \$17,000	Prototype Fabrication/Install									
(U) \$4,659	Mission Support									
(U) \$102,268	Total									
(U) <u>B. Project Change Summary</u>										
Since FY01 PB: - RERP EMD efforts were delayed in FY01 and are now planned for start in FY02. Accordingly, the program realigned \$12.6M (FY02), \$113.7M (FY03), \$278.4M (FY04) and \$169.5M (FY05) from procurement to RDT&E.										
(U) <u>C. Other Program Funding Summary (\$ in Thousands)</u>										
	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>Cost to</u>	<u>Total Cost</u>
	<u>Actual</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Complete</u>	
(U) AF RDT&E										
(U) Other APPN										
(U) PE# 0401119F/C-5 Airlift Squadrons										
(U) Aircraft Procurement, AF, BA-5, C-5 Mods, Reliability Enhancement and Reengining Program, BP-11	0	0	0	15,034	40,343	319,406	728,877	746,442	Continuing	TBD
(U) PE# 0401119F/C-5 Airlift Squadrons										
(U) Aircraft Procurement, AF, BA-5, C-5 Mods, Avionics Modernization Program, BP-11	22,328	33,003	90,531	125,067	80,524	12,062			0	363,515
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(U) **D. Acquisition Strategy**

Reliability Enhancement and Reengining Program (RERP): Approved acquisition strategy calls for the modification of the 126 Aircraft C-5 Fleet (50 B-Models first); a separate MS III decision will be made for the 76 A-Models if improvements to reliability and fleet availability can be demonstrated on the B-Models. Program acquisition strategy is to consider every opportunity to utilize commercially available components and processes to modernize C-5 products and processes to meet or exceed required system performance and support, so as to renew the weapon system until 2040. The program acquisition strategy also seeks to construct a government/industry 'partnership' to identify solutions, assign responsibility and execute to achieve AMC requirements. RERP will use fleet availability, ownership cost and system performance to balance solutions against program cost. Lockheed Martin Aero has been selected as the prime contractor through a sole source arrangement. Lockheed has selected General Electric (Powerplant) and Goodrich (Pylon) as the major subcontractors.

(U) **E. Schedule Profile**

	<u>FY 2000</u>				<u>FY 2001</u>				<u>FY 2002</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
(U) Acquisition Strategy Panel (ASP)	*											
(U) Pre-EMD Contract Award		*										
(U) Milestone II / DAB											X	
(U) EMD Contract Award											X	
(U) EMD Start											X	
(U) Preliminary Design Review (PDR)(FY03/1)												
(U) Critical Design Review (CDR)(FY04/1)												
(U) First Prototype Flight (FY05/1)												
(U) EMD Complete (FY06/1)												
(U) LRIP Kit Installations Begin (FY06/2)												
(U) MS IIIA (FY07/1 - B Model Prod Decision)												
(U) MS IIIB (FY09/1 - A Model Prod Decision)												
* = completed event												
X = planned event												

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RDT&E PROGRAM ELEMENT/PROJECT COST BREAKDOWN (R-3)								DATE June 2001			
BUDGET ACTIVITY					PE NUMBER AND TITLE					PROJECT	
07 - Operational System Development					0401119F C-5 Airlift Squadrons					4835	
(U) A. Project Cost Breakdown (\$ in Thousands)											
							FY 2000		FY 2001		FY 2002
(U)	System Engineering / Program Management						7,000		12,180		25,211
(U)	RERP Kit Design / Development						10,400		31,238		55,398
(U)	Prototype Fabrication / Install						0				17,000
(U)	Mission Support						1,293		3,774		4,659
(U)	Total						18,693		47,192		102,268
(U) B. Budget Acquisition History and Planning Information (\$ in Thousands)											
(U) Performing Organizations:											
	Contractor or Government	Contract Method/Type or Funding	Award or Obligation	Performing Activity	Project Office	Total Prior to FY 2000	Budget FY 2000	Budget FY 2001	Budget FY 2002	Budget to Complete	Total Program
	Performing Activity	Vehicle	Date	EAC	EAC						
Product Development Organizations											
	Lockheed Martin Aero	FFP	Feb 00		18,693	0	17,400	43,418	0	0	60,818
	(Pre-EMD)										
	Lockheed Martin Aero (EMD)CPAF		Pending (Dec 01)		777,678	0	0	0	97,609	652,433	750,042
Support and Management Organizations											
	WR-ALC/LA				7,200	0	0	1,200	1,200	4,800	7,200
	ASC/GRA				27,504	0	1,293	2,574	3,459	20,178	27,504
Test and Evaluation Organizations											
	418 Test Squadron (Edwards AFB)				10,000	0	0	0	0	10,000	10,000
(U) Government Furnished Property:											
	Contract Method/Type or Funding	Award or Obligation	Delivery			Total Prior to FY 2000	Budget FY 2000	Budget FY 2001	Budget FY 2002	Budget to Complete	Total Program
	Item Description	Vehicle	Date	Date							
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RDT&E PROGRAM ELEMENT/PROJECT COST BREAKDOWN (R-3)							DATE	
							June 2001	
BUDGET ACTIVITY				PE NUMBER AND TITLE			PROJECT	
07 - Operational System Development				0401119F C-5 Airlift Squadrons			4835	
(U) <u>Government Furnished Property Continued:</u>								
	<u>Contract</u>							
	<u>Method/Type</u>	<u>Award or</u>						
<u>Item</u>	<u>or Funding</u>	<u>Obligation</u>	<u>Delivery</u>	<u>Total Prior</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget to</u>
<u>Description</u>	<u>Vehicle</u>	<u>Date</u>	<u>Date</u>	<u>to FY 2000</u>	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>Complete</u>
<u>Product Development Property</u>								
N/A								
<u>Support and Management Property</u>								
N/A								
<u>Test and Evaluation Property</u>								
N/A								
				<u>Total Prior</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget</u>	<u>Budget to</u>
<u>Subtotals</u>				<u>to FY 2000</u>	<u>FY 2000</u>	<u>FY 2001</u>	<u>FY 2002</u>	<u>Complete</u>
Subtotal Product Development				0	17,400	43,418	97,609	652,433
Subtotal Support and Management				0	1,293	3,774	4,659	24,978
Subtotal Test and Evaluation				0	0	0	0	10,000
Total Project				0	18,693	47,192	102,268	687,411
								<u>Total Program</u>
								810,860
								34,704
								10,000
								855,564

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