

UNITED STATES AIR FORCE
Committee Staff Procurement Backup Book
Fiscal Year (FY) 2004/2005 Biennial Budget Estimates



February 2003

AIRCRAFT PROCUREMENT, AIR FORCE
VOLUME II

OPR: SAF/FMB

UNCLASSIFIED

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P-1M MODIFICATION REPORT - 04 PBR

02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
HAEUAV	P	470001	GH SIGINT							9.4	9.7	9.8		28.9
TOTAL FOR CLASS P				0.0	0.0	0.0	0.0	0.0	0.0	9.4	9.7	9.8	0.0	28.9
TOTAL FOR AIRCRAFT HAEUAV				0.0	0.0	0.0	0.0	0.0	0.0	9.4	9.7	9.8	0.0	28.9

Totals may not add due to rounding.

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KC135R	P	C135R1	TANKER REPLACEME						14.3		48.1	49.2		111.6
TOTAL FOR CLASS P				0.0	0.0	0.0	0.0	0.0	14.3	0.0	48.1	49.2	0.0	111.6
TOTAL FOR AIRCRAFT KC135R				0.0	0.0	0.0	0.0	0.0	14.3	0.0	48.1	49.2	0.0	111.6

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B-2	P	110018	ACES II				0.4							0.4
		110024	ALTERNATE HIGH FR	34.3			9.5	13.9	14.7	8.8	9.5	9.3		100.0
		110025	MK82 JDAM / SMART			14.1	9.5	27.7	2.5					53.8
		110026	EHF SATCOM							45.8	45.9	15.8		107.5
		110028	F118 DIGITAL ELECT			4.5	4.0	2.5	1.7					12.7
		110029	CORRECTION OF DE			1.5								1.5
		110031	MAINTENANCE TRAI			6.6	13.6							20.2
		110032	LINK 16/CID/IFR			32.3	58.6	45.2	21.9	11.4	4.3			173.6
		110033	RADAR SYSTEM MOD						185.2	215.0	65.0	35.0		500.2
		110034	TAILPIPE COATINGS								10.9	11.3		22.2
		110035	SUPPORTABILITY MO					14.6	5.3					19.9
		110036	ADVANCED HOT TRAI								12.2	16.7		28.9
		110037	ALTERNATE DOOR E								6.3	8.6		14.9
		110038	WINDSHIELD TAPE A			6.8								6.8
		99999U	LOW COST RETROFI	2.7	0.1	0.6	0.6	1.6	0.8	0.5	0.1	0.1		7.2
		99999X	LOW COST MODIFICA	5.2	0.0	0.6	1.3	1.8	1.6	1.4	1.3	1.3		14.5
		T8137	UHF SATCOM UPGRA	25.7	23.3	24.7	3.6	10.8	3.6					91.7
		Z88888	REPROGRAMMINGS	0.0		1.8	-24.7							-22.9
TOTAL FOR CLASS P				67.9	23.4	93.5	76.5	118.1	237.3	282.8	155.5	98.1	0.0	1,153.1
TOTAL FOR AIRCRAFT B-2				67.9	23.4	93.5	76.5	118.1	237.3	282.8	155.5	98.1	0.0	1,153.1

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B-1	P	_3944	ALQ-161A PREPROCE						8.1	12.3	14.6			35.0
		_9035	ALQ-161A Waveform							9.8	11.1	2.5		23.4
		_9766	ALQ-161A Advanced T							9.3	5.8			15.1
		4165	EMERGENCY RESTR	0.8	0.0									0.8
		4252	AVIONICS COMPUTE	9.3	23.0	38.5	35.8	14.8						121.6
		4274	JSOW/JASSM INTEG		8.7	8.1								16.8
		4280	FULLY INTEGRATED							6.5	4.4	3.9	8.4	23.3
		4282	B-1 INTEGRATED DA							21.8	12.5	12.9	84.3	131.5
		4284	CITS UPGRADE							5.4	17.2	3.6	1.2	27.4
		5013	RF TOWED DECOY S	119.1	4.6	4.6	3.0							131.2
		5047	SIMULATOR UPDATE	37.2	0.5		0.3	0.4						38.5
		5048	WIND CORRECTED M	4.6	0.2		30.2		3.9					38.8
		6039	F101 DIGITAL ENGINE	5.5	3.2	8.6	5.8							23.0
		6847	AN/ALQ-161A BAND 5			1.6								1.6
		7242	AN/ALQ-161A BAND 8						12.3	10.0	7.3			29.5
		8411	RADAR IMPROVEME								21.8	11.3	142.7	175.8
		8421	LINK 16	12.9		7.0								19.9
		8495	AN/ALQ-161A DIRECT		5.1	0.9								6.0
		8525	AN/ALQ-161A JAMME					2.3	0.5					2.8
		8970	AN/ALQ-161A TAIL W				9.4	5.3						14.7
		8971	VERTICAL SITUATION									6.2	35.4	41.5
		8972	AUTOMATIC TEST EQ			10.0	5.9	5.4						21.3
		8973	LOWER RUDDER HY		0.9									0.9
		8974	THREAT SITUATIONA			5.6	1.0	6.0						12.6
		8976	WING SHEAR BEARIN			7.3								7.3
		99999X	LOW COST MODIFICA	2.4	1.7	1.3	0.2	0.2	0.6	0.2	0.2	0.3		7.1

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02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</u>	<u>PRIOR</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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG.</u>
		Z88888	REPROGRAMMINGS	-0.100	0.6	10.3								10.8
TOTAL FOR CLASS P				191.7	48.5	103.9	91.6	34.4	25.3	75.3	95.0	40.7	272.0	978.3
TOTAL FOR AIRCRAFT B-1				191.7	48.5	103.9	91.6	34.4	25.3	75.3	95.0	40.7	272.0	978.3

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B-52	P	3143	COMMON STRATEGI	4.1	1.0	4.6								9.7
		3150	NAVSTAR GLOBAL P	38.4	0.3	0.8								39.6
		3263	INTEGRATED CONV	83.1	0.1	1.7								84.9
		3310	CALCM INFLIGHT BE					36.6	28.9	25.5	123.0	95.2		309.2
		3311	FUEL ENRICHMENT				0.4	0.6	0.2					1.2
		3312	TF33 OIL SYSTEM					0.8	0.8	0.8				2.3
		3313	TF33 ACCESSORIES					0.6	0.6	0.6				1.8
		3314	CONVENTIONAL ENH					20.1	21.1	7.8				49.0
		4222	ARC-210 RADIO	31.3	2.9									34.2
		4260	ADVANCED WEAPON	14.7	0.3									15.1
		4270	ECM IMPROVEMENT	33.5	11.9	16.8	40.5	47.5	59.2	24.4	7.7			241.5
		4371	GPS TACAN	49.7	0.7	0.6								51.0
		4693	AVIONICS MIDLIFE IM				18.6	37.2	36.6	5.6	0.8			98.8
		99999X	LOW COST MODIFICA	2.1	0.2		1.6	2.0	2.0	2.0	1.1	2.0		13.0
TOTAL FOR CLASS P				257.0	17.4	24.5	61.1	145.3	149.4	66.6	132.6	97.2	0.0	951.2
TOTAL FOR AIRCRAFT B-52				257.0	17.4	24.5	61.1	145.3	149.4	66.6	132.6	97.2	0.0	951.2

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F-117	P	11331	STORES MANAGEME	10.1	7.0									17.2
		31904	STEEL COMPRESSO	0.6	0.0									0.6
		31927	OMNIBUS ENGINE M	2.9	0.7	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	5.6
		31937	SINGLE CONFIGURA	53.3	17.3	17.3	15.7	19.3	3.8					126.7
		31972	EXPANDED DATA TR					1.1	2.4	1.9	1.9	1.2	0.3	8.9
		31973	INFRARED ACQUISITI								57.8	65.1	139.0	261.8
		31974	COLOR MULTIPURPO								7.6	7.3	15.4	30.3
		31975	BROOKLYN BRIDGE					1.0	9.1	13.0	13.2	5.8	1.7	43.9
		31976	BC 2 WEAPON SIMUL							1.4				1.4
		31977	NIGHT VISION GOGG						2.5					2.5
		31978	COMMON DATA REC								4.7			4.7
		31979	AURAL FIRE WARNIN						0.8					0.8
		31980	MISSION PLANNING S						1.5					1.5
		31981	MTU ENGINE TRAI							1.5				1.5
		31982	APU EXHAUST DUCT							1.6				1.6
		31983	A/C RETROFIT GAS A							2.2				2.2
		99999S	SERVICE BULLETINS	15.5	0.8	0.6	0.7	0.5	0.2					18.3
		99999X	LOW COST MODIFICA	10.8		1.6	0.1	1.1	0.1	0.4	0.1	0.1		14.2
		Z88888	REPROGRAMMINGS		1.1	0.5								1.6
TOTAL FOR CLASS P				93.2	26.9	20.3	16.8	23.2	20.7	22.2	85.6	79.8	156.7	545.5
TOTAL FOR AIRCRAFT F-117				93.2	26.9	20.3	16.8	23.2	20.7	22.2	85.6	79.8	156.7	545.5

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A-10	P-S	99999A	LOW COST SAFETY	0.2	0.1									0.3
TOTAL FOR CLASS P-S				0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
A-10	P	18202B	TF-34 AGB LIFE IMPR	1.0	0.7									1.7
		3150EG	EGI	177.1	7.8	4.9								189.8
		3301A	INTEGRATED FLIGHT	6.8	5.1	11.8	9.6	2.0						35.3
		37120	DIGITAL DATA LINK				0.3	5.2	5.8	5.6				16.8
		9602	COUNTERMEASURE	0.9	3.5	3.7	5.6	5.1	3.6	1.6				24.0
		9805	PRECISION ENGAGE				2.3	41.2	75.4	80.4	52.1	6.8		258.2
		99999X	LOW COST MODIFICA	0.2		0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.2	1.8
		Z88888	REPROGRAMMINGS	0.6	3.3	0.5								4.4
TOTAL FOR CLASS P				186.6	20.4	20.9	17.8	53.5	84.7	87.6	52.5	6.8	1.2	532.0
TOTAL FOR AIRCRAFT A-10				186.8	20.6	20.9	17.8	53.5	84.7	87.6	52.5	6.8	1.2	532.3

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F-15	P	10211B	SECONDARY POWER	7.3	1.6	0.4	2.8	1.0	0.0					13.1
		19203B	F100-220E ENGINE U	237.1	39.9	77.6	67.8	1.8						424.1
		6106	SECONDARY POWER	1.6	1.6	1.3	0.6	0.0						5.1
		6145	FUEL NOZZLE DAMPI	2.3	0.8									3.2
		8049	APG-63V(1) RADAR U	424.1	90.4	94.6	4.1	2.5						615.6
		8237	DIGITAL MAP SYSTE	22.2	4.8									27.0
		8265	PROGRAMMABLE AR	7.3	15.9	17.0	29.3	19.9	6.0	2.8				98.2
		8314	AIR DATA PROCESS	8.6	5.1	4.4	5.5	4.3	1.8	0.7				30.4
		8352	JOINT HELMET-MOU	6.9	18.0	17.8	23.5	21.7	20.4	2.4				110.6
		8357	ADVANCED DISPLAY				26.9	37.5	43.0	17.0				124.5
		8419	ALQ 135, BAND 1.5	88.4	51.1	47.0	17.1	3.0						206.6
		8420	FDL LINK 16	55.1	0.1									55.2
		8660	BOL	26.2	2.9	2.4				15.1	7.4	5.8		59.8
		8661	AETC MTD UPGRADE			1.3								1.3
		8662	AETC MTD UPGRADE		0.5				2.1	1.3				3.8
		8701	F-15 C/D GPS			5.3	12.1	20.0	2.5					39.9
		8703	F-15 A/D DIGITAL VID						19.5	22.1				41.5
		8705	F-15E DIGITAL VIDEO					1.0	16.7	3.8	2.7			24.3
		8742	TEWS INTERMEDIAT						17.7	1.3				19.0
		8745	IFF A-D		3.5		5.3	34.8	30.9	16.4				90.9
		8746	IFF E				2.4	35.8	35.8	23.9				98.0
		99999E	MISC ENGINE UPDAT	1.0	0.4									1.4
		99999U	LOW COST RETROFI	4.4		0.0	0.2	0.6	0.0	0.0				5.3
		99999X	LOW COST MODIFICA	6.0	1.5	1.2	0.1	0.0	1.3	1.9				12.1
		IDECM	COMMON ELECTRIC						21.3	21.7	22.3	22.7		88.0
		Z88888	REPROGRAMMINGS	-0.2	2.4	3.6								5.9

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TOTAL FOR CLASS P				898.3	240.5	273.9	197.6	184.1	219.0	130.4	32.5	28.4	0.0	2,204.8
TOTAL FOR AIRCRAFT F-15				898.3	240.5	273.9	197.6	184.1	219.0	130.4	32.5	28.4	0.0	2,204.8

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F-16	P-S	F19423	F110-100/129 #4 BEAR		1.8									1.8
TOTAL FOR CLASS P-S				0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
F-16	P	173009	F110 DIGITAL ENGINE	146.8	2.3	1.6								150.7
		19229E	FALCON 229 ENGINE	10.8	0.5	1.5								12.9
		3090	ALR-56M RCPU UPGR	23.8	0.2	0.4	0.1							24.5
		3150M	NAVSTAR GPS F-16	103.6	3.3									106.9
		3450	ALE-47	40.5	3.7	3.3	2.1	0.5						50.1
		4260	ADVANCED WEAPON	28.6	2.3	3.8	3.9	3.9	5.2	4.0	0.6			52.2
		4262	DIGITAL TERRAIN SY	39.9	0.1									40.0
		5013	RF TOWED DECOY S	119.4	5.1	9.2	6.3							140.0
		602030	BLOCK 30 NIGHT VISI	30.1	3.5	0.1								33.6
		602039	BLOCK 42 CAS IMPR	7.9	2.7									10.6
		602040	BLK 40/50 NIGHT VISI	50.9	9.2	0.4								60.5
		602041	BLOCK 40 CAS IMPR	25.8	2.6									28.4
		602043	BLOCK 42 ANG RE-E	48.3		10.4								58.7
		602150	MODULAR MISSION C	99.4	36.0	49.4	83.0	72.3	78.6	64.0	70.7	72.5	3.2	629.0
		602241	F-16A STRUCTURE I	3.0	2.9	3.5	5.1	2.3	0.4					17.2
		602250	BLOCK 50/52 STRUCT	0.7	2.0	3.3	1.0							6.9
		6023	FALCON STAR			15.9	43.0	44.8	56.1	61.9	78.3	86.1	204.0	590.1
		6024	10,000 HOUR STRUC								17.0	33.1	229.1	279.2
		603030	ALQ-213 COUNTERM	25.4	2.0									27.5
		603035	COMMERCIAL CENTR				6.5	11.0	10.8					28.3
		610250	COLOR DISPLAYS - C	63.5	20.4	30.4	51.8	47.6	49.5	40.5	18.4	10.2	2.1	334.4
		612150	BLOCK 50 AIR-TO-AIR	47.3	35.0	18.9	1.9	1.0	0.2					104.2
		6300	ON BOARD OXYGEN	10.5	3.5	3.5								17.4
		650050	JOINT HELMET MOU	15.7	33.4	40.5	25.5	23.1	27.2	21.2	25.6	5.0	1.0	218.1

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
		660050	BLK 50 HTS PYLONS			3.5								3.5
		661650	LINK 16 - CCIP	22.2	38.7	23.1	32.3	30.8	26.3	23.2	13.5	4.1	0.8	215.0
		661651	F-16 TACTICAL DATA			34.9	23.6	22.2	22.3	19.1	12.2			134.3
		8661	AETC MTD UPGRADE		3.1	3.1	4.1							10.2
		8662	AETC MTD UPGRADE		2.3	2.1	1.0	11.9	10.9	14.7	16.9	17.2		77.1
		99999E	MISC ENGINE UPDAT	6.7	0.3	0.0	0.2	0.0	0.1	0.1	0.2	0.2		7.8
		99999U	LOW COST RETROFI	5.3	0.8	0.0	0.1	0.0	0.1	0.1	0.2	0.2		6.9
		99999X	LOW COST MODIFICA	7.5	0.5	0.0	0.1	0.0	0.2	0.1	0.2	0.1		8.7
		F19401	-229 HPT OD FLOWP	1.2	0.5	0.4								2.1
		F19412	F110-GE-100/129 EMS	7.4		4.3	3.7	0.3						15.7
		F19415	F110-100/129 LUBE &				1.1	0.8						1.9
		F19416	F110-100 2ND STAGE				0.3	0.3	0.3					1.0
		F19417	F110-100/129 STATIO				0.1	0.1	0.1	0.1	0.1	0.1		0.6
		F19418	F110-100/129 M50NIL				1.8	1.8	1.1					4.8
		F19419	F110-100 HPT C-CLIP				1.2	1.3	0.9	0.9	0.9	0.1		5.2
		F19420	F110-100 TURBINE FR				0.9	1.0	1.0	1.0	0.9	0.9	0.2	5.8
		F19450	PW-229 FUEL NOZZL	0.5	0.2	0.1	0.0							0.8
		F19451	PW-229 3rd STAGE F						2.7					2.7
		Z88888	REPROGRAMMINGS	5.0	-2.2	8.5								11.3
TOTAL FOR CLASS P				997.6	214.9	276.0	300.6	277.0	293.8	251.0	255.7	229.7	440.4	3,536.8
TOTAL FOR AIRCRAFT F-16				997.6	216.7	276.0	300.6	277.0	293.8	251.0	255.7	229.7	440.4	3,538.6

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F-22	P	17607	TEST INSTRUMENTA			9.6								9.6
		F22001	COMMON CONFIGUR			6.4	6.4				25.0			37.8
		F22002	JTIDS XMIT						26.5	28.8	32.0	32.5		119.7
		F22003	SMALL DIAMETER BO					2.2	4.4	3.5	15.1	15.3		40.5
		F22004	LOW COST MOD			1.5	1.9							3.4
		F22005	4TH GENERATION AR					40.9						40.9
		F22006	SYSTEM MATURATIO							34.7	35.4	36.0		106.1
		F22007	JHMCS									25.0		25.0
		F22008	SATCOM								21.5	32.5		54.0
		Z88888	REPROGRAMMINGS				-6.4							-6.4
TOTAL FOR CLASS P				0.0	0.0	11.1	8.3	43.1	30.9	67.0	128.9	141.3	0.0	430.6
TOTAL FOR AIRCRAFT F-22				0.0	0.0	11.1	8.3	43.1	30.9	67.0	128.9	141.3	0.0	430.6

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A/T-37	P-S	99999A	LOW COST SAFETY	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.8
TOTAL FOR CLASS P-S				0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.8
A/T-37	P	99999X	LOW COST MODIFICA				0.0	0.0	0.0	0.0	0.0	0.0		0.0
		Z88888	REPROGRAMMINGS	-0.0	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	0.0
TOTAL FOR AIRCRAFT A/T-37				0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.8

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C-5	P	6037	TF39 ENGINE HIGH P	171.1	9.9									180.9
		6038	AVIONICS MODERNIZ	62.7	4.0	52.5	79.9	81.3	34.7					315.1
		6103	HYDRAULIC SURGE	0.0	2.1									2.1
		6154	C-5 RELIABILITY ENH						149.3	444.0	711.6	891.6	6,561.5	8,758.0
		8097	SIM UPGRADE			3.0								3.0
		8662	AETC MTD UPGRADE			1.8		0.8	1.8					4.4
		8719	EMERGENCY DC PO			3.0	12.1	9.1						24.2
		99999X	LOW COST MODIFICA	4.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1		4.7
		Z88888	REPROGRAMMINGS	0.0	1.2	-3.2								-1.9
TOTAL FOR CLASS P				237.9	17.3	57.2	92.0	91.3	185.9	444.1	711.7	891.7	6,561.5	9,290.5
TOTAL FOR AIRCRAFT C-5				237.9	17.3	57.2	92.0	91.3	185.9	444.1	711.7	891.7	6,561.5	9,290.5

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C-9	P	99999S	SERVICE BULLETINS	18.5	1.1	0.8	0.9							21.2
		99999X	LOW COST MODIFICA	4.7	0.0	0.5	0.1							5.3
		Z88888	REPROGRAMMINGS	-2.4		0.0								-2.3
TOTAL FOR CLASS P				20.8	1.1	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1
TOTAL FOR AIRCRAFT C-9				20.8	1.1	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1

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C-17	P	_0024	MTS NON-PE/PI DEVI									2.8	3.5	6.3
		_0162	MTS PE/PI PHASE I (R									1.5	3.0	4.5
		_0624	ATS PE/PI PHASE I (R									2.2	4.4	6.6
		_0800	MTS SUPPORT EQUI									1.1	3.0	4.1
		_1058	MISSION COMPUTER									6.3		6.3
		_1560	SOFTWARE BLOCK 2									3.1		3.1
		_3631	ATS NON-PE/PI CHAN									3.1	9.5	12.6
		_4107	SOFTWARE BLOCK 1									2.2		2.2
		_4722	MTS-NON-PE/PI-TEC									2.8	8.5	11.3
		_5263	GPS 'M' CODE CAPAB									2.4		2.4
		_5272	REAL TIME INFORMA									10.6	66.4	77.0
		_6101	MTS SE/PM									5.8	5.8	11.6
		_8608	COVERT LIGHTING								21.4	31.9	102.0	155.4
		0399	AIRLIFT DEFENSIVE	1.9	1.0	1.2	0.5	0.2	0.4	0.0				5.1
		4660	OPEN SYSTEMS COM						35.0	47.5	47.5	34.7	7.9	172.7
		5029	AERIAL DELIVERY SY	0.5	0.5	4.1	4.8	3.3	1.4					14.7
		6008	AEROMED LITTER ST	18.9	2.6	1.1								22.6
		6026	400 POUND PARATR	8.8	0.6	0.6	0.6	0.6	0.6	0.6	3.9	0.3		16.7
		6401	GATM - AUTOMATICE									1.6	24.6	26.3
		6402	OBIGGS II						66.2	54.7	54.7	25.0	250.9	451.4
		6403	GATM - GPS AS PRIM									2.5		2.5
		6405	GATM - DIFFERENTIA									2.5		2.5
		6406	MOBILITY 2000 (M2K)						1.9	8.7	8.0	4.2		22.8
		6407	GATM-VHF DATA LIN								20.5	30.0	58.1	108.7
		6409	AERIAL DELIVERY SY								6.4	9.7	31.0	47.2
		6410	SELF-SUFFICIENCY								66.0	47.0	307.1	420.2

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	6411	ARMY COMMUNCIATI						6.3	19.1	18.1	10.7		54.2
	6412	EXTENDED RANGE R						76.6	71.6	97.4	57.9	278.7	582.1
	6413	IMPROVED OMNI DIR								4.7	7.0	22.5	34.2
	6414	GATM - RNP IMPROV								17.0	31.8	81.9	130.7
	6415	CREW ARMOR PLATI							8.9	14.9	14.9	29.8	68.4
	6416	AIRCRAFT WIRELESS								1.6	2.0	6.2	9.8
	6417	IMBEDDED TOW PLA								0.7	1.1	3.6	5.4
	6419	SOFTWARE BLOCK 1							3.4	2.3	1.8	2.1	9.6
	6420	FLOTATION EMERGE								2.8	5.6	18.8	27.3
	6421	WING LEADING EDGE								15.1	22.6	72.1	109.8
	6422	OBSOLESCENCE - W						13.2	23.1	23.1	25.1	11.4	95.9
	8332	SIDEWALL LINER/OX	9.2	2.6	1.1								12.9
	8501	CABIN PRESSURIZAT	2.8	0.2									3.0
	8629	LARGE AIRCRAFT IN		23.4	52.3	29.0	59.8	177.0	162.0		300.0		803.4
	9596	LOOSE EQUIPMENT								2.5	3.6	11.5	17.7
	9709	GATM PHASE II	24.4	15.3	8.5								48.2
	9710	BLOCK 12 SOFTWAR	0.6	1.5	1.5								3.6
	9714	STATION KEEPING F	2.3	7.3		1.4	2.4	6.3	2.1	2.2			23.9
	9715	HF DATA LINK (HF DL)						4.0	7.8	7.8	7.8	4.6	31.9
	9721	ALTERNATE EEC PO	0.9	0.5	0.3								1.7
	9722	SLAT TRACK DOOR B	0.7	0.4	0.4	0.1							1.5
	9723	FIXED LEADING EDG	0.7	1.0	1.9	1.2							4.7
	9726	COMBUSTION EXIT T	84.1	25.9	6.0								115.9
	9730	INSUFFICIENT EMER									3.7	23.3	27.0
	9735	STABILIZER STRUTS						4.9	6.6	6.6	6.6	2.7	27.4
	AIFFS	APU INDEPENDENT F								1.2	2.8	6.5	10.5

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		TAWS	TERRAIN AWARENES	3.4	10.4	18.3	11.7	2.7	4.2					50.7
		Z88888	REPROGRAMMINGS	33.8	0.4	-13.7	-6.3							14.2
TOTAL FOR CLASS P				193.0	93.4	83.7	42.8	69.0	398.0	416.0	446.4	738.6	1,461.6	3,942.5
TOTAL FOR AIRCRAFT C-17				193.0	93.4	83.7	42.8	69.0	398.0	416.0	446.4	738.6	1,461.6	3,942.5

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C-21	P	3149T	TRAFFIC ALERT & CO	23.5	0.1									23.5
		3149TC	TCAS CHANGE 7 UPG	0.3	0.1									0.5
		99999S	SERVICE BULLETINS	6.1	1.7	2.2	1.2	1.3	3.7	3.9	1.9	1.9		24.0
		99999X	LOW COST MODIFICA		0.6	0.2	0.1	0.1	0.1	0.1	0.6	0.6		2.5
		Z88888	REPROGRAMMINGS	0.1		0.1								0.1
TOTAL FOR CLASS P				30.0	2.5	2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	50.7
TOTAL FOR AIRCRAFT C-21				30.0	2.5	2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	50.7

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C-32	P	9606	COMMUNICATIONS U	15.0	37.5	15.0								67.5
		99999G	SERVICE BULLETIN -	0.0		9.5								9.6
		99999S	SERVICE BULLETINS	0.5	0.1	0.3	0.1	0.1	0.1	0.1	1.5	1.5		4.3
		99999X	LOW COST MODIFICA	0.4		0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
		Z88888	REPROGRAMMINGS			0.7								0.7
TOTAL FOR CLASS P				16.0	37.6	25.7	0.2	0.2	0.2	0.2	1.6	1.6	0.0	83.2
TOTAL FOR AIRCRAFT C-32				16.0	37.6	25.7	0.2	0.2	0.2	0.2	1.6	1.6	0.0	83.2

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C-37	P	99999S	SERVICE BULLETINS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.6
		99999X	LOW COST MODIFICA	0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
		Z88888	REPROGRAMMINGS			0.0								0.0
TOTAL FOR CLASS P				0.7	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.7
TOTAL FOR AIRCRAFT C-37				0.7	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.7

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C-141	P-S	99999A	LOW COST SAFETY	2.4	0.1	0.7								3.2
TOTAL FOR CLASS P-S				2.4	0.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
C-141	P	99999X	LOW COST MODIFICA	2.8	0.1	0.1								3.0
		Z88888	REPROGRAMMINGS	1.2	0.0	0.0								1.3
TOTAL FOR CLASS P				4.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
TOTAL FOR AIRCRAFT C-141				6.4	0.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4

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T-6	P-S	9850	ENVIRONMENTAL CO	4.1		0.7	0.5							5.3
		9851	UHF DUAL ANTENNA	0.6		0.5	0.0							1.1
		9852	IMPROVED BATTERY				0.3	0.5	0.0					0.8
		9853	IMPROVED AUDIO VO				0.5	0.2						0.7
		9854	OIL PRESSURE WAR				0.3	0.4	1.0					1.7
		9855	SUPPLEMENTAL EME				0.3	0.5	1.3	1.3	8.3			11.7
		9856	INCREASE GROSS W				0.9	0.8	0.8	1.9	3.2	4.4		12.1
		9857	TRAFFIC ALERT AND									7.3	7.4	14.7
		9858	INTER-SEAT SEQUEN					0.4	0.4	1.1				2.0
		99999X	LOW COST MODIFICA	0.8	0.2	0.8	1.4	1.1	1.1	1.4	1.9			8.6
TOTAL FOR CLASS P-S				5.5	0.2	2.0	4.2	3.9	4.7	5.8	13.4	11.7	7.4	58.7
TOTAL FOR AIRCRAFT T-6				5.5	0.2	2.0	4.2	3.9	4.7	5.8	13.4	11.7	7.4	58.7

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
T-38	P-S	10206A	FUS STA 325 BULKHE	60.1	8.5	3.6								72.2
		14207B	COCKPIT ENCLOSUR	68.3	1.3									69.6
		99999A	LOW COST SAFETY	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0		0.2
TOTAL FOR CLASS P-S				128.5	9.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	142.0
T-38	P	6029	AVIONICS UPGRADE	132.3	75.9	95.2	72.3	54.0	37.3	28.1	39.2	14.4		548.6
		6034	T-38 PROPULSION M	28.5	54.4	63.5	59.9	60.5	64.8	67.6	117.8	74.7	254.3	846.0
		6087	T-38 EJECTION SYST		1.5									1.5
		99999X	LOW COST MODIFICA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
		Z88888	REPROGRAMMINGS	-0.0	15.3	6.4								21.7
TOTAL FOR CLASS P				160.7	147.0	165.2	132.2	114.4	102.1	95.7	157.0	89.1	254.3	1,417.7
TOTAL FOR AIRCRAFT T-38				289.2	156.8	168.9	132.2	114.4	102.2	95.7	157.0	89.1	254.3	1,559.8

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T-41	P	99999X	LOW COST MODIFICA	0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2
		Z88888	REPROGRAMMINGS	0.0		0.0								0.0
TOTAL FOR CLASS P				0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2
TOTAL FOR AIRCRAFT T-41				0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2

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T-43	P	3149T	TRAFFIC ALERT & CO	3.1	3.3	1.0	5.3	5.0	1.2	0.1				18.9
		99999S	SERVICE BULLETINS	3.9	0.2	0.5	0.2	0.6	3.8	2.0	2.2	2.2		15.5
		99999X	LOW COST MODIFICA	0.2	0.1	0.1	0.1	0.1	0.1	0.1				0.7
		TAWS	TERRAIN AWARENES	4.1		0.5	2.7	2.7	0.7					10.7
		Z88888	REPROGRAMMINGS	-0.0		0.1								0.0
TOTAL FOR CLASS P				11.4	3.5	2.1	8.2	8.3	5.8	2.1	2.2	2.2	0.0	45.8
TOTAL FOR AIRCRAFT T-43				11.4	3.5	2.1	8.2	8.3	5.8	2.1	2.2	2.2	0.0	45.8

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KC-10	P-S	99999A	LOW COST SAFETY	0.6		0.0	0.1	0.1	0.1	0.1	0.1	0.1		0.9
TOTAL FOR CLASS P-S				0.6	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.9
KC-10	P	4369	REPLACE PYLONS 1&	9.4	1.0	0.7								11.1
		9709	GATM PHASE II	23.7	12.0	8.2	13.7	58.3	82.3	35.1	18.0	3.6		254.8
		99999S	SERVICE BULLETINS	35.4	2.6	1.0	0.8	1.0	1.0	1.4	2.0	2.0		47.2
		99999X	LOW COST MODIFICA	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		4.2
		SIM-10	SIMULATOR UPGRAD	40.2	13.2	11.6	6.1							71.1
		Z88888	REPROGRAMMINGS	2.5	1.7	0.4								4.5
TOTAL FOR CLASS P				115.3	30.5	21.8	20.6	59.3	83.3	36.5	20.0	5.6	0.0	392.9
TOTAL FOR AIRCRAFT KC-10				115.9	30.5	21.9	20.6	59.3	83.4	36.5	20.1	5.6	0.0	393.8

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C-12	P	6140	ELECTRONIC FLIGHT				5.3	19.2	5.6					30.1
		99999S	SERVICE BULLETINS	1.5	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.3		3.6
		99999X	LOW COST MODIFICA	1.7	0.1	0.1	0.3	0.1	0.4	0.7	0.1	0.1		3.5
		Z88888	REPROGRAMMINGS			0.0								0.0
TOTAL FOR CLASS P				3.2	0.4	0.4	5.8	19.5	6.2	0.9	0.4	0.4	0.0	37.3
TOTAL FOR AIRCRAFT C-12				3.2	0.4	0.4	5.8	19.5	6.2	0.9	0.4	0.4	0.0	37.3

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C-18	P	99999S	SERVICE BULLETINS	0.4	0.0	0.7								1.1
		99999X	LOW COST MODIFICA	5.5		0.0								5.6
		Z88888	REPROGRAMMINGS			0.0								0.0
TOTAL FOR CLASS P				5.9	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
TOTAL FOR AIRCRAFT C-18				5.9	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7

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C-20	P	99999S	SERVICE BULLETINS	1.6	0.0	0.6	0.4	0.4	0.4	0.4	0.2	0.2		4.0
		99999X	LOW COST MODIFICA	4.7	0.9	0.2	0.1	0.1	0.1	0.1	0.4	0.4		6.9
		Z88888	REPROGRAMMINGS			0.0								0.0
TOTAL FOR CLASS P				6.3	0.9	0.8	0.4	0.5	0.5	0.5	0.5	0.5	0.0	10.9
TOTAL FOR AIRCRAFT C-20				6.3	0.9	0.8	0.4	0.5	0.5	0.5	0.5	0.5	0.0	10.9

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C-25	P	9331	PRESIDENTIAL DATA			68.0	67.0	27.3						162.3
		9709	GATM PHASE II	13.4	10.8	9.9	1.8							35.9
		99999S	SERVICE BULLETINS	1.6	1.2	0.8	0.8	0.8	0.9	1.0	1.0	1.0		9.1
		99999X	LOW COST MODIFICA	1.1	1.3	0.3	0.3	0.1	0.1	0.0	0.0	0.0		3.3
		Z88888	REPROGRAMMINGS	0.1	0.5	0.3								0.9
TOTAL FOR CLASS P				16.2	13.8	79.3	69.9	28.2	1.0	1.0	1.0	1.0	0.0	211.4
TOTAL FOR AIRCRAFT C-25				16.2	13.8	79.3	69.9	28.2	1.0	1.0	1.0	1.0	0.0	211.4

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C-40	P	99999S	SERVICE BULLETINS				0.1	0.1	0.1	0.1				0.4
		99999X	LOW COST MODIFICA				0.1	0.1	0.1	0.1				0.4
TOTAL FOR CLASS P				0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.8
TOTAL FOR AIRCRAFT C-40				0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.8

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C-130	P-S	99999A	LOW COST SAFETY			0.4	0.0	0.1	0.1	1.8	1.4	1.8	1.9	7.6
TOTAL FOR CLASS P-S				0.0	0.0	0.4	0.0	0.1	0.1	1.8	1.4	1.8	1.9	7.6
C-130	P	17605B	AUTOPILOT/GCAS	238.1	7.5	7.5	3.0	1.6						257.6
		18600B	ELECTRICAL SYSTEM	88.5	1.2	6.2	4.0							99.8
		18603B	FUEL QTY SYS UPGR	16.1	1.2									17.3
		3353	HF AUTO COMM PRO	48.4	0.0									48.5
		3455	AIRLIFT DEFENSIVE	111.5	6.9									118.4
		6040	ENGINES	7.2	0.1									7.3
		8109	ARMOR PLATING	8.2	1.1									9.3
		8220	ALR-69 (RWR)	47.6	0.9	8.2	19.5	14.4	33.6	33.0	36.7	36.4	30.7	261.0
		8385	AN/AAQ-22M (FLIR)	8.6	0.4	0.0								9.0
		8424	AEROSPACE RESCU	18.5	1.0	19.5	34.3	30.7	10.1					114.1
		8448	BLEED AIR DUCT RE	5.6	0.4	0.5								6.4
		8455	INSTALLATION OF AN	23.3	8.7	0.4	7.0	0.7						40.1
		8517	C-130 AVIONICS MOD	2.3					111.6	156.9	247.3	424.3	2,265.9	3,208.2
		8520	NVIS	3.6	0.5	0.3								4.4
		8526	ENHANCED TCAS (TC	77.6	8.7	22.9	28.3	9.3	18.6					165.5
		8558	INSTALLATION OF 3	0.5	0.0									0.5
		8561	SYNCHROPHASER W	6.0	4.5	3.3	4.7	3.3						21.8
		8562	C-130 GENERATOR D	2.3	2.1	1.6								6.0
		8577	ALE-47 CHAFF AND F	1.2	4.4	16.5	22.1							44.2
		8591	ALR-69 UPGRADE				9.7	10.2	10.9	11.2	11.6	11.7	1.6	67.0
		8626	C-130 SIMULATOR UP	11.4	4.0	9.1								24.5
		8629	LARGE AIRCRAFT IN			24.2	31.0	55.0	5.6	65.2				180.9
		8651	AAR-47 SENSOR UPG				7.5	5.2	4.7					17.5
		8676	DUAL VHF RADIOS O	2.0	0.2									2.2

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	8677	HC-130P/N UNIVERSA					14.3	18.2	27.7	28.0	28.5		116.7
	8726	USM-464 TESTER MO				6.5							6.5
	9119	ARC-222 RADIOS			5.4								5.4
	9120	AIRBORNE FIRE FIGH		1.7									1.7
	9121	MC-130 AIR CONDITI				6.5	3.0						9.5
	9122	APN-241 RADAR - AF				2.3	1.0	6.5	7.3	10.2	8.8		36.1
	9123	AC-130 KILL CHAIN A						3.0					3.0
	9124	CENTER WING BOX,							12.7	13.6			26.3
	9125	MC-130 CONVERSION						20.4	17.8	41.6	10.6		90.3
	9126	AC-130 LINK 16 GUNS					11.8	24.0					35.9
	99999M	MISC SIMULATOR UP			0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	1.9
	99999S	SERVICE BULLETINS	0.4			0.0	0.0	0.0	0.0	0.0	0.0	1.9	2.3
	99999X	LOW COST MODIFICA	4.0	1.7	1.8	1.1	0.1	0.0	1.8	1.8	1.8	1.9	16.1
	CWREP L	SYSTEMS/STRUCTU					4.5	6.9	10.7	12.2	12.3	45.1	91.7
	DC101	FM IMMUNITY	7.5	0.0									7.5
	SCOUT	ANG SENIOR SCOUT			8.6	8.2	3.2	3.3	3.4				26.6
	Z88888	REPROGRAMMINGS	7.4	2.5	19.9								29.8
TOTAL FOR CLASS P			747.6	59.8	155.8	195.7	168.4	277.5	347.6	402.9	534.5	2,349.1	5,238.9
TOTAL FOR AIRCRAFT C-130			747.6	59.8	156.2	195.7	168.5	277.6	349.4	404.4	536.3	2,351.0	5,246.6

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C-130J	P	_1377	BLOCK 5.4				9.6	11.3	3.9	3.8	3.8	0.7		33.0
		_1701	C-130J BLOCK 6.0 UP					23.9	25.1	14.1	8.9	1.1		73.0
		_2622	C-130J Low Cost Mods				0.2	2.0	2.0	2.0	2.0	2.0		10.1
		_5222	BLOCK 8.0									50.8	82.5	133.3
		_6298	C-130J BLOCK 7.0 UP							18.7	24.5	10.2	1.6	55.0
TOTAL FOR CLASS P				0.0	0.0	0.0	9.8	37.2	30.9	38.5	39.1	64.7	84.2	304.4
TOTAL FOR AIRCRAFT C-130J				0.0	0.0	0.0	9.8	37.2	30.9	38.5	39.1	64.7	84.2	304.4

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C-135	P-S	99999A	LOW COST SAFETY	0.3		0.0	0.0	0.0	0.0	0.0				0.4
TOTAL FOR CLASS P-S				0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
C-135	P	3009E	C-135 REENGINE	647.7	0.0		107.3							755.0
		3149F	FLIGHT DATA RECOR	100.3	19.1	1.6								121.1
		3150PC	PACER CRAG (COMP	645.8	3.2									649.0
		3353	HF AUTO COMM PRO	22.6	0.1									22.7
		4218	HIGH RELIABILITY MA	11.9	0.7									12.6
		4231	MULTIPOINT REFUEL	79.6	2.0									81.6
		4310	INTERPHONE REPLA	34.2	0.1									34.3
		6030	REDUCED VERTICAL	123.8	19.3									143.1
		8629	LARGE AIRCRAFT IN							50.3				50.3
		9709	GATM PHASE II	85.2	90.0	86.5	58.6	59.3	68.4	66.9	78.5	95.8	370.5	1,059.7
		9737	ELECTROMAGNETIC		5.3	0.2								5.5
		9738	CONTROL COLUMN B				6.0	5.0	9.0	11.0				31.0
		9810	LD/HD RIVET JOINT T		14.9									14.9
		9812	RADOME REPLACEM			3.4	3.5							6.9
		99999X	LOW COST MODIFICA	9.0	1.3	0.6	1.0	1.0	0.6	0.5				14.0
		SIM135	SIMULATOR UPGRAD	53.2	3.6	1.3								58.1
		TAWS	TERRAIN AWARENES	90.2	5.2									95.4
		Z88888	REPROGRAMMINGS	-17.2	6.0	7.9								-3.4
TOTAL FOR CLASS P				1,886.3	170.8	101.5	176.4	65.3	78.0	128.8	78.5	95.8	370.5	3,151.9
TOTAL FOR AIRCRAFT C-135				1,886.6	170.8	101.5	176.4	65.4	78.1	128.8	78.5	95.8	370.5	3,152.3

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 04 PBR

02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
C-29	P	C2901	CFIN A/C ATCALs					16.1	3.8					19.8
TOTAL FOR CLASS P				0.0	0.0	0.0	0.0	16.1	3.8	0.0	0.0	0.0	0.0	19.8
TOTAL FOR AIRCRAFT C-29				0.0	0.0	0.0	0.0	16.1	3.8	0.0	0.0	0.0	0.0	19.8

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 04 PBR

02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
E-3	P	3150	NAVSTAR GLOBAL P	67.5	0.9									68.4
		3403	HF MESSENGER		2.6	1.1								3.8
		50001P	PDMA	16.0	0.7	3.7	2.4	0.5	4.9	1.9	1.5	1.6		33.2
		50001T	BLOCK 40/45 UPGRA							68.1	138.7	118.1		324.8
		70001C	INTEGRATED BROAD	15.7	1.4	1.1								18.2
		7266	RADAR SYSTEM IMP	406.0	84.4	22.2	17.8	2.8						533.3
		7267	NAVWAR/AVIONICS							3.9	3.4	6.2		13.5
		7268	INTEGRATED DAMA				2.3	6.4	24.0	27.3	5.5			65.6
		8662	AETC MTD UPGRADE						0.1	0.5				0.6
		9707	RM&A MODS				30.9	28.1	28.7	44.7	37.1	47.1		216.7
		99999X	LOW COST MODIFICA			0.0	0.0	0.0	0.0	0.0				0.0
		T007	C2ISR TACTICAL DAT					16.5	5.8	1.1	6.0	6.1		35.5
		Z88888	REPROGRAMMINGS	0.1		0.3								0.4
TOTAL FOR CLASS P				505.2	90.1	28.4	53.5	54.4	63.5	147.6	192.3	179.1	0.0	1,313.9
TOTAL FOR AIRCRAFT E-3				505.2	90.1	28.4	53.5	54.4	63.5	147.6	192.3	179.1	0.0	1,313.9

Totals may not add due to rounding.

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02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
E-4	P	3149F	FLIGHT DATA RECOR	1.2	0.5									1.6
		3149T	TRAFFIC ALERT & CO	6.8	0.7									7.5
		3150	NAVSTAR GLOBAL P	36.4	2.3									38.7
		3410	NPES (NC2AIS) E-4B	1.1	0.8	0.5	0.5	0.5	0.6	0.6	0.6	0.6		5.8
		3505	MODIFIED MINIATUR	20.7	7.5	4.7								32.9
		4381	E-4B NATIONAL AIRB				28.5	18.8	34.3	20.8				102.4
		4381B	E-4B NATIONAL AIRB						13.9	38.7	22.5			75.1
		4382	UHF SATCOM RADIO		1.9	1.7								3.6
		4383	MESSAGE PROCESSI		7.0									7.0
		4384	DEFENSE MESSAGIN		1.4									1.4
		4386	SURVIVABLE EMERG		4.6									4.6
		4387	SENIOR LEADERS C		5.0	25.8	21.0	1.5	21.9	1.8				77.0
		4388	VHF/FM			1.0	1.0							2.0
		9709	GATM PHASE II				3.5	3.0	4.5	3.3				14.2
		99999S	SERVICE BULLETINS	20.6	7.5	2.0	2.3	1.2	1.1	2.0				36.6
		99999X	LOW COST MODIFICA	7.4	1.9	2.0	2.0	2.0	2.0	2.0				19.3
		TAWS	TERRAIN AWARENES	5.0	0.3									5.3
		Z88888	REPROGRAMMINGS	-0.0	1.4	0.0								1.4
TOTAL FOR CLASS P				99.2	42.9	37.7	58.7	27.0	78.2	69.1	23.1	0.6	0.0	436.5
TOTAL FOR AIRCRAFT E-4				99.2	42.9	37.7	58.7	27.0	78.2	69.1	23.1	0.6	0.0	436.5

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 04 PBR

02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
E-8C	P	38200	RELIABILITY, MAINTAI		24.5	2.3	5.2	5.1	1.2	4.3	3.7	4.4		50.8
		38201	CRP (COMPUTER RE	101.2	41.4	13.2	13.2							169.0
		38202	SATCOM (SATELLITE			0.4	5.4	34.9	9.3					49.9
		38203	KILL CHAIN ENHANC		3.5	2.6	1.1	1.1	3.9	4.6	6.1	6.5		29.4
		38204	ABCCC MIGRATION				4.2	4.5	1.7					10.4
		38205	AUTOMATIC TARGET									5.6		5.6
		38206	JOINT STARS GATM						0.1	14.5	45.6	16.2		76.4
		8662	AETC MTD UPGRADE				7.0							7.0
		Z88888	REPROGRAMMINGS	-4.1	1.8	0.1								-2.2
TOTAL FOR CLASS P				97.1	71.2	18.6	36.0	45.6	16.3	23.5	55.4	32.6	0.0	396.3
TOTAL FOR AIRCRAFT E-8C				97.1	71.2	18.6	36.0	45.6	16.3	23.5	55.4	32.6	0.0	396.3

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
H-1	P-S	8748	UH-1N TAIL BOOM M		2.5									2.5
TOTAL FOR CLASS P-S				0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
H-1	P	_2747	H-1 SEATS				2.1							2.1
		99999X	LOW COST MODIFICA	1.1	0.2	0.5	1.3	1.1	1.8	1.9	1.9	2.0		11.7
TOTAL FOR CLASS P				1.1	0.2	0.5	3.4	1.1	1.8	1.9	1.9	2.0	0.0	13.8
TOTAL FOR AIRCRAFT H-1				1.1	2.8	0.5	3.4	1.1	1.8	1.9	1.9	2.0	0.0	16.3

Totals may not add due to rounding.

P-1M MODIFICATION REPORT - 04 PBR

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
HH-60	P	_5321	SITUATIONAL DATAI				2.0	17.8	7.6					27.3
		6590	INSTALLATION OF SE	14.5	6.2	9.3	3.2	1.0						34.2
		8258	FLIR	15.5			12.9	16.4	2.1					46.8
		8494	UPGRADE CDU TO 48	1.6	0.9									2.5
		8560	SERVICE LIFE EXTEN	3.3	0.0	0.0	1.9	3.1	2.5					10.8
		99999S	SERVICE BULLETINS		0.0									0.0
		99999X	LOW COST MODIFICA	0.6	0.0	0.0	0.1	0.3	0.4	0.0	0.0	0.1		1.6
		ARR	701C ENGINE AND G	21.5				37.9	18.0	1.8				79.3
		T8415	UPGRADE COMMUNI	26.2	17.8	28.7	24.7	27.6	19.4	4.8	4.5	1.6		155.3
		Z88888	REPROGRAMMINGS	0.1	1.0	1.1								2.2
TOTAL FOR CLASS P				83.3	25.9	39.1	44.7	104.1	50.0	6.6	4.5	1.7	0.0	360.0
TOTAL FOR AIRCRAFT HH-60				83.3	25.9	39.1	44.7	104.1	50.0	6.6	4.5	1.7	0.0	360.0

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
OTHER	P-S	99999A	LOW COST SAFETY	0.0	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2		1.7
TOTAL FOR CLASS P-S				0.0	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.0	1.7
OTHER	P	14212B	SUPPORT EQUIPMEN	8.8	0.1	0.1	0.1							9.0
		4501	EHF SATCOM						12.8	72.2	92.6	98.0	56.3	332.0
		8600	MISSILE LAUNCHER		0.6	0.5	0.5							1.6
		8666	PRECISION ATTACK	10.0	13.8	19.9	26.3	14.9	0.8	0.8	0.8	0.9		88.2
		8727	MH-53 IFF APX-118				3.9							3.9
		9860	JOINT TACTICAL RAD								321.2	326.8		648.0
		9861	AIRBORNE ELECTRO								39.3	77.0		116.2
		99999J	MISCELLANEOUS LO	3.0	0.1	0.1								3.2
		99999U	LOW COST RETROFI	0.8	1.1									1.9
		99999X	LOW COST MODIFICA	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1		5.0
		CMWS	COMMON MISSILE W		0.0	0.0	0.0	0.2	0.2	0.3				0.8
		E900	E-9A TELEMETRY SY				5.7	5.3	0.3	0.1	0.1	0.1		11.6
		STNGR7	F-16 STING R7 POD U					13.7	15.7	5.1				34.5
		T8137	UHF SATCOM UPGRA	88.7	31.3	30.6	33.0	19.8	1.4	0.9				205.8
		TC100	TRANSFORMATION C							55.6	53.4	89.0	170.0	368.0
		Z88888	REPROGRAMMINGS	7.2	0.0	1.3								8.6
TOTAL FOR CLASS P				123.3	47.0	52.5	69.5	53.9	31.2	135.1	507.6	591.9	226.3	1,838.2
TOTAL FOR AIRCRAFT OTHER				123.3	47.2	52.6	69.7	54.1	31.4	135.4	507.8	592.0	226.3	1,839.9

Totals may not add due to rounding.

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02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
PRDT	P	PRDLAS	PREDATOR LASER		14.8	10.2	0.1							25.2
		PRDT02	PREDATOR A/B MODI				14.1	19.2	27.3	27.5	28.3	28.8		145.2
		Z88888	REPROGRAMMINGS			-0.1								-0.1
TOTAL FOR CLASS P				0.0	14.8	10.1	14.2	19.2	27.3	27.5	28.3	28.8	0.0	170.2
TOTAL FOR AIRCRAFT PRDT				0.0	14.8	10.1	14.2	19.2	27.3	27.5	28.3	28.8	0.0	170.2

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02/15/2003

<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
CV-22	P	8791	BLOCK B UPGRADE							3.9	4.1	4.4		12.4
		99999X	LOW COST MODIFICA				0.3	0.3	0.4	0.4	0.4	0.4		2.1
TOTAL FOR CLASS P				0.0	0.0	0.0	0.3	0.3	0.4	4.3	4.5	4.8	0.0	14.5
TOTAL FOR AIRCRAFT CV-22				0.0	0.0	0.0	0.3	0.3	0.4	4.3	4.5	4.8	0.0	14.5

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
CLASSI	P	1001	COMPASS CALL	167.8	41.4	17.8	16.5	8.2	8.4	6.4	8.9	9.1		284.7
		Z88888	REPROGRAMMINGS	29.0	1.1	0.0								30.2
TOTAL FOR CLASS P				196.8	42.6	17.9	16.5	8.2	8.4	6.4	8.9	9.1	0.0	314.9
TOTAL FOR AIRCRAFT CLASSI				196.8	42.6	17.9	16.5	8.2	8.4	6.4	8.9	9.1	0.0	314.9

Totals may not add due to rounding.

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<u>AIRCRAFT</u>	<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</u>	<u>PRIOR</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>COST TO GO</u>	<u>TOTAL PROG.</u>
DARP	P	3009R	REENGINE	412.4	129.1	40.2	17.8	9.3						608.8
		4263	RIVET JOINT	74.4	26.7	78.2	55.3	76.7	75.3	78.5	91.6	93.2		649.8
		4265	COMBAT SENT	7.0	7.6	8.2	8.4	8.5	8.8	9.0	9.2	9.4		76.0
		4493	U-2 POWER	28.5	18.0	11.8	8.7	1.5						68.5
		SCOUT	ANG SENIOR SCOUT		21.5									21.5
		Z88888	REPROGRAMMINGS		14.2	8.1								22.3
TOTAL FOR CLASS P				522.4	217.0	146.5	90.1	95.9	84.1	87.4	100.8	102.5	0.0	1,446.8
TOTAL FOR AIRCRAFT DARP				522.4	217.0	146.5	90.1	95.9	84.1	87.4	100.8	102.5	0.0	1,446.8

Totals may not add due to rounding.

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-2A				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$23.433	\$93.462	\$76.464	\$118.127	\$237.326	\$282.844	\$155.499	\$98.111

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 modifications budgeted in FY04 are the MK82 JDAM/Smart Bomb Rack Assembly and Link 16/CID/IFR. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	110018	ACES II			0.4							0.4
	110024	ALTERNATE HIGH FREQ			9.5	13.9	14.7	8.8	9.5	9.3		100.0
	110025	MK82 JDAM / SMART BO		14.1	9.5	27.7	2.5					53.8
	110026	EHF SATCOM						45.8	45.9	15.8		107.5
	110028	F118 DIGITAL ELECTRO		4.5	4.0	2.5	1.7					12.7
	110029	CORRECTION OF DEFIC		1.5								1.5
	110031	MAINTENANCE TRAINE		6.6	13.6							20.2
	110032	LINK 16/CID/IFR		32.3	58.6	45.2	21.9	11.4	4.3			173.6
	110033	RADAR SYSTEM MODIFI					185.2	215.0	65.0	35.0		500.2
	110034	TAILPIPE COATINGS							10.9	11.3		22.2
	110035	SUPPORTABILITY MOD				14.6	5.3					19.9
	110036	ADVANCED HOT TRAILI							12.2	16.7		28.9
	110037	ALTERNATE DOOR EDG							6.3	8.6		14.9
	110038	WINDSHIELD TAPE ALT		6.8								6.8
	99999U	LOW COST RETROFIT M	0.1	0.6	0.6	1.6	0.8	0.5	0.1	0.1		7.2
	99999X	LOW COST MODIFICATI	0.1	0.6	1.3	1.8	1.6	1.4	1.3	1.3		14.5
	T8137	UHF SATCOM UPGRAD	23.3	24.7	3.6	10.8	3.6					91.7
	Z88888	REPROGRAMMINGS		1.8	-24.7							-22.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 23	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-2A				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$23.433	\$93.462	\$76.464	\$118.127	\$237.326	\$282.844	\$155.499	\$98.111

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 modifications budgeted in FY04 are the MK82 JDAM/Smart Bomb Rack Assembly and Link 16/CID/IFR. Specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
TOTAL FOR CLASS P			23.5	93.5	76.5	118.1	237.3	282.8	155.5	98.1	0.0	1,153.1
TOTAL FOR AIRCRAFT B-2			23.5	93.5	76.5	118.1	237.3	282.8	155.5	98.1	0.0	1,153.1

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 23	PAGE NO. 2	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Description/Justification

The AHFM program has completed design and test with production preparation underway. 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 will reduce the manhours required to maintain the aircraft's signature and increase MC rates. AHFM flight testing has been completed and has verified maintainability expectations. The new material is planned for robotic application to the entire fleet during each aircraft's programmed depot maintenance (installation costs paid for using 3400 funds under PDM contract). The first AHFM aircraft will reach the field in 2003 and the last aircraft will receive the new material in 2010. Six kits and five installs were purchased with FY99 Plus - Up funds.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0

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-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		26.0										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	5	16.6					2	9.5	3	13.9	3	14.7
EQUIP												
NONREC												
CHANGE ORDERS		5.1										
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 5 KITS		12.6			[2]		[2]		[1]			
FY-04 2 KITS									[1]		[1]	
FY-05 3 KITS											[2]	
FY-06 3 KITS												
FY-07 2 KITS												
FY-08 2 KITS												
FY-09 3 KITS												
TOTAL INSTALL		12.6			2		2		2		3	
TOTAL COST (BP-1100)	5						2	9.5	3	13.9	3	14.7

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										26.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	2	8.8	2	9.5	3	9.3			20	82.3
EQUIP NONREC										
CHANGE ORDERS										5.1
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 5 KITS									[5]	12.6
FY-04 2 KITS									[2]	
FY-05 3 KITS	[1]								[3]	
FY-06 3 KITS	[2]		[1]						[3]	
FY-07 2 KITS			[2]						[2]	
FY-08 2 KITS					[2]				[2]	
FY-09 3 KITS					[1]		[2]		[3]	
TOTAL INSTALL	3		3		3		2		20	12.6
TOTAL COST (BP-1100)	2	8.8	2	9.5	3	9.3			20	100.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 8 Months

Follow-On Lead Time: 3 Months

Milestones

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

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																					1	1	1	1	1	1	1	1	1	1	1	1
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Description/Justification

This effort modifies existing Bomb Rack Assemblies (BRA) to the Smart BRA configuration by adding 1760 wiring and bomb rack controller. B-2 integration of the MK-82 JDAM on the SBRA will provide an all weather capability to deliver up to 80 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 several 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. The production costs concurrent with EMD flight testing are to support the lead times of hardware kits. There is low risk associated with this procurement since the flight testing is primarily focusing on the software modifications. The installation costs will be included in the production contract. The support equipment funds cover the Common Organizational Level Tester's (COLT) modification into an item of B-2 peculiar support equipment (PSE). A production break in FY05 moves installations into FY06.

Aircraft Breakdown: Active 45, Reserve 0, ANG 0

Development Status

Development has been initiated with FY01 Congressional plus-up funds (\$56M). Development entails extensive software changes to the aircraft, flight test of the new software files, and modification of the B-2 mission planning system. Nine of a total of 54 bomb racks will be modified in development.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		52.3		71.0		40.0						
PROCUREMENT (3010)												
INSTALL KITS					16	13.1	9	8.0	20	26.2		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP						1.0						
INSTALLATION OF HARDWARE												
FY-03 16 KITS							[12]	1.4	[4]	0.5		
FY-04 9 KITS									[9]	1.0		
FY-05 20 KITS											[20]	2.5
TOTAL INSTALL							12	1.4	13	1.6	20	2.5
TOTAL COST (BP-1100)					16	14.1	9	9.5	20	27.7		2.5

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										163.3
PROCUREMENT (3010)										
INSTALL KITS									45	47.3
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										1.0
INSTALLATION OF HARDWARE										
FY-03 16 KITS									[16]	2.0
FY-04 9 KITS									[9]	1.0
FY-05 20 KITS									[20]	2.5
TOTAL INSTALL									45	5.5
TOTAL COST (BP-1100)									45	53.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input													6	6	6	6	1				2	6	6	6
Output													6	6	6	6	1				2	6	6	6

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
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. The Digital Engine Control (DEC) is a fan speed topper over the hydromechanical 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 Electrical System Test Sets (ESTS) which are commercial-off-the-shelf (COTS) equipment unique to the B-2/F-118 engine.

Aircraft Breakdown: Active 120, Reserve 0, ANG 0

Development Status

Development done under engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						4.5						
PROCUREMENT (3010)												
INSTALL KITS					24	1.7	36	2.5	36	2.5	24	1.7
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						1.8						
SIM/TRAINER												
SUPPORT-EQUIP						1.0	1.5					
TOTAL COST (BP-1100)					24	4.5	36	4.0	36	2.5	24	1.7

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										4.5
PROCUREMENT (3010)										
INSTALL KITS									120	8.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.8
SIM/TRAINER										
SUPPORT-EQUIP										2.5
TOTAL COST (BP-1100)									120	12.7
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: CORRECTION OF DEFICIENCY (COD) INSTALLS MN-110029

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

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

PE 0101127F Team POWER

Description/Justification

This project covers the Aft Deck IFE Correction of Deficiency (COD) and current aft deck material is the subject of Notice of Deficiency (NOD). The baseline R-111 common to aft decks has been found to erode with extended exposure to exhaust area temperatures. This erosion impacts radar cross-section (RCS) signature & maintenance man-hours per flight hour (MMH/FH).

Aircraft Breakdown: Active 1, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

		PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>											
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS					1	1.5							
KITS NONRECUR													
EQUIPMENT													
EQUIP													
NONREC													
CHANGE ORDERS													
DATA													
SIM/TRAINER													
SUPPORT-EQUIP													
INSTALLATION OF HARDWARE													
FY-03 1 KITS					[1]								
TOTAL INSTALL					1								
TOTAL COST (BP-1100)					1	1.5							
(Totals may not add due to rounding)													

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1	1.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03 1 KITS									[1]	
TOTAL INSTALL									1	
TOTAL COST (BP-1100)									1	1.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 1 Month

Milestones

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

Installation Schedule

	<u>FY-03</u>				<u>FY-04</u>			
Quarters	1	2	3	4	1	2	3	4
Input				1				
Output						1		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: MAINTENANCE TRAINER SYSTEM UPGRADE MN-110031

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-2 Class P
PE 0101127F Team POWER

Description/Justification

This effort modifies the B-2 Maintenance Training System (MTS) to meet the threshold training requirements specified in the B-2 Operational Requirements Document (ORD). This modification upgrades the MTS to support required training on the functional capabilities currently present in the B-2 Weapon System. The additional functional training capabilities needed to meet minimum ORD requirements added to the MTS under this effort include, but are not limited to, Joint Stand-Off Weapon/Generic Weapons Interface System (JSOW/GWIS), Joint Air-to-Surface Standoff Missile (JASSM), and Operational Flight Programs (OFPs) from Integrated Functional Capability (IFC) P1 and P3. The end result of this effort will be a B-2 MTS that is functionally concurrent with the weapon system and will satisfy all ORD requirements for operational training.

Aircraft Breakdown: Active 96, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					48	1.0	48	1.0				
KITS NONRECUR						0.6						
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER					[48]	5.0	[48]	12.6				
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 48 KITS									[48]			
FY-04 48 KITS									[48]			
TOTAL INSTALL									96			
TOTAL COST (BP-1100)					48	6.6	48	13.6				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									96	2.0
KITS NONRECUR										0.6
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[96]	17.6
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03 48 KITS									[48]	
FY-04 48 KITS									[48]	
TOTAL INSTALL									96	
TOTAL COST (BP-1100)									96	20.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 28 Months

Follow-On Lead Time: 20 Months

Milestones

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

Installation Schedule

	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									48	48						
Output									48	48						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
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 to display Link 16 information and other data, and the capability for the aircrew to replan missions segments in-flight based on target and threat changes. Link 16 is a DOD standardized Tactical Digital Information Link - J (TDIL-J) that is secure and anti-jam. Link 16 provides a tactical secure digital data communications link to improve situational awareness for the crew. One kit will be purchased with EMD funds to accomplish development testing and evaluation (DT&E). Training system impact includes required upgrading to computational processing capacity. Limitations to the current computer system processing capacity prohibit incorporating Link-16/CID/IFR functionality into the training system. Three Training Devices (2 Aircrew and 1 Maintenance) plus computer rehost and link 16 non-recurring will be delivered with FY03 funds. The two aircrew devices will include a computational system replacement for the in-plant Mission trainer and link 16 production concept mock-up. The third device, a maintenance Training Link 16 production mock-up device, will also be delivered with FY03 funds. With FY 04 funds, the remaining 53 aircrew/maintenance training devices will be modified with both Link 16 & computer rehost which are two separate deliverables. Other Government Cost (OGC) Funding includes proposal preparation. In FY05 the funding will be transferred to the Tactical Data Link (TDL) Program Element Code (PEC), PE 27446F. The modification kits will be delivered 30 days before the modification of each aircraft begins. The support equipment funds will modify a cable to an existing piece of B-2 support equipment to allow for testing of added Link-16 equipment. The FY03/FY04 overlap of RDT&E and production funding is necessary in order to start the trainer upgrades so they can complete in time to meet fielding requirements. The risk is acceptable because the trainer upgrade is ground based general-purpose computers and not dependent on aircraft hardware or software configuration. The OGC funds in FY03-FY07 are needed to cover enterprise support and risk requirements.

There are various aircrew and maintenance trainers to be modified. Cost to modify is based on type of trainer.

\$33.851 + \$24.700 (misaligned RDT&E funding) = \$58.551 FY04 Link-16 procurement funding.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0

Development Status

EMD began in FY00 and will end in FY05. FY04 funding supports flight test costs (both Air Force and contractor).

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		95.5		47.0		47.0		15.1				
PROCUREMENT (3010)												
INSTALL KITS							3	8.5	13	33.7	4	11.8
KITS NONRECUR								13.1				
EQUIPMENT								3.0		4.9		1.5
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						1.0						
SIM/TRAINER					[3]	28.3	[109]	30.0				
SUPPORT-EQUIP						0.2						
OGC						2.8		4.0		6.6		8.6
PMA												
OTHER												

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06							
	<u>QTY</u>	<u>COST</u>																
INSTALLATION OF HARDWARE																		
FY-04	3											[3]						
FY-05	13											[1]						
FY-06	4																	
TOTAL INSTALL	<hr/>											4						
TOTAL COST (BP-1100)	<hr/>											32.3	3	58.6	13	45.2	4	21.9
(Totals may not add due to rounding)																		

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										204.7
PROCUREMENT (3010)										
INSTALL KITS		9.1		2.1					20	65.2
KITS NONRECUR										13.1
EQUIPMENT										9.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.0
SIM/TRAINER									[112]	58.3
SUPPORT-EQUIP										0.2
OGC		2.3		2.2						26.4
PMA										
OTHER										
INSTALLATION OF HARDWARE										
FY-04 3 KITS									[3]	
FY-05 13 KITS	[12]								[13]	
FY-06 4 KITS	[1]		[3]						[4]	
TOTAL INSTALL	13		3						20	
TOTAL COST (BP-1100)		11.4		4.3					20	173.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 19 Months

Follow-On Lead Time: 19 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: SUPPORTABILITY MODS MN-110035

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

Description/Justification

This project covers 4 unique programs: Aft Deck IFE, Blade Seal Incorporation into PDM, Spares Retrofit for AHFM, and Nozzle Bay Door Fix. Aft Deck IFE: The materials on the Aft Deck are eroding and degrading at an accelerated rate. Blade Seal Incorporation into PDM: This program addresses the current repair and replacement of AHFM Blade Seals. Currently, Blade Seals within the AHFM footprint are coated with no gap between the doors and the Blade Seal. This results in a very difficult Remove & Replace (R&R) process. This program would change the engineering drawings and PDM work specification to alter where the MAGRAM is sprayed to achieve a controlled gap in these areas, minimizing the time needed to R&R. Spares Retrofit with AHFM: Currently, spares within the AHFM footprint are uncoated with AHFM and ATS when received from the supplier. This program would retrofit the spares to the correct configuration to minimize downtime Mission Capable Rate. Nozzle Bay Door Fix Implementation: 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. This stack up does not perform its intended function and an alternate material is required. Since this Mod encompasses four unique programs, the number of installs will not be representative of the number of aircraft affected. Each mod will go on each of the 21 aircraft for a total of 84. The reason our total is 83 is due to the first Aft Deck IFE kit will be funded under the COD modification.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									58	14.6	25	5.3
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05 58 KITS									[36]		[22]	
FY-06 25 KITS											[18]	
TOTAL INSTALL									36		40	
TOTAL COST (BP-1100)									58	14.6	25	5.3

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									83	19.9
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-05 58 KITS									[58]	
FY-06 25 KITS			[7]						[25]	
TOTAL INSTALL			7						83	
TOTAL COST (BP-1100)									83	19.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 1 Month

Milestones

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

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							26	10	12	10	12	6	6	1		
Output							12	14	20	12	8	8	4	3	2	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR

Modification Title and No: WINDSHIELD TAPE ALTERNATIVE (WTA) MN-110038

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-2 Class P
 PE 0101127F Team POWER

Description/Justification

The current tape around the exterior of the windshield rapidly deteriorates from vibration and cabin pressurization cycles. This modification will replace the tape with conductive caulk and MAGRAM treatment. This initiative improves MCR by 1.75%, reduces OSS costs by \$24.4M, saves 25,000 manhours per year, and reduces aircraft signature. Modification installations/kits fully funded with FY03 Congressional Plus-up Funds.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

Funded with FY00 Plus-Up Funds (3600)

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					21	6.8						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 21 KITS					[1]		[8]		[12]			
TOTAL INSTALL					1		8		12			
TOTAL COST (BP-1100)					21	6.8						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									21	6.8
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03 21 KITS									[21]	
TOTAL INSTALL									21	
TOTAL COST (BP-1100)									21	6.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 1 Month

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

Installation Schedule

	<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
Quarters																				
Input									1				2	2	2	2	3	3	3	3
Output										1	2	2	2	2	2	2	3	3	3	3

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
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: Main Engine Control Hydroclone (FY98-00) introduces a new actuator link pin, improved servo filter, and unitized VSV spring, improving safety, reliability and maintainability. Pyrometer Improvement (FY99-01) improves reliability of a high maintenance driver. LPT Stage 1 Blade Retainer (FY00-03) redesigns current part to increase life to meet one schedule depot visit. Fan IGV Bushing Improvement (FY00-04) redesign is being driven by wear in IGV bushing. Front Frame Oil Tube Improvement (FY01-04) prevents tube fatigue, which can result in oil loss and engine seizure. HPT C-Clip change (FY01-05) redesign will prevent C-clip liberation. Turbine Frame Oil Tube Improvement (FY01-05) change from bracket to damper configuration to prevent tube failure. #4 Bearing Nut redesign (FY01-05) will improve detection of pending #4 Bearing failures. This mod will also include other low cost initiatives as required.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		2.7		0.1		0.6		0.6		1.6		0.8
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.0										
TOTAL COST (BP-1100)		2.7		0.1		0.6		0.6		1.6		0.8

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.5		0.1		0.1				7.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.0
TOTAL COST (BP-1100)		0.5		0.1		0.1				7.2
(Totals may not add due to rounding)										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY) FY-96
 Delivery Date (Month/CY)

Installation Schedule

Quarters 1 FY-96 2 3 4
 Input
 Output

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: B-2

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-2 Class P
 PE 0101127F Team POWER

Center: ASC - Wright Patterson AFB, OH

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: The flooring upgrade (FY98-00) will add permanent flooring to the HIAC bay, which will reduce damage that occurs when installing the temporary flooring before performing maintenance. DMS Antennas (FY00) will be upgraded by AF personnel at WAFB. FY01+ funding will be used to improve air vehicle systems including spares & support equipment to meet operator requirements. The funds will be used to cover other low cost aircraft mods as they are identified.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		5.1		0.0		0.6		1.3		1.8		1.6
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGP II		0.1										
FOT&E												
AWATING BTR												
TOTAL COST (BP-1100)		5.2		0.0		0.6		1.3		1.8		1.6
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		1.4		1.3		1.3				14.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGP II										0.1
FOT&E										
AWATING BTR										
TOTAL COST (BP-1100)		1.4		1.3		1.3				14.5
(Totals may not add due to rounding)										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-96

Quarters	1	2	3	4
Input				
Output				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: UHF SATCOM UPGRADE MN-T8137

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

Models of Aircraft Affected: B-2

Center: ASC - Wright Patterson AFB, OH

PE 0101127F Team POWER

Description/Justification

This effort replaces the current Ultra High Frequency/Very High Frequency (UHF/VHF) line-of-sight (ARC-215) radios with the Airborne Integrated Terminal (AIT) radio (2 per shipset bought under the AITG program and installed by user) along with a newly developed RF switch/bus unit (RFSU) and LNA (low noise amplifier)/Diplexer. The existing UHF low observable (LO) antenna will also be replaced with an improved gain UHF SATCOM antenna. This upgrade will provide Air Combat Command (ACC) with secure, long range voice and data SATCOM capability, as well as interoperability with other Have Quick II users (allowing the B-2 to participate as part of the total force package) and 8.33KHz spacing on VHF for Eurocontrol. The LO antenna RFSU and LNA/Diplexer development risk is low. Installation costs are included in the acquisition costs of the kits. MILSATCOM terminals PE 33601 FY01 - \$9.158M; FY02 - \$10.895M. In addition, the MILSATCOM is also planning to provide additional funding \$1.5M in FY03, \$10.0M in FY04 and \$2.0M in FY05.

Aircraft Breakdown: Active 20, Reserve 0, ANG 0

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 aircraft will be upgraded during development.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		97.8		16.3		7.1						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR		2.6										
EQUIPMENT	4	16.1	8	19.4	8	15.8						
EQUIP				0.5								
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[2]	6.8			[1]	5.9						
SUPPORT-EQUIP												
OGC		0.2		3.4		3.0						
INSTALLATION OF HARDWARE												
FY-01 4 KITS							[4]	3.6				
FY-02 8 KITS									[8]	7.2		
FY-03 8 KITS									[4]	3.6	[4]	3.6
TOTAL INSTALL							4	3.6	12	10.8	4	3.6
TOTAL COST (BP-1100)	4	25.7	8	23.3	8	24.7		3.6		10.8		3.6

(Totals may not add due to rounding)

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-1B				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$48.477	\$103.853	\$91.623	\$34.384	\$25.333	\$75.266	\$95.003	\$40.665

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 overall goal of the modifications budgeted in FY04 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary modifications budgeted in FY04 are a continuation of the Avionics Computer and Wind Corrected Munitions efforts. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	_3944	ALQ-161A PREPROCES					8.1	12.3	14.6			35.0
	_9035	ALQ-161A Waveform Gen						9.8	11.1	2.5		23.4
	_9766	ALQ-161A Advanced Trac						9.3	5.8			15.1
	4165	EMERGENCY RESTRAIN	0.1									0.8
	4252	AVIONICS COMPUTERS	23.0	38.5	35.8	14.8						121.6
	4274	JSOW/JASSM INTEGRA	8.7	8.1								16.8
	4280	FULLY INTEGRATED DA						6.5	4.4	3.9	8.4	23.3
	4282	B-1 INTEGRATED DATAL						21.8	12.5	12.9	84.3	131.5
	4284	CITS UPGRADE						5.4	17.2	3.6	1.2	27.4
	5013	RF TOWED DECOY SYS	4.6	4.6	3.0							131.2
	5047	SIMULATOR UPDATES	0.5		0.3	0.4						38.5
	5048	WIND CORRECTED MU	0.2		30.2		3.9					38.8
	6039	F101 DIGITAL ENGINE C	3.2	8.6	5.8							23.0
	6847	AN/ALQ-161A BAND 5 AF		1.6								1.6
	7242	AN/ALQ-161A BAND 8 RF					12.3	10.0	7.3			29.5
	8411	RADAR IMPROVEMENT							21.8	11.3	142.7	175.8
	8421	LINK 16		7.0								19.9

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-1B				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$48.477	\$103.853	\$91.623	\$34.384	\$25.333	\$75.266	\$95.003	\$40.665

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 overall goal of the modifications budgeted in FY04 is to increase conventional weapons capabilities and improve reliability and maintainability. The primary modifications budgeted in FY04 are a continuation of the Avionics Computer and Wind Corrected Munitions efforts. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	8495	AN/ALQ-161A DIRECTIO	5.1	0.9								6.0
	8525	AN/ALQ-161A JAMMER A				2.3	0.5					2.8
	8970	AN/ALQ-161A TAIL WAR			9.4	5.3						14.7
	8971	VERTICAL SITUATION DI								6.2	35.4	41.5
	8972	AUTOMATIC TEST EQUI		10.0	5.9	5.4						21.3
	8973	LOWER RUDDER HYDR	0.9									0.9
	8974	THREAT SITUATIONAL		5.6	1.0	6.0						12.6
	8976	WING SHEAR BEARING		7.3								7.3
	99999X	LOW COST MODIFICATI	1.7	1.3	0.2	0.2	0.6	0.2	0.2	0.3		7.1
	Z88888	REPROGRAMMINGS	0.6	10.3								10.8
TOTAL FOR CLASS P			48.6	103.9	91.6	34.4	25.3	75.3	95.0	40.7	272.0	978.3
TOTAL FOR AIRCRAFT B-1			48.6	103.9	91.6	34.4	25.3	75.3	95.0	40.7	272.0	978.3

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: AVIONICS COMPUTERS MN-4252

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

This modification increases the B-1's conventional weapons capability by upgrading avionics computer units (ACUs) and Data Transfer Units (DTUs) along with related support equipment. This increases data processing capability and significantly improves long term supportability. The upgrade also enables simultaneous carriage of up to 3 different weapon types (weapon flexibility) and greatly reduces the software maintenance costs. Sixty kits for the aircraft are being procured. This modification is managed with the WCMD integration (MN-5048) [ie; Same contract, same contractor, etc...]. FY02 funds will procure 10 shipsets of hardware. Diminished Manufacturing Sources (DMS) funding procures computer chips and components for all 60 modification kits to prevent loss of the manufacturing source due to the manufacturer moving to the next technology insertion cycle (occurs approximately every 18-24 months in the computer processor industry). Lead time for computer purchase is 17 months, Boeing initiated purchase of second lot buy of computers which accounts for 12 month delivery for FY03.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

EMD started in FY97. EMD completes second quarter of FY03.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		223.1		13.9		10.0						
PROCUREMENT (3010)												
INSTALL KITS	6	1.5	10	5.4	28	13.2	16	7.6				
KITS NONRECUR												
EQUIPMENT	[6]	5.2	[10]	7.7	[28]	17.5	[16]	9.9				
EQUIP		2.1										
NONREC												
CHANGE ORDERS				1.0		1.3		1.8		0.7		
DATA		0.2										
SIM/TRAINER			[5]	1.4								
SUPPORT-EQUIP		0.1				0.4						
OGC						4.2		9.4		4.3		
DMS (Diminished Manufacturing Sources)				6.8								
INSTALLATION OF HARDWARE												
FY-00 6 KITS	[1]	0.3	[2]	0.7	[3]	2.0						
FY-02 10 KITS							[10]	3.1				
FY-03 28 KITS							[13]	4.1	[15]	4.8		
FY-04 16 KITS									[16]	5.1		
TOTAL INSTALL	1	0.3	2	0.7	3	2.0	23	7.2	31	9.8		
TOTAL COST (BP-1100)	6	9.3	10	23.0	28	38.5	16	35.8		14.8		

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: JSOW/JASSM INTEGRATION MN-4274
 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

The Joint Standoff Weapon (JSOW) is an unpowered guided weapon with standoff capability. The Joint Air to Surface Standoff Missile (JASSM) is a powered guided weapon with long range standoff capability. JSOW-JASSM integration will provide improved combat effectiveness and aircraft survivability. The RDT&E shown is the total development funding for integration of JSOW-JASSM capability on the B-1 aircraft. Part of the effort is modifications to multipurpose rotary launchers (MPRLs), modifications to the associated launcher support equipment, and updates to the technical data. This modification also funds the power modification to the MPRL to increase available power for all weapons on the MPRL. MPRL mod kits will be installed by Air Force personnel at a main operating base. Each of the 60 B-1B aircraft can carry up to 3 MPRLs and each MPRL can carry up to 8 JASSM or up to 4 JSOW weapons. Four MPRLs will be modified on the EMD contract and the remaining 125 Block D MPRLs will be modified for JSOW-JASSM capability.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Risk reduction started in FY98. EMD began in FY99.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		33.6		33.5		22.1		32.7				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			60	8.7	65	8.1						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			60	8.7	65	8.1						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									125	16.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									125	16.8
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 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>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)					01/03	01/03		
Delivery Date (Month/CY)					01/04	10/04		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

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

Description/Justification

This modification installs the Navy AN/ALE-50(V)-1 Towed Decoy System (TDS) on the B-1B. The major components of the TDS include 2 launcher controllers, 2 launchers with magazines and canisters, and 8 AN/ALE-50 decoy rounds. TDS will employ the AN/ALE-50 as a repeater decoy to improve the survivability of the B-1B against select threat systems. Funding does not include decoy rounds. FY96 funds were congressionally reprogrammed for program acceleration. In keeping with congressional intent, these kits were installed with FY96 funds. FY97 funds are for the kit proof kit, which was awarded before the FY96 acceleration. P31 program allows installation of improved launchers & controls beginning in FY01 and retrofit of 24 fielded aircraft. Group A for the 69th kit comes from contract equitable adjustment. The 70th kit was procured with 3600 funds in support of Defensive System Upgrade Program (DSUP) EMD. Four kits were procured with FY99 3017 Supplemental funds (documented in this mod), but will be installed with 3010 BP11 funds. Prior to FY99, program funded within PE 0207442F. Group A kit procurement in FY02 required to modify aircraft scheduled to be retained in the active B-1 fleet. The Group B required to fill the last 12 aircraft will be removed from previously modified aircraft that will be placed in long term storage. Total Group A Kits procured was 79, only 77 were installed-2 kit installations were deferred due to B-1 consolidation decision. The 77 installations are derived from 60 Group A kits used to support the Active Fleet, 6 to support those in ready-storage and 11 that were previously installed.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		29.7										
PROCUREMENT (3010)												
INSTALL KITS	79	47.3										
KITS NONRECUR		5.9										
EQUIPMENT	[84]	44.0										
EQUIP												
NONREC												
CHANGE ORDERS		1.6		1.0		1.1						
DATA		0.3										
SIM/TRAINER												
SUPPORT-EQUIP		1.0										
CONT LIAB		0.5										
OGC		8.3		0.0		0.0						
GFP		0.4										
FLIGHT TEST		0.5										
INSTALLATION OF HARDWARE												
FY-96 11 KITS	[11]	1.9										
FY-97 1 KITS	[1]	0.2										
FY-98 12 KITS	[12]	2.2										
FY-99 23 KITS	[18]	3.5	[5]	1.1								
FY-00 19 KITS	[7]	1.5	[9]	2.0	[3]	1.5						
FY-01 13 KITS			[1]	0.4	[4]	2.0	[6]	3.0				
TOTAL INSTALL	49	9.2	15	3.6	7	3.5	6	3.0				
TOTAL COST (BP-1100)	79	119.1		4.6		4.6		3.0				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										29.7
PROCUREMENT (3010)										
INSTALL KITS									79	47.3
KITS NONRECUR										5.9
EQUIPMENT									[84]	44.0
EQUIP NONREC										
CHANGE ORDERS										3.7
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										1.0
CONT LIAB										0.5
OGC										8.3
GFP										0.4
FLIGHT TEST										0.5
INSTALLATION OF HARDWARE										
FY-96 11 KITS									[11]	1.9
FY-97 1 KITS									[1]	0.2
FY-98 12 KITS									[12]	2.2
FY-99 23 KITS									[23]	4.6
FY-00 19 KITS									[19]	5.0
FY-01 13 KITS									[11]	5.4
TOTAL INSTALL									77	19.3
TOTAL COST (BP-1100)									79	131.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 16 Months

Follow-On Lead Time: 16 Months

Milestones

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

Installation Schedule

	Quarters	<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>			
		1	2	3	4	1	2	3	4	1	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																						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: SIMULATOR UPDATES MN-5047
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 modification provides hardware and software updates to the training system to reflect the aircraft configuration. FY98 funds purchased a computational system upgrade to the Maintenance Training Equipment (MTE) and FY97 funds purchased a computational system upgrade to the Cockpit Procedures Trainer (CPT). These upgrades will expand memory and spare time in both devices to accommodate Block D upgrades. The FY00 through FY01 funds are for a computational system upgrade to the Weapon Systems Trainer (flight simulator), the Mission Trainer (aft station simulator), and the rehost/upgrade of the WST/MT Instructor Operator Stations (IOS). Without these upgrades, the trainers cannot be modified to reflect the conventional mission upgrades being accomplished on the aircraft. The FY02 funds are required for upgrades to the CPT. Without this upgrade to the CPT, the trainer will not adequately reflect the aural tones produced by the aircraft defensive systems when various threats are recognized. These aural tones identify specific missile and anti-aircraft radar types targeting the aircraft. The quantities shown are not for purchase of simulators, but rather for updates being done to a variety of trainers/simulators already owned and maintained. The quantities pertain only to the number of different trainers being modified with each change, not the level of effort on each different trainer or even the consistency between the trainer modifications.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

No development.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		41.1		0.8		6.6		7.8		1.9		1.7
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER	[41]	37.2	[5]	0.5			[2]	0.3	[5]	0.4		
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		37.2		0.5				0.3		0.4		
(Totals may not add due to rounding)												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

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

Description/Justification

Modify 10-carry conventional bomb module through the addition of MIL-STD 1760 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 will support the B-1B Block E Required Available Assets (RAA) requirement. WCMD capability will be tested as part of the avionics computer upgrade Development Test & Evaluation flight test program. RDT&E (3600) funding is carried through FY03 to cover the WCMD portion of the avionics computer upgrade flight test program. This modification is managed with the avionics computer upgrade (MN-4252) [i.e. same contract, same contractor, etc...]. The 10-carry bomb modules are interchangeable between aircraft; each B-1 can carry up to 3 conventional bomb modules.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

EMD started in FY96 and continues through FY03.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		64.5		10.9		3.5						
PROCUREMENT (3010)												
INSTALL KITS	[3]	1.8					[26]	15.3				
KITS NONRECUR EQUIPMENT	3	2.5					26	14.9				
EQUIP NONREC CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER SUPPORT-EQUIP												
OGC GFE		0.0										
INSTALLATION OF HARDWARE												
FY-00 3 KITS	[1]	0.1	[2]	0.2								
FY-04 26 KITS											[26]	3.9
TOTAL INSTALL	1	0.1	2	0.2							26	3.9
TOTAL COST (BP-1100)	3	4.6		0.2			26	30.2				3.9

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F101 DIGITAL ENGINE CONTROL (DEC) MN-6039
 Models of Aircraft Affected: B-1B

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

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

Description/Justification

The Digital Engine Control (DEC) replaces the existing analog augmentor fan temperature (AFT) control and central integrated test system (CITS) processor on the F101 Engine. The DEC includes drop-in replacement boards, built-in diagnostics and reprogram ability. It is interchangeable with the existing equipment physically replacing the AFT control and relegating the CITS processor to a pass-through function. Kits will be installed as an organizational level modification. The modifies the entire B-1 engine pool of 435 engines remaining after fleet consolidation.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	[93]	4.4	[59]	3.1	[167]	8.2	[116]	5.8				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		1.1		0.1								
SIM/TRAINER												
SUPPORT-EQUIP						0.3						
SOFTWARE												
OGC				0.0		0.0		0.0				
TOTAL COST (BP-1100)		5.5		3.2		8.6		5.8				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[435]	21.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER										
SUPPORT-EQUIP										0.3
SOFTWARE										
OGC										0.0
TOTAL COST (BP-1100)	<hr/>									23.0

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: AN/ALQ-161A BAND 5 AFT TRANSMITTER MN-6847

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

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

Description/Justification

The Band 5 Aft transmitter is a high failure item on the B-1 aircraft due to failures in the high voltage module of the transmitter power supply. This modification replaces the high voltage module with a redesigned module to double the reliability and provide self protection circuitry to protect the power supply in case of module failure. This modification addresses a known problem identified during the original ALQ-161A development program. The fix was developed during the original ALQ-161A core EMD program.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					60	1.6						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA							0.1					
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
TOTAL COST (BP-1100)					60	1.6						
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									60	1.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
TOTAL COST (BP-1100)	<hr/>								60	1.6

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: LINK 16 MN-8421

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

This upgrade provides for 8 shipsets of non-integrated Datalink equipment with interim line of sight and beyond line of sight data link capability plus an additional 14 sets of racks, trays, and wiring (Group A only) equipment. A total of 22 aircraft will thus be capable of accommodating the datalink line replaceable units (Group B) providing flexibility to ACC as aircraft enter depot maintenance and to meet operational requirements. This is an interim solution being fielded on a limited number of aircraft pending development and fielding of a fully integrated data link solution (MN-4280 and MN-4282). The data links will provide real time situational awareness to the aircrew and the capability to relay command and control information to include target changes to the B-1B while enroute to the target area. The line of sight data link will be Link 16 with the beyond line of sight (BLOS) link provided by UHF SATCOM. Concept for this data link and BLOS capability was demonstrated on the B-1B during EFX-98.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	5	0.5			17	1.9						
KITS NONRECUR		1.8										
EQUIPMENT	[5]	6.5			[3]	3.8						
EQUIP		2.6										
NONREC												
CHANGE ORDERS												
DATA		0.8				0.5						
SIM/TRAINER												
SUPPORT-EQUIP		0.0				0.3						
ICS		0.6				0.5						
TOTAL COST (BP-1100)	5				17	7.0						
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>									
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS									22	2.5	
KITS NONRECUR										1.8	
EQUIPMENT									[8]	10.3	
EQUIP NONREC										2.6	
CHANGE ORDERS											
DATA										1.3	
SIM/TRAINER											
SUPPORT-EQUIP										0.3	
ICS										1.1	
TOTAL COST (BP-1100)	<hr/>									22	19.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 21 Months

Follow-On Lead Time: 18 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: AN/ALQ-161A DIRECTION FINDING ENCODER MN-8495

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

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

Description/Justification

The current direction finding encoder (DFE) circuitry exhibits two major problems: 1) does not report actual Line Replaceable Unit (LRU) failures and 2) reports Could-Not Duplicate (CND) up to 70 percent of the time. Due to these circuitry problems, the capability to ground test the ALQ-161 system is affected. This modification fixes these problems, as well as, increases Direction Finding (DF) accuracy and reduces the processing load on the ALQ-161A computer processor. Flight testing of the modification is complete and has demonstrated almost complete elimination of erroneous direction beam data.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Development and flight test is complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			60	2.9								
EQUIP				0.4								
NONREC												
CHANGE ORDERS												
DATA				0.4								
SIM/TRAINER			[29]	0.2								
SUPPORT-EQUIP				0.5								
MOD OF SPARES				0.4								
OGC				0.3								
INSTALLATION OF HARDWARE												
FY-02 60 KITS					[60]	0.9						
TOTAL INSTALL					60	0.9						
TOTAL COST (BP-1100)			60	5.1		0.9						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									60	2.9
EQUIP NONREC										0.4
CHANGE ORDERS										
DATA										0.4
SIM/TRAINER									[29]	0.2
SUPPORT-EQUIP										0.5
MOD OF SPARES										0.4
OGC										0.3
INSTALLATION OF HARDWARE										
FY-02 60 KITS									[60]	0.9
TOTAL INSTALL									60	0.9
TOTAL COST (BP-1100)									60	6.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	Quarters	<u>FY-02</u>				<u>FY-03</u>			
		1	2	3	4	1	2	3	4
Input							15	45	
Output							15	45	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
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 60, Reserve 0, ANG 0

Development Status

Feasibility study completed. Development scheduled in FY03 and FY04

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						2.7		1.4				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									60	1.1		
EQUIP												
NONREC												
CHANGE ORDERS										0.1		
DATA										0.3		
SIM/TRAINER									[29]	0.2		
SUPPORT-EQUIP												
MOD OF SPARES										0.6		
INSTALLATION OF HARDWARE												
FY-05 60 KITS											[60]	0.5
TOTAL INSTALL											60	0.5
TOTAL COST (BP-1100)									60	2.3		0.5

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										4.1
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									60	1.1
EQUIP NONREC										
CHANGE ORDERS										0.1
DATA										0.3
SIM/TRAINER									[29]	0.2
SUPPORT-EQUIP										
MOD OF SPARES										0.6
INSTALLATION OF HARDWARE										
FY-05 60 KITS									[60]	0.5
TOTAL INSTALL									60	0.5
TOTAL COST (BP-1100)									60	2.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									20	25	15					
Output									10	25	25					

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-1 Class P
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 60, Reserve 0, ANG 0

Development Status

Development began in FY02 and completes in FY03.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				1.6		0.4						
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							60	4.6				
EQUIP												
NONREC												
CHANGE ORDERS								0.2				
DATA								0.6				
SIM/TRAINER							[29]	0.2				
SUPPORT-EQUIP								0.9				
MOD OF SPARES								2.5				
OGC								0.3				
INITIAL SPARES (WCF												
REIMBURSEMENTS)												
INSTALLATION OF HARDWARE												
FY-04 60 KITS									[60]	5.3		
TOTAL INSTALL									60	5.3		
TOTAL COST (BP-1100)							60	9.4		5.3		
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									60	4.6
EQUIP NONREC										
CHANGE ORDERS										0.2
DATA										0.6
SIM/TRAINER									[29]	0.2
SUPPORT-EQUIP										0.9
MOD OF SPARES										2.5
OGC										0.3
INITIAL SPARES (WCF										
REIMBURSEMENTS)										
INSTALLATION OF HARDWARE										
FY-04 60 KITS									[60]	5.3
TOTAL INSTALL									60	5.3
TOTAL COST (BP-1100)									60	14.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	<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
Input													5	15	20	20
Output													5	15	20	20

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: AUTOMATIC TEST EQUIPMENT MN-8972

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

Models of Aircraft Affected: B-1B

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

PE 0101126F Team POWER

Description/Justification

The B-1B Automated Test Equipment (ATE), which consists of Digital Test Station (DIG), Digital Analog/Video Test Station (DAV), Radar/Electronic Warfare Test Station (REW), Advanced Depot Inertial Test Station (ADINTS) & Enhanced Automated Special Test Equipment (EASTE), and related Test Program Sets (TPSs), has a 50% Non Mission Capable rate. This has resulted in a backlog of 1,400 avionics assets in the back-shops requiring testing for repair, with the number growing by 250 per year. The ATE is essential to support the mission readiness of the B-1B fleet. Key components of the ATE are plagued with diminishing manufacturing source (DMS) issues. The ATE test equipment must be operational to ensure repair of essential avionics LRUs. The modernization effort will replace test equipment components, allowing users to maintain key LRUs in organizational (O), intermediate (I) and depot (D) level shops. Unit costs in each fiscal year vary depending on ATE system being upgraded and/or modified with new test replaceable units. There is not a one-to-one correspondence between test equipment and aircraft. 108 items of automated test equipment are being modified.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N.A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					55	8.6	37	5.7	16	5.2		
EQUIP						0.4						
NONREC												
CHANGE ORDERS												
DATA						0.9		0.1		0.1		
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.1		0.1		0.1		
TOTAL COST (BP-1100)					55	10.0	37	5.9	16	5.4		
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>									
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS											
KITS NONRECUR											
EQUIPMENT									108	19.6	
EQUIP NONREC										0.4	
CHANGE ORDERS											
DATA										1.1	
SIM/TRAINER											
SUPPORT-EQUIP											
OGC										0.2	
TOTAL COST (BP-1100)	<hr/>									108	21.3
(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-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>
Contract Date (Month/CY)	04/03	12/03	12/04	
Delivery Date (Month/CY)	10/03	06/04	06/05	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: THREAT SITUATIONAL AWARENESS SYSTEM MN-8974

Models of Aircraft Affected: B-1B

Center: ASC - Wright Patterson AFB, OH

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

Description/Justification

The Tactical Situational Awareness System/Airborne Video Recorder (TSAS/AVR) provides the capability to display mission and threat data at the pilot crew stations. This mod corrects the lack of crew situational awareness by providing the capability to avoid real-time threats and to still strike assigned targets. In addition, this modification provides the capability to record displays at all crew stations for mission debriefing and training.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

Development budgeted in FY03 - Complete in FY03

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[40]	0.3			[20]	0.1		
KITS NONRECUR						0.1						
EQUIPMENT					40	4.9			20	2.9		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						0.3				0.1		
SIM/TRAINER									[29]	1.9		
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-03 40 KITS								[30]	1.0	[10]	0.3	
FY-05 20 KITS										[20]	0.7	
TOTAL INSTALL								30	1.0	30	1.0	
TOTAL COST (BP-1100)					40	5.6		1.0	20	6.0		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[60]	0.4
KITS NONRECUR										0.1
EQUIPMENT									60	7.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER									[29]	1.9
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-03 40 KITS									[40]	1.3
FY-05 20 KITS									[20]	0.7
TOTAL INSTALL									60	2.0
TOTAL COST (BP-1100)									60	12.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 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)		07/03		10/04	
Delivery Date (Month/CY)		07/04		08/05	

Installation Schedule

	<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
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									30	10						20				
Output									10	20	10				10	10				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: WING SHEAR BEARING MN-8976

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

Models of Aircraft Affected:

Center: ASC - Wright Patterson AFB, OH

PE 0101126F Team POWER

Description/Justification

The wing pivot shear bearings are worn out and are damaging the wing pivot fitting flange. This is resulting in metal to metal contact between the shear bearing and the shear fitting flange. Continued wear will result in allowing vertical movement of the wing on the wing pivot pin, possibly causing damage to the inboard wing structure aircraft, resulting in the grounding of the aircraft. If damage is allowed to occur to the inboard wing structure a costly major rework of the inboard wing structure will have to be performed. An analysis has determined as many as 22 aircraft may become grounded by the end of FY03 if the repair is not performed. This was a Congressional add.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[22]	7.3						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						7.3						
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[22]	7.3
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									7.3
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-03

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: B-1B

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

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

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. FY00 funds include \$922K for the Night Vision Lighting String low cost mod. FY01 funds are for a crew intercom rewire mod and Waveform Generator A-31 Card mod. FY02-FY09 funds are reserved for miscellaneous mission essential B-1 low cost modifications to ensure readiness and B-1B operational requirements.

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.4		1.7		1.3		0.2		0.2		0.6
46U921												
OTHER REPROG												
CONT LIAB												
ECP (PYLONS)												
TOTAL COST (BP-1100)		2.4		1.7		1.3		0.2		0.2		0.6
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.2		0.2		0.3				7.1
46U921										
OTHER REPROG										
CONT LIAB										
ECP (PYLONS)										
TOTAL COST (BP-1100)		0.2		0.2		0.3				7.1
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-95

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: B-52				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$17.449	\$24.543	\$61.133	\$145.310	\$149.397	\$66.579	\$132.619	\$97.181

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 FY04 is the ECM Improvements. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	3143	COMMON STRATEGIC R	1.0	4.6								9.7
	3150	NAVSTAR GLOBAL POSI	0.3	0.8								39.6
	3263	INTEGRATED CONV ST	0.1	1.7								84.9
	3310	CALCM INFLIGHT BEYO				36.6	28.9	25.5	123.0	95.2		309.2
	3311	FUEL ENRICHMENT MO			0.4	0.6	0.2					1.2
	3312	TF33 OIL SYSTEM				0.8	0.8	0.8				2.3
	3313	TF33 ACCESSORIES SY				0.6	0.6	0.6				1.8
	3314	CONVENTIONAL ENHAN				20.1	21.1	7.8				49.0
	4222	ARC-210 RADIO	2.9									34.2
	4260	ADVANCED WEAPON IN	0.3									15.1
	4270	ECM IMPROVEMENT	11.9	16.8	40.5	47.5	59.2	24.4	7.7			241.5
	4371	GPS TACAN	0.7	0.6								51.0
	4693	AVIONICS MIDLIFE IMPR			18.6	37.2	36.6	5.6	0.8			98.8
	99999X	LOW COST MODIFICATI	0.2		1.6	2.0	2.0	2.0	1.1	2.0		13.0
TOTAL FOR CLASS P			17.5	24.5	61.1	145.3	149.4	66.6	132.6	97.2	0.0	951.2
TOTAL FOR AIRCRAFT B-52			17.5	24.5	61.1	145.3	149.4	66.6	132.6	97.2	0.0	951.2

Totals may not add due to rounding.

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

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

The CSRL modification consists of aircraft structural and hydraulic and electric connections allowing the aircraft to employ a rotary launcher. Force structure changes bought about a situation in which all aircraft were not CSRL configured resulting in numerous logistics and capability problems. Congress appropriated Attrition Reserve funding to bring all aircraft to a common configuration. To comply with congressional intent, HQ USAF approved use of FY00, FY01, and FY02 funding to incorporate the CSRL capability into the 'Attrition Reserve' aircraft.

Aircraft Breakdown: Active 13, Reserve 0, ANG 0

Development Status

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

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	7	1.9	6	0.6								
KITS NONRECUR												
EQUIPMENT	[7]	0.7			[6]	4.6						
EQUIP		0.3										
NONREC												
CHANGE ORDERS												
DATA	[1]	0.0										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 3 KITS		0.3	[3]	0.3								
FY-01 4 KITS		0.9				[4]						
FY-02 6 KITS						[6]						
TOTAL INSTALL		1.2	3	0.3		10						
TOTAL COST (BP-1100)	7	4.1	6	1.0		4.6						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									13	2.5
KITS NONRECUR										
EQUIPMENT									[13]	5.3
EQUIP NONREC										0.3
CHANGE ORDERS										
DATA									[1]	0.0
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 3 KITS									[3]	0.6
FY-01 4 KITS									[4]	0.9
FY-02 6 KITS									[6]	
TOTAL INSTALL									13	1.5
TOTAL COST (BP-1100)									13	9.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 6 Months

Follow-On Lead Time: 4 Months

Milestones

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

Installation Schedule

	<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
Quarters																				
Input									1	2	2	2	2	3	3					
Output													1	2	2	2	3	3		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

Congressionally directed program, Navstar GPS provides worldwide three-dimensional positioning/navigation and precise weapons delivery for military aircraft. The first 10 kits were capitalized from the B-52G GPS modification effort. Additionally, GPS LRUs were removed from the retiring G models, refurbished and installed on the H models. This supported the modification of 40 B-52H aircraft. FY99 Kit Production Leadtime is 9 months. Method of installation accomplished at Contractor Facility and Depot. Program complies with congressional mandate to modify 'Attrition Reserve' (AR) aircraft. Program approved by HQ USAF to use FY97, FY99, FY00, and FY01 AR funding for out year installs. Utilized for weapons delivery GPS is baselined with the Intergrated Conventional Stores Management System (ICSMS/MN-3263) and AGM-142 missile currently being added to the B-52.

Aircraft Breakdown: Active 84, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	93	11.4										
KITS NONRECUR		3.9										
EQUIPMENT	[93]	7.8										
EQUIP												
NONREC												
CHANGE ORDERS		2.9										
DATA		2.7										
SIM/TRAINER	[6]	1.0										
SUPPORT-EQUIP		1.1										
INSTALLATION OF HARDWARE												
FY-92 24 KITS	[24]	2.0										
FY-94 34 KITS	[34]	3.2										
FY-95 8 KITS	[8]	0.6										
FY-97 8 KITS	[8]	0.6										
FY-98 3 KITS	[3]	0.5										
FY-99 5 KITS	[5]	0.7										
FY-00 11 KITS			[3]	0.3	[8]	0.8						
TOTAL INSTALL	82	7.6	3	0.3	8	0.8						
TOTAL COST (BP-1100)	93	38.4		0.3		0.8						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									93	11.4
KITS NONRECUR										3.9
EQUIPMENT									[93]	7.8
EQUIP NONREC										
CHANGE ORDERS										2.9
DATA										2.7
SIM/TRAINER									[6]	1.0
SUPPORT-EQUIP										1.1
INSTALLATION OF HARDWARE										
FY-92 24 KITS									[24]	2.0
FY-94 34 KITS									[34]	3.2
FY-95 8 KITS									[8]	0.6
FY-97 8 KITS									[8]	0.6
FY-98 3 KITS									[3]	0.5
FY-99 5 KITS									[5]	0.7
FY-00 11 KITS									[11]	1.1
TOTAL INSTALL									93	8.7
TOTAL COST (BP-1100)									93	39.6

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 3 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>
Contract Date (Month/CY)	12/91		03/94	03/95		12/97	12/97	12/98	06/00	06/01		
Delivery Date (Month/CY)	03/92		03/95	03/96		12/98	12/98	12/99	06/01	06/02		

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>						
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	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										7	8	7		1	1	2	6	1		1	1	1		4	4	7						
Output			8	8	8										7	8	7			1	1	2	6	1		1	1	1		4	4	7				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	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	1					1			2	3	3	2																			
Output		2	2	1	1	1					1		1	2	3	3	2																			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: INTEGRATED CONV STORES MGMT SYS MN-3263

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

This program provides a conventional stores management system using Military Standard 1760 specifications. The system is integrated into the offensive avionics system software and will enable the B-52 to carry, program, and launch Military Standard 1760 conventional weapons. FY99 Change Orders modify Group B hardware to meet advanced weapons specifications. Program complies with congressional mandate to modify 'Attrition Reserve' (AR) aircraft. Program approved by HQ USAF to use FY97, FY99, FY00, FY01, and FY02 AR funding for out year installs. This modification is baselined to the NAVSTAR GPS (MN-3150), HAVE NAP (MN-3375A), Harpoon (MN-4258), and Advanced Weapon Integration (MN-4260) modifications.

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	94	20.2										
KITS NONRECUR		8.5										
EQUIPMENT	[94]	9.0										
EQUIP												
NONREC												
CHANGE ORDERS		1.8										
DATA		3.8										
SIM/TRAINER	[6]	4.0										
SUPPORT-EQUIP		19.4										
OAPT		0.2										
ECP (PYLONS)	[13]	3.3										
OGC		0.1		0.1								
INSTALLATION OF HARDWARE												
FY-93 9 KITS	[9]	3.5										
FY-94 38 KITS	[38]	5.2										
FY-95 19 KITS	[19]	2.8										
FY-97 13 KITS	[13]	0.9										
FY-99 3 KITS	[3]	0.3										
FY-00 12 KITS					[12]	1.7						
TOTAL INSTALL	82	12.7			12	1.7						
TOTAL COST (BP-1100)	94	83.1		0.1		1.7						

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

CIBR2 modification will be included in the Combat Network Communication Technology (CONNECT) modification, which will be a spiral development effort combining the CIBR2 and Airborne Wideband Terminal (AWT) modifications.

CIBR2 will be the CONNECT's first spiral, providing the B-52 with a Beyond Line of Sight (BLOS) communications capability allowing dynamic Conventional Air Launch Cruise Missile (CALCM) re-tasking and improved situational awareness. CIBR2 will add a new avionics system client/server architecture and color displays at each crew station. The modification will utilize the existing ARC-210 radio system (B-52 Mod# 4222) for BLOS data communications needed for CALCM re targeting. The new server will incorporate an Embedded National Tactical Receiver (ENTR) for improved situational awareness. CIBR2 will improve combat capability by increasing the number of targets held at risk through rapid mission re-tasking and re targeting of CALCMs while the aircraft is airborne. CIBR2 is baselined to the B-52 Avionics Midlife Improvement Program (B-52 Mod# 4693).

AWT will be the CONNECT's second spiral. AWT will replace the existing AFSATCOM radio, which is used for SIOP connectivity, with a Extreme High Frequency (EHF) radio. ESC is developing a common EHF radio and antenna which will be provided to the CONNECT program as Government Furnished Equipment. The radio consists of a Common Modem unit (CMU), a Low Noise Amplifier, High Power Amplifier, Remote interface Unit (RIU), Operator Interface Unit (OIU), and a printer. The AWT architecture includes the Antenna and Radome, RF Filter, and a Beam Steering Controller (BSC)/Antenna Control Unit. The AWT integration will drive an Offensive Avionics System software modification which will provide navigation data to the terminal. The RDT&E funding for the combined program is in B-52 Modernization (BPAC 675039) funding line.

Aircraft Breakdown: Active 67, Reserve 9, ANG 0

Development Status

Development begins in FY05

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										16.6		34.4
PROCUREMENT (3010)												
INSTALL KITS											8	2.4
KITS NONRECUR												
EQUIPMENT											[8]	4.6
EQUIP									[16]	36.6		
NONREC												
CHANGE ORDERS												
DATA												3.1
SIM/TRAINER											[8]	14.3
SUPPORT-EQUIP												2.5
.												
OGC												0.2
INSTALLATION OF HARDWARE												
FY-06 8 KITS											[4]	1.9
FY-07 14 KITS												
FY-08 54 KITS												
TOTAL INSTALL											4	1.9
TOTAL COST (BP-1100)										36.6	8	28.9

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		71.4		28.5						150.8
PROCUREMENT (3010)										
INSTALL KITS	14	4.2	54	17.0		8.7			76	32.4
KITS NONRECUR		1.4		2.7		1.4				5.4
EQUIPMENT	[14]	8.3	[54]	33.2		33.2			[76]	79.3
EQUIP NONREC				13.8		19.3			[16]	69.7
CHANGE ORDERS										
DATA		1.3		3.1		3.2				10.6
SIM/TRAINER	[2]	2.3	[16]	30.8	[4]	17.6			[30]	65.0
SUPPORT-EQUIP		1.5		3.4		6.1				13.5
OGC		0.7		0.7		1.6				3.1
INSTALLATION OF HARDWARE										
FY-06 8 KITS	[4]	1.5							[8]	3.4
FY-07 14 KITS	[11]	4.2	[3]	1.3					[14]	5.5
FY-08 54 KITS			[41]	17.2	[13]	4.1			[54]	21.3
TOTAL INSTALL	15	5.8	44	18.5	13	4.1			76	30.2
TOTAL COST (BP-1100)	14	25.5	54	123.0		95.2			76	309.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 2 Months

Milestones

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

Installation Schedule

	<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarters	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	3	3	14	14	13	13					
Output						4	4	4	4	4	3	3	14	14	13	13				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: CONVENTIONAL ENHANCEMENT MODULE (CEM) MN-3314

Models of Aircraft Affected:

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

Description/Justification

This modification upgrades the current Off-Aircraft Pylon tester (OAPT) developed under the Integrated Conventional Stores Management System (ICSMS) (Mod # 3263), adding test functions currently performed by the Weapon Pre-load tester (WPT) and the GWM-9 tester. The WPT tests aircraft Nuclear and Mil Std 1760 Conventional munitions Group A, Group B, and launcher/weapon control systems. The GWM-9 tests legacy conventional weapon control and suspension systems. The WPT and GWM-9 are rapidly becoming unsupported and obsolete. Without modifying/procuring enhanced OAPTs, the Air Force will loose the capability to test and certify nuclear and conventional weapon control and release systems. The CEM upgrade does not include aircraft modifications.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

B-52 SPD initiated proof-of-concept activities in FY01 under sustaining engineering studies. This task order study will complete in FY 03.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA										0.6		0.7
SIM/TRAINER												
SUPPORT-EQUIP												
OTHER										5.5		1.5
OAPT									[10]	13.1	[14]	18.0
OGC										0.9		0.8
TOTAL COST (BP-1100)											20.1	21.1
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.2							1.5	
SIM/TRAINER										
SUPPORT-EQUIP										
OTHER		0.3								7.3
OAPT	[6]	7.0							[30]	38.1
OGC		0.4								2.1
TOTAL COST (BP-1100)		7.8								49.0

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ARC-210 RADIO MN-4222
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

Description/Justification

Provides multi-purpose radios for B-52H, improving frequency coverage, electronic countermeasures communications capability, flexibility, and interoperability with other services, air traffic control centers, and allied forces. Will provide UHF/VHF voice, AFSATCOM, maritime, and HAVE QUICK capability. Upgrade will modify Group B with DAMA kits. Contractor Field Team (CFT) will install DAMA. HQ USAF approved use FY98 Attrition Reserve Funding for follow-on years installations. Program complies with Congressional mandate to modify 'Attrition Reserve' aircraft. This modification is baselined to VINSON (MN# 3308).

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	94	7.3										
KITS NONRECUR EQUIPMENT	[94]	9.8										
EQUIP NONREC												
CHANGE ORDERS		1.0										
DATA		0.4										
SIM/TRAINER	[8]	2.3	[1]	0.8								
SUPPORT-EQUIP												
DAMA EQUIP	[65]	5.3										
DAMA INSTALL	[47]	0.6										
OGC		1.7		0.8								
INTEGRATION		0.3										
INSTALLATION OF HARDWARE												
FY-92 11 KITS	[11]	0.3										
FY-93 36 KITS	[36]	1.3										
FY-98 18 KITS	[18]	1.0										
FY-99 15 KITS												
FY-01 14 KITS			[29]	1.3								
TOTAL INSTALL	65	2.6	29	1.3								
TOTAL COST (BP-1100)	94	31.3		2.9								

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ECM IMPROVEMENT MN-4270
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

Description/Justification

This ALQ-172 enhancement is an improvement to three core Line Replaceable Units (LRUs), modifying the LRUs to a standard configuration. The modification incorporates new circuit cards with erasable proms, gate array modules, and YIGFOMs. The modification will significantly increase Memory and Mean-Time-Between-Failure (MTBF). Additionally, the modification adds a new Control Display Unit (CDU). Support equipment includes USM-604, Hot Mock-ups, and Enhanced Maintenance Test Sets for depot and organizational level maintenance. The program is using Congressional Attrition Reserve plus-up funding to purchase 18 kits.

Note: 94 aircraft modified: 93 funded with 3010; one aircraft funded with 3600 (trial install kit) in 1997

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	5.2										
PROCUREMENT (3010)												
INSTALL KITS	14	3.4	6	0.8	8	0.9	22	2.0	23	2.3	20	3.0
KITS NONRECUR EQUIPMENT	[14]	12.0	[6]	6.0	[8]	8.0	[22]	19.8	[23]	23.2	[20]	26.0
EQUIP NONREC CHANGE ORDERS												
DATA		3.0										
SIM/TRAINER	[2]	3.1	[1]	0.3			[2]	5.8				
SUPPORT-EQUIP		3.4		2.4		3.0		4.8		7.7		2.6
OGC		3.2		1.1		1.8		1.4		1.3		1.5
FLIGHT TEST		2.7										
RETROFIT		1.4		0.8		2.5		5.6		10.4		23.7
INSTALLATION OF HARDWARE												
FY-00 2 KITS		0.6	[2]									
FY-01 12 KITS		0.8	[1]		[11]	0.6						
FY-02 6 KITS				0.6			[6]	0.7				
FY-03 8 KITS							[3]	0.4	[5]	0.6		
FY-04 22 KITS									[16]	2.0	[6]	0.6
FY-05 23 KITS											[17]	1.8
FY-06 20 KITS												
TOTAL INSTALL		1.5	3	0.6	11	0.6	9	1.1	21	2.6	23	2.4
TOTAL COST (BP-1100)	14	33.5	6	11.9	8	16.8	22	40.5	23	47.5	20	59.2

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	5.2
PROCUREMENT (3010)										
INSTALL KITS									93	12.3
KITS NONRECUR										
EQUIPMENT									[93]	95.0
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.5								3.5
SIM/TRAINER	[1]	0.9							[6]	10.1
SUPPORT-EQUIP		0.5								24.4
OGC		0.5								10.7
FLIGHT TEST										2.7
RETROFIT		20.0		7.7						72.1
INSTALLATION OF HARDWARE										
FY-00 2 KITS									[2]	0.6
FY-01 12 KITS									[12]	1.4
FY-02 6 KITS									[6]	1.3
FY-03 8 KITS									[8]	1.0
FY-04 22 KITS									[22]	2.6
FY-05 23 KITS	[6]								[23]	1.8
FY-06 20 KITS	[20]	2.0							[20]	2.0
TOTAL INSTALL	26	2.0							93	10.7
TOTAL COST (BP-1100)		24.4		7.7					93	241.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	FY-96				FY-97				FY-98				FY-99				FY-00				FY-01				FY-02				FY-03			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																																

	FY-04				FY-05				FY-06				FY-07				FY-08			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	6			3	5	5	6	5	6	5	6	6	6	6	7	7				
Output		6		3	5	5	6	5	6	5	6	6	6	6	7	7				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: GPS TACAN MN-4371
Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
PE 0101113F Team POWER

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

Description/Justification

GPS TACAN Replacement System (TRS) includes the installation of controls and displays, for situational awareness at the pilot/co-pilot stations. Includes a new Signal Data Converter (SDC) and Digital Data Loader (DDL) to interface with the current on board GPS system and a Crypto-Fill Port for electronic keying. Method of installation accomplished by Contractor Field Team and Depot. FY98 accelerated trial installation for AFMC aircraft. TRS incorporates the redesign of the GPS Group B Interface Unit (IU) in support of the 24 additional aircraft directed for GPS integration. The current IU has become unsupported due to obsolete parts. The new Interface Unit will provide TACAN Emulation, AGM-142 capability, and support the current efforts of the Advance Weapons Integration Program (AWIP). This capability will be extended to the additional 35 aircraft and includes retrofit of the current (47) GPS capable aircraft. Program complies with congressional mandate to modify 'Attrition Reserve' (AR) aircraft. Program approved by HQ USAF to use FY97, FY99, FY00, and FY01 AR funding for out year installs. This modification is baselined with the GPS MOD (MN/3150) and ICSMS (MN/3263).

Aircraft Breakdown: Active 85, Reserve 9, ANG 0

Development Status

COMPLETE

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.7										
PROCUREMENT (3010)												
INSTALL KITS	94	9.6										
KITS NONRECUR EQUIPMENT	[94]	24.3										
EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER	[6]	6.2	[6]	0.7								
SUPPORT-EQUIP		2.6										
INSTALLATION OF HARDWARE												
FY-97 9 KITS	[9]	1.3										
FY-98 33 KITS	[33]	3.4										
FY-99 35 KITS	[35]	2.0										
FY-00 5 KITS	[5]	0.3										
FY-01 12 KITS					[12]	0.6						
TOTAL INSTALL	82	7.0			12	0.6						
TOTAL COST (BP-1100)	94	49.7		0.7		0.6						

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: B-52H

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: B-52 Class P
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) includes a spinning mass gyro based on 1960's technology which will soon be unsupportable. The Avionics Control Unit (ACU) is an aging computer system with very limited processing capability and memory. The Data Transfer Unit Cartridges (DTUCs) are bulky, unreliable data transfer devices also based on old technology. The AMI Program will use existing technology to replace these systems and the associated software, significantly increasing OAS reliability, maintainability, and supportability while reducing operating costs.

Aircraft Breakdown: Active 65, Reserve 9, ANG 0

Development Status

Replacement hardware will be near NDI with minor Group B hardware development required. Group A hardware development and aircraft integration is required. Majority of program will involve development, integration, and test of multiple software builds for the Flight Management System, Stores Management Overlays (SMO) for weapons carried by the B-52, and System Integration Lab (SIL). Hardware and Software CDRs have been completed and software SSRs are ongoing.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		64.7	[2]	38.2		32.3		28.5				
PROCUREMENT (3010)												
INSTALL KITS							16	2.9	31	6.1	27	5.5
KITS NONRECUR												
EQUIPMENT							[16]	13.5	[31]	21.6	[27]	19.4
EQUIP								0.2		0.5		2.1
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[2]	1.5	[3]	7.0	[3]	6.0
SUPPORT-EQUIP												
OGC								0.5		0.4		0.5
.												
.												
INSTALLATION OF HARDWARE												
FY-04 16 KITS									[6]	1.6	[10]	1.0
FY-05 31 KITS											[24]	2.1
FY-06 27 KITS												
TOTAL INSTALL									6	1.6	34	3.1
TOTAL COST (BP-1100)							16	18.6	31	37.2	27	36.6

(Totals may not add due to rounding)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: B-52H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: B-52 Class P
 PE 0101113F Team POWER

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

Description/Justification

These are low cost (less then \$900K) mods necessary for reliability, maintainability, improved system performance, and reduced logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		2.1		0.2			1.6		2.0			2.0
TOTAL COST (BP-1100)		2.1		0.2			1.6		2.0			2.0

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		2.0		1.1		2.0				13.0
TOTAL COST (BP-1100)		2.0		1.1		2.0				13.0
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-117				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$26.939	\$20.341	\$16.790	\$23.219	\$20.663	\$22.209	\$85.611	\$79.788

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 FY04 is the Single Configuration Fleet program to standardize the radar absorbing material (RAM) for the entire fleet. 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-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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	11331	STORES MANAGEMENT	7.0									17.2
	31904	STEEL COMPRESSOR C	0.1									0.6
	31927	OMNIBUS ENGINE MODI	0.7	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	5.6
	31937	SINGLE CONFIGURATIO	17.3	17.3	15.7	19.3	3.8					126.7
	31972	EXPANDED DATA TRAN				1.1	2.4	1.9	1.9	1.2	0.3	8.9
	31973	INFRARED ACQUISITIO							57.8	65.1	139.0	261.8
	31974	COLOR MULTIPURPOSE							7.6	7.3	15.4	30.3
	31975	BROOKLYN BRIDGE				1.0	9.1	13.0	13.2	5.8	1.7	43.9
	31976	BC 2 WEAPON SIMULAT						1.4				1.4
	31977	NIGHT VISION GOGGLE					2.5					2.5
	31978	COMMON DATA RECOR							4.7			4.7
	31979	AURAL FIRE WARNING					0.8					0.8
	31980	MISSION PLANNING SY					1.5					1.5
	31981	MTU ENGINE TRAINER						1.5				1.5
	31982	APU EXHAUST DUCT IM						1.6				1.6
	31983	A/C RETROFIT GAS AE-						2.2				2.2
	99999S	SERVICE BULLETINS	0.8	0.6	0.7	0.5	0.2					18.3

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-117				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$26.939	\$20.341	\$16.790	\$23.219	\$20.663	\$22.209	\$85.611	\$79.788

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 FY04 is the Single Configuration Fleet program to standardize the radar absorbing material (RAM) for the entire fleet. 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-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	99999X	LOW COST MODIFICATI		1.6	0.1	1.1	0.1	0.4	0.1	0.1		14.2
	Z88888	REPROGRAMMINGS	1.1	0.5								1.6
TOTAL FOR CLASS P			27.0	20.3	16.8	23.2	20.7	22.2	85.6	79.8	156.7	545.5
TOTAL FOR AIRCRAFT F-117			27.0	20.3	16.8	23.2	20.7	22.2	85.6	79.8	156.7	545.5

Totals may not add due to rounding.

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

02/15/2003
FY 2004 PBR

Modification Title and No: STORES MANAGEMENT PROCESSOR UPGRADE (MIL-STD-1760) MN-11331

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Description/Justification

The Stores Management Processor (SMP) is the interface between the aircraft and the weapon. The -13 SMPs communicate with the weapons via a MIL-STD-1553 interface. Planned conventional weapons require a MIL-STD-1760 compliant, logical electrical and mechanical interface with the aircraft. This modification upgrades the SMP to a -15 configuration to provide a MIL-STD-1760 interface capability and enables future integration and utilization of Enhanced GBU-27, Joint Direct Attack Munitions, and Wind Corrected Munitions Dispenser while maintaining current capabilities. The F-117A SMP must undergo hardware and software modifications to incorporate this MIL-STD-1760 interface.

Support equipment and Weapon System/Integrated Support Facility trainers must also be modified to support the new SMP configuration. The production support equipment consisted of 7 Weapons Interface Tester-Controller/Detectors (WIT C/D) and 3 Weapons Interface Tester-Verification (WIT V). Instead of modifying the entire existing configuration, the ACC/SPO/49 FW/Contractor Weapons Working Group agreed to procure a replacement WIT C/D due to reliability and maintainability concerns. 12 ship-sets of the replacement WIT C/D are required in place of the old configuration and testing-verification requirements have not changed beyond those driven by the SMP -15 upgrade.

Due to other F-117 funding priorities, SMP can only retrofit 36 aircraft (35 with 3010 and 1 with 3017 funds). Four SMP-15s were purchased with EGBU-27 CMNS funding in FY99 to procure 1 install and 3 spare kits. Funding in this P3A modifies 35 aircraft.

Aircraft Breakdown: Active 35, Reserve 0, ANG 0

Development Status

The SMP successfully completed development and flight testing in May 01.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[2]	17.6										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	20	6.1	15	3.4								
EQUIP		1.1										
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[1]	0.6										
SUPPORT-EQUIP	[4]	0.4	[12]	1.8								
MOD OF SPARES	[6]	2.0	[8]	1.8								
INSTALLATION OF HARDWARE												
FY-00 6 KITS			[6]									
FY-01 14 KITS					[14]							
FY-02 15 KITS					[1]		[14]					
TOTAL INSTALL			6		15		14					
TOTAL COST (BP-1100)	20	10.1	15	7.0								

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: OMNIBUS ENGINE MODIFICATIONS MN-31927
 Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-117 Class P
 PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

F-117A engines were procured through the Navy and are modified at the Navy depot in conjunction with their engine program. This mod includes miscellaneous small modifications to increase engine life and reduce maintenance requirements. These changes include main fuel control block I and II changes, exhaust frame improvements, High Pressure Compressor - Variable Geometry Actuator (HPC VG) bushing material, and others. Due to the numerous small modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification. This P3A reflects funding previously programmed in the High Pressure Turbine Cooling Plate P3A (MN 31922) to accommodate other engine improvement requirements. The majority of concept development and testing is funded by the Navy's continuous improvement program (CIP). FY01 Engine Build cost efficiency initiative was accomplished with 3400 funds.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT		2.9		0.7		0.3		0.3		0.3		0.3
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
TOTAL COST (BP-1100)		2.9		0.7		0.3		0.3		0.3		0.3
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT		0.3		0.3		0.3		0.3		5.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
TOTAL COST (BP-1100)		0.3		0.3		0.3		0.3		5.6
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SINGLE CONFIGURATION FLEET MN-31937
 Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-117 Class P
 PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

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 will greatly reduce maintenance requirements, decrease LO consumables, increase aircraft availability, and preserve Radar cross section performance. The SIM/TRAINER cost in FY99 (\$.151M) is for the Maintenance Trainer. FY99 kit install is trial kit install. Funding for installation is provided by Configuration Upgrade 7 (CU-7) depot installs. 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). Total number of SCF aircraft is 53 (51 operational, 2 test modified in Development).

Aircraft Breakdown: Active 51, Reserve 0, ANG 0

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-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[2]	10.7										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	29	20.7	6	4.6	6	4.6	4	3.1	6	4.6		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER	[1]	0.2										
SUPPORT-EQUIP												
MOD OF SPARES		2.4		0.2		0.2				0.5		0.7
MOD		9.1		4.1		4.3		4.4		4.5		0.3
INDUC/CHECKOUT												

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99 13 KITS	[13]	13.4										
FY-00 7 KITS	[7]	7.3										
FY-01 9 KITS			[8]	8.4	[1]	1.2						
FY-02 6 KITS					[5]	5.9	[1]	1.2				
FY-03 6 KITS					[1]	1.2	[5]	5.9				
FY-04 4 KITS							[1]	1.2	[3]	4.2		
FY-05 6 KITS									[4]	5.5	[2]	2.8
TOTAL INSTALL	20	20.8	8	8.4	7	8.2	7	8.2	7	9.7	2	2.8
TOTAL COST (BP-1100)	29	53.3	6	17.3	6	17.3	4	15.7	6	19.3		3.8

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	10.7
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									51	37.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER									[1]	0.2
SUPPORT-EQUIP										
MOD OF SPARES										4.1
MOD INDUC/CHECKOUT										26.6
INSTALLATION OF HARDWARE										
FY-99 13 KITS									[13]	13.4
FY-00 7 KITS									[7]	7.3
FY-01 9 KITS									[9]	9.5
FY-02 6 KITS									[6]	7.0
FY-03 6 KITS									[6]	7.1
FY-04 4 KITS									[4]	5.3
FY-05 6 KITS									[6]	8.3
TOTAL INSTALL									51	58.1
TOTAL COST (BP-1100)									51	126.7

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 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)				11/98	02/00	11/00	10/01	10/02	10/03	10/04	
Delivery Date (Month/CY)				08/99	08/00	05/01	04/02	04/03	04/04	04/05	

Installation Schedule

	Quarters	<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>		
		1	2	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

02/15/2003
FY 2004 PBR

Modification Title and No: EXPANDED DATA TRANSFER SYSTEM (EDTS) MN-31972

Models of Aircraft Affected: F-117A

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Description/Justification

The F-117 aircraft is experiencing serious reliability, supportability and operational effectiveness problems with the current EDTS, which is well outside of its original lifetime (10 years). Non-mission capable rates are projected to rise and groundings are projected to occur as early as FY06 based on current EDTS supportability projections. A primary problem that has surfaced with the current system is poor reliability of the mating connector between the aircraft EDTS receptacle and the EDTS data cartridge. Thus, pilots are experiencing significant delays in mission preparation and degradation of system operation. The current EDTS also has several obsolete components, which make supportability of the system increasingly difficult. From an operational perspective, the current EDTS is limited to 2 megabytes of storage. This significantly limits the amount of data, which can be taken on-board the aircraft, which in turn limits mission effectiveness. This modification replaces the existing EDTS with a supportable, new technology EDTS. The System Development & Demonstration (SDD) unit will be used for testing and trial kit installation. Total number of EDTS aircraft is 53 (52 aircraft accomplished as part of this modification and 1 test aircraft modified in development).

Aircraft Breakdown: Active 53, Reserve 0, ANG 0

Development Status

EDTS development will begin in FY04 and complete in FY05

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								4.6	[1]	9.3		
PROCUREMENT (3010)												
INSTALL KITS									[9]	0.3	[13]	0.5
KITS NONRECUR										0.3		
EQUIPMENT									9	0.5	13	0.5
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER											[1]	0.9
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05 9 KITS											[9]	0.6
FY-06 13 KITS												
FY-07 13 KITS												
FY-08 13 KITS												
FY-09 4 KITS												
TOTAL INSTALL											9	0.6
TOTAL COST (BP-1100)									9	1.1	13	2.4

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[1]	13.9
PROCUREMENT (3010)										
INSTALL KITS	[13]	0.5	[13]	0.5	[4]	0.2			[52]	2.1
KITS NONRECUR										0.3
EQUIPMENT	13	0.5	13	0.5	4	0.2			52	2.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	0.9
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-05 9 KITS									[9]	0.6
FY-06 13 KITS	[13]	0.9							[13]	0.9
FY-07 13 KITS			[13]	0.9					[13]	0.9
FY-08 13 KITS					[13]	0.9			[13]	0.9
FY-09 4 KITS							[4]	0.3	[4]	0.3
TOTAL INSTALL	13	0.9	13	0.9	13	0.9	4	0.3	52	3.5
TOTAL COST (BP-1100)	13	1.9	13	1.9	4	1.2		0.3	52	8.9

(Totals may not add due to rounding)

Method of Implementation: CLS

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>	<u>FY-10</u>
Contract Date (Month/CY)	01/05	01/06	01/07	01/08	01/09		
Delivery Date (Month/CY)	10/05	10/06	10/07	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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									3	3	3	3	3	3	3	4	3	3	4	3	3	3	4	4	4	4		
Output													3	3	3	3	3	4	3	3	3	4	3	3	3	4	4	4

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-117 Class P
 PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The F-117A Fighter is a Contractor Logistics Support aircraft managed under Total System Performance Responsibility (TSPR) and is maintained in a manner consistent with FAA standards. Service Bulletins (SB) improve safety, reliability and maintainability. FY00-FY05 efforts include Service Bulletins such as Landing Gear Refurbishment, Canopy Saw Tooth Doubler, Main Overboard Fuel Vent Line, and Emergency Gear Pin Repair Initiator Box Rework. 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.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		15.5		0.8		0.6		0.7		0.5		0.2
TOTAL COST (BP-1100)		15.5		0.8		0.6		0.7		0.5		0.2
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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										18.3
TOTAL COST (BP-1100)	<hr/>									18.3
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: F-117A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-117 Class P
PE 0207141F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

These are low-cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs. FY03-07, low cost mods such as; APU Forward Ducts Platnut Rev (formerly termed as Bleed Air Detector Inaccessible Areas Modification), Hydraulic Brake Fuse Upgrades, and Main Landing Gear (MLG) lever, Uplocked Fitting and Bolt, Airframe Mounted Assesory Door (AMAD) Compartment Bracket Improvement, NWS Damper Reliability Improvement and aircraft retrofit for Global Positioning (GPS) Antena Electronics (GAS) Interoperability. Due to numerous small Low Cost Modifications included in this effort, the P3A does not identify kit, install schedule and milestones for each individual modification.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		10.8			0.1		0.1		1.1			0.1
CANX					1.5							
TOTAL COST (BP-1100)		10.8			1.6		0.1		1.1			0.1
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.4		0.1		0.1				12.7
CANX										1.5
TOTAL COST (BP-1100)		0.4		0.1		0.1				14.2
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: A-10				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$20.563	\$20.950	\$17.769	\$53.488	\$84.702	\$87.569	\$52.486	\$6.837

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 FY04 is the Integrated Flight & Fire Control Computer (IFFCC). 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-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.1									0.3
TOTAL FOR CLASS P-S			0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
P	18202B	TF-34 AGB LIFE IMPROV	0.7									1.7
	3150EG	EGI	7.8	4.9								189.8
	3301A	INTEGRATED FLIGHT &	5.1	11.8	9.6	2.0						35.3
	37120	DIGITAL DATA LINK			0.3	5.2	5.8	5.6				16.8
	9602	COUNTERMEASURE SE	3.5	3.7	5.6	5.1	3.6	1.6				24.0
	9805	PRECISION ENGAGEME			2.3	41.2	75.4	80.4	52.1	6.8		258.2
	99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.1	0.1	0.3	0.1	1.2	1.8
	Z88888	REPROGRAMMINGS	3.3	0.5								4.4
TOTAL FOR CLASS P			20.4	21.0	17.8	53.6	84.8	87.7	52.5	6.9	1.2	532.0
TOTAL FOR AIRCRAFT A-10			20.6	21.0	17.8	53.6	84.8	87.7	52.5	6.9	1.2	532.3

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: EGI MN-3150EG
Models of Aircraft Affected: OA/A-10

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

Description/Justification

The Embedded Global Positioning and Inertial Navigation System (EGI) is a self-contained, all-weather navigation system which provides positioning, velocity, and acceleration data for the aircraft. In addition, EGI will replace the present inertial navigation unit (LN 39). This will result in an \$18M savings per year in maintenance costs upon completion of the modification installation.

The kit and installation total qtys are one greater than the total funded due to an additional kit installation in the maintenance trainer. In FY92, the jets modified required remodification. Kit availability for the remodification came from kits scheduled for aircraft that crashed. One kit attributed to the Active was installed in a sim/trainer (Active breakout is 214 aircraft and 1 sim/trainer).

FY02/3 funding is for remaining installations of EGI kits.

Aircraft Breakdown: Active 215, Reserve 52, ANG 102

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	369	9.3										
KITS NONRECUR		24.6										
EQUIPMENT	[369]	80.3										
EQUIP												
NONREC												
CHANGE ORDERS		2.3										
DATA		6.4										
SIM/TRAINER	[1]	0.2										
SUPPORT-EQUIP		5.3										
ICS		6.2		0.2		0.2						
FLIGHT TEST		2.2										
MOD OF SPARES		0.1										
OGC		0.5		0.2								
SOFTWARE		18.3										

Projected Financial Plan Continued

		PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
		<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>
INSTALLATION OF HARDWARE													
FY-92	2 KITS	[2]	0.2										
FY-95	2 KITS	[2]	0.2										
FY-96	1 KITS	[1]	0.1										
FY-97	65 KITS	[65]	6.7										
FY-98	53 KITS	[53]	4.5										
FY-99	85 KITS	[85]	7.5										
FY-00	67 KITS	[25]	2.2	[42]	4.1								
FY-01	94 KITS			[35]	3.3	[59]	4.7						
TOTAL INSTALL		233	21.3	77	7.4	59	4.7						
TOTAL COST (BP-1100)		369	177.1		7.8		4.9						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									369	9.3
KITS NONRECUR										24.6
EQUIPMENT									[369]	80.3
EQUIP NONREC										
CHANGE ORDERS										2.3
DATA										6.4
SIM/TRAINER									[1]	0.2
SUPPORT-EQUIP										5.3
ICS										6.6
FLIGHT TEST										2.2
MOD OF SPARES										0.1
OGC										0.7
SOFTWARE										18.3
INSTALLATION OF HARDWARE										
FY-92 2 KITS									[2]	0.2
FY-95 2 KITS									[2]	0.2
FY-96 1 KITS									[1]	0.1
FY-97 65 KITS									[65]	6.7
FY-98 53 KITS									[53]	4.5
FY-99 85 KITS									[85]	7.5
FY-00 67 KITS									[67]	6.3
FY-01 94 KITS									[94]	8.0
TOTAL INSTALL									369	33.4
TOTAL COST (BP-1100)									369	189.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 14 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>
Contract Date (Month/CY)	03/92			04/95	11/95	06/97	02/98	06/99	02/00	02/01		
Delivery Date (Month/CY)	09/92			06/96	01/97	08/98	04/99	08/00	04/01	04/02		

Installation Schedule

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

Installation Schedule Continued

		<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	1	29	36	43	36	36	23	15	18	18	20	21	24	26	9		
Output	1	19	33	41	39	36	30	15	17	18	19	21	23	25	18		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: INTEGRATED FLIGHT & FIRE CONTROL COMPUTER (IFFCC) MN-3301A

Models of Aircraft Affected: A/OA-10A

Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Description/Justification

This program upgrades the existing Low Altitude Safety and Targeting Enhancements (LASTE) computer to the Integrated Flight and Fire Control Computer (IFFCC) configuration. IFFCC is the baseline and a prerequisite for the Precision Engagement program (PE) 9805, which includes the Digital Data Link modification (37120). The IFFCC modification improves throughput, increases memory and adds a Digital Terrain System (DTS) that provides a Predictive Ground Collision Avoidance System (PGCAS), passive ranging, database terrain following, obstruction warning and terrain reference navigation. The DTS software effort is linked to the IFFCC software program to avoid redundancies. License agreements were purchased for all proprietary software modules. The combined modification is a field level installation. Quantity is based on 360 aircraft, 1 trainer and the 65 upgrade modifications for LASTEs in supply for a total of 426. The number of LASTEs in supply has been adjusted from 70 to 65 to reflect the current number of LASTEs available.

Aircraft Breakdown: Active 207, Reserve 52, ANG 102

Development Status

Hardware (IFFCC) development and software (Suite 2 OFP) update/conversion are being done concurrently. Hardware development was completed in FY01; software engineering will extend into FY03. Hardware was successfully tested with a previous version of the LASTE OFP. IFFCC program research and development is complete. The IFFCC fielding schedule has been delayed by Suite 2 schedule delays. A modified fielding plan has been implemented to meet the original completion date. Milestones: SRR Mar 99; PDR June 99; CDR Sept 99; Production Decision July 01; Delivery of 25 IFFCC production units in FY02.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		14.3										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	57	3.2	51	2.9	98	5.6	130	8.2	25	1.6		
EQUIP		0.4										
NONREC												
CHANGE ORDERS										0.0		
DATA		0.4								0.0		
SIM/TRAINER	[4]	0.1	[3]	0.1								
SUPPORT-EQUIP		2.0		0.5								
ICS		0.1		0.1		0.0		0.1		0.2		
MILSTRIP		0.1		0.1		0.1		0.1				
OGC				0.0		0.0		0.0				
INSTALLATION OF H				0.1				0.1		0.1		
MOD OF SPARES	[10]	0.6	[29]	1.3	[15]	0.9	[16]	1.0				
SOFTWARE NONREC						5.1						
TOTAL COST (BP-1100)	57	6.8	51	5.1	98	11.8	130	9.6	25	2.0		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										14.3
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									361	21.5
EQUIP NONREC										0.4
CHANGE ORDERS										0.0
DATA										0.4
SIM/TRAINER									[7]	0.1
SUPPORT-EQUIP										2.5
ICS										0.5
MILSTRIP										0.4
OGC										0.1
INSTALLATION OF H										0.5
MOD OF SPARES									[70]	3.8
SOFTWARE NONREC										5.1
TOTAL COST (BP-1100)									361	35.3

(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-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)				06/01	01/02	01/03	01/04	01/05		
Delivery Date (Month/CY)				06/02	01/03	01/04	01/05	01/06		

02/15/2003
 FY 2004 PBR
 Modification Title and No: DIGITAL DATA LINK MN-37120
 Models of Aircraft Affected: A/OA-10

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: A-10 Class P
 PE 0207445F Team MOBIL

Description/Justification

The Digital Data Link (MN-37120) is Spiral #2 and a key component of the Precision Engagement modification (MN 9805). Spiral #2 integrates and tests the Joint Tactical Radio System (JTRS) Cluster 1 radio with the Enhanced Position Location Reporting System (EPLRS) waveform, and installs the radio into the aircraft. This modification will provide a cross-platform data link for digital data connectivity with the digital battlefield enabling two-way digital transmission of precision target coordinates, location of friendlies, targets and threats, CAS briefs and other pertinent mission data. This data link will ensure joint forces communication, reduced fratricide, and enable interoperability via forward C2 platform centers. Funding control for the DDL was transferred from the A-10 System Program Office (SPO) to the Tactical Data Links (TDL) SPO for an enterprise management approach to data links however, it is still part of the PE modification. OSD has directed the integration of the Army Joint Tactical Radio Set (JTRS) Cluster 1 radio onto the A-10 as the data link solution for the PE modification.

Note: Installation of A+B kits will be paid for by the Precision Engagement program; also Group A kits will be installed at the same time as the PE modification, Group B kits install will start FY07. Aircraft receiving PE prior to B kit availability will be retrofitted via field level TCTO.

Aircraft Breakdown: Active 205, Reserve 50, ANG 102

Development Status

JTRS Radio development is paid for by the Army JTRS SPO. The only development work paid for by this PE are A-10 specific changes. The majority of 3600 Funding is for integration efforts for the JTRS radio onto the A-10 platform.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				0.0		0.0		3.0		3.7		5.3
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							2	0.3	120	5.2	122	5.8
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
FLT LINE LOADER												
OGC												
INSTALLATION OF HARDWARE												
FY-04 2 KITS									[2]			
FY-05 120 KITS											[120]	
FY-06 122 KITS												
FY-07 113 KITS												
FY-08 0 KITS												
TOTAL INSTALL									2		120	
TOTAL COST (BP-1100)							2	0.3	120	5.2	122	5.8
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.3		1.7						15.1
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	113	5.6							357	16.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
FLT LINE LOADER										
OGC										
INSTALLATION OF HARDWARE										
FY-04 2 KITS									[2]	
FY-05 120 KITS	[122]								[242]	
FY-06 122 KITS										
FY-07 113 KITS										
FY-08 0 KITS			[113]						[113]	
TOTAL INSTALL	122		113						357	
TOTAL COST (BP-1100)	113	5.6							357	16.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarters	<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																					43	73	46	44	30	40	30	22	13	16				
Output																					43	73	46	44	30	40	30	22	13	16				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: COUNTERMEASURE SET MN-9602
Models of Aircraft Affected: OA/A-10

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

Description/Justification

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 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 provide 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 for Active Forces based on an AFRC and ANG program which has already modified all of their aircraft. 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. Three (3) of the 16 initial (FY01) kit purchases will be added to existing ANG Delivery Order cutting procurement cost and time (to only 4 months).

FY03 funding will be used to purchase CMS kits and install kits.

Aircraft Breakdown: Active 208, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	16	0.2	48	0.6	65	0.9	40	0.6	30	0.5	9	0.2
KITS NONRECUR EQUIPMENT	[16]	0.5	[48]	1.4	[65]	1.9	[40]	2.3	[30]	1.8	[9]	0.7
EQUIP NONREC												
CHANGE ORDERS				0.0		0.0		0.2		0.0		
DATA												
SIM/TRAINER	[2]	0.1	[1]	0.0	[2]	0.1	[2]	0.1				
SUPPORT-EQUIP				1.2				0.2		0.0		0.2
OGC		0.0		0.0		0.2		0.0		0.0		0.0
INSTALLATION OF HARDWARE												
FY-01 16 KITS	[3]	0.1	[13]	0.3								
FY-02 48 KITS					[48]	0.6						
FY-03 65 KITS							[65]	2.1				
FY-04 40 KITS									[40]	2.7		
FY-05 30 KITS											[30]	2.4
FY-06 9 KITS												
TOTAL INSTALL	3	0.1	13	0.3	48	0.6	65	2.1	40	2.7	30	2.4
TOTAL COST (BP-1100)	16	0.9	48	3.5	65	3.7	40	5.6	30	5.1	9	3.6

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									208	2.9
KITS NONRECUR										
EQUIPMENT									[208]	8.7
EQUIP NONREC										
CHANGE ORDERS										0.3
DATA		0.1								0.1
SIM/TRAINER									[7]	0.3
SUPPORT-EQUIP		0.5								2.1
OGC		0.0								0.4
INSTALLATION OF HARDWARE										
FY-01 16 KITS									[16]	0.5
FY-02 48 KITS									[48]	0.6
FY-03 65 KITS									[65]	2.1
FY-04 40 KITS									[40]	2.7
FY-05 30 KITS									[30]	2.4
FY-06 9 KITS	[9]	1.0							[9]	1.0
TOTAL INSTALL	9	1.0							208	9.3
TOTAL COST (BP-1100)		1.6							208	24.0

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 4 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)	10/00	12/01	12/02	12/03	12/04	12/05	12/06
Delivery Date (Month/CY)	02/01	12/02	12/03	12/04	12/05	12/06	12/07

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>							
Quarters	1	2	3	4	1	2	3	4	1	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	12	16	16	16	17	10	10	10	9	7	7	7	6	3						
Output		3						13	12	12	12	12	12	16	16	16	17	10	10	10	9	7	7	7	6	3						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: PRECISION ENGAGEMENT MN-9805
Models of Aircraft Affected: A-10

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: A-10 Class P
PE 0207131F Team POWER

Center: OO-ALC - Hill AFB, UT

Description/Justification

The Precision Engagement (PE) Program - MN-9805 - is a spiral development modification that provides the A/OA-10A with a Digital Stores Management System (DSMS), integrated capabilities for smart weapons delivery, targeting pod integration, increased DC power and joint-service battlefield integration via digital data link. This comprehensive modification creates substantial savings through concurrent integration and installation.

Spiral #1 of the PE modification integrates 1760 BUS (previously MN 9801), GBU-31 Joint Direct Attack Munition (JDAM), CBU-103/104/105 Wind Corrected Munitions Dispenser (WCMD), LITENING and SNIPER Targeting Pods, increases DC power by 100% and creates the DSMS for the A-10. DSMS will replace federated and aging components, such as the Armament Control Panel (ACP), Interstation Control Unit (ICU) and Television Monitor, with integrated and more capable systems such as two integrated Multi-Function Color Displays (MFCD), a Central Interface Control Unit (CICU) with new processor, and new Hands On Stick and Throttle (HOTAS) controls reducing 'heads down' time in the cockpit reducing 'heads down' time to further increase situational awareness. This integrated program vastly improves target acquisition, battlefield situational awareness and weapon employment, while minimizing overall pilot workload. This program does not purchase JDAM/WCMD munitions, targeting pods or their associated support equipment.

Spiral #2 of the PE modification integrates, tests and fields the Joint Tactical Radio System (JTRS) Cluster 1 radio with the Enhanced Position Location Reporting System (EPLRS) waveform under Digital Data Link MN-37120 after OSD directed integration of JTRS onto the A-10 as part of the PE program. Funding control for the DDL was transferred from the A-10 System Program Office (SPO) to the Tactical Data Links (TDL) SPO, but is still part of the PE modification. The EPLRS waveform provides connectivity to the digital battlefield to ensure joint forces communication, reduced fratricide and interoperability via forward command and control platform centers. Installation of Group A and B kits for Digital Data Link (MN-37120) will be paid for as part of this modification.

* Note: The decision to make PE a spiral program was based on differing PE and JTRS IOC schedules. Although JTRS will be part of the PE program, it will be flight tested and fielded as a separate spiral. Spiral #1 is PE without JTRS, Spiral # 2 is PE with JTRS. Initial aircraft will have JTRS installed as a field level TCCTO, the remaining aircraft will come out of the modification line with JTRS.

Per LtC Brittenham, the 2.307 budgeted for FY04 is for long lead items.

Aircraft Breakdown: Active 205, Reserve 50, ANG 102

Development Status

3600 funds are for integration of non-developmental hardware, software, ground test, and flight test. A large piece of development is software related, software design, code, and test. Concurrent FY05-FY05 3600 and 3010 funds have been evaluated. The majority of 3600 funding in these years is for PE Spiral #2 and to correct deficiencies found during flight-testing 3010 dollars in these years will be used for Spiral #1 kit purchases and installations. Risk is low that flight test will drive changes to the capability/design of non-developmental hardware being procured with 3010 funding.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				9.3		7.7		30.3		22.6		9.3
PROCUREMENT (3010)												
INSTALL KITS							5	0.8	59	7.9	139	19.0
KITS NONRECUR									[59]	16.4	[139]	38.7
EQUIPMENT							[5]	1.5				
EQUIP												
NONREC												
CHANGE ORDERS										0.6		0.8
DATA										0.3		0.6
SIM/TRAINER									[5]	1.7	[3]	1.0

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010) Continued												
SUPPORT-EQUIP									[18]	11.7	[2]	5.5
OGC										0.6		0.3
INSTALLATION OF HARDWARE												
FY-04 5 KITS									[5]	2.1		
FY-05 59 KITS											[59]	9.5
FY-06 139 KITS												
FY-07 130 KITS												
FY-08 24 KITS												
TOTAL INSTALL									5	2.1	59	9.5
TOTAL COST (BP-1100)							5	2.3	59	41.2	139	75.4
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		9.5								88.7
PROCUREMENT (3010)										
INSTALL KITS	130	18.1	24	3.4					357	49.1
KITS NONRECUR										
EQUIPMENT	[130]	37.5	[24]	7.1					[352]	99.6
EQUIP NONREC									[5]	1.5
CHANGE ORDERS		0.6		1.9		0.9				4.8
DATA		0.7		0.4		0.6				2.6
SIM/TRAINER	[2]	0.7	[8]	2.8					[18]	6.2
SUPPORT-EQUIP	[2]	1.4	[15]	11.1					[37]	29.6
OGC		0.4		1.5		0.9				3.7
INSTALLATION OF HARDWARE										
FY-04 5 KITS									[5]	2.1
FY-05 59 KITS									[59]	9.5
FY-06 139 KITS	[139]	21.0							[139]	21.0
FY-07 130 KITS			[130]	24.1					[130]	24.1
FY-08 24 KITS					[24]	4.4			[24]	4.4
TOTAL INSTALL	139	21.0	130	24.1	24	4.4			357	61.0
TOTAL COST (BP-1100)	130	80.4	24	52.1		6.8			357	258.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 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)			11/03	02/05	11/05	11/06	11/07	
Delivery Date (Month/CY)			05/05	02/06	11/06	11/07	11/08	

Installation Schedule

Quarters	<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															5				10	22	27	27	57	30	25	24	40	34	32	24		
Output													5						10	22	27	27	57	30	25	24	40	34	32	24		

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$240.548	\$273.850	\$197.605	\$184.133	\$219.008	\$130.395	\$32.459	\$28.437

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 FY04 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY04 are F100-220E Engine Upgrade; ALQ 135, Programmable Armament Control Set, and Advanced Display Core Processor. The specific modifications budgeted and programmed are below. In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding will be used to procure an additional 20 systems to accelerate the fielding of F-15 C/D JHMCS in support of Operation Enduring Freedom. Additional systems to be deployed starting 1Q/FY03. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	10211B	SECONDARY POWER U	1.6	0.4	2.8	1.0	0.1					13.1
	19203B	F100-220E ENGINE UPG	39.9	77.6	67.8	1.8						424.1
	6106	SECONDARY POWER U	1.6	1.3	0.6	0.1						5.1
	6145	FUEL NOZZLE DAMPING	0.8									3.2
	8049	APG-63V(1) RADAR UPG	90.4	94.6	4.1	2.5						615.6
	8237	DIGITAL MAP SYSTEM	4.8									27.0
	8265	PROGRAMMABLE ARMA	15.9	17.0	29.3	19.9	6.0	2.8				98.2
	8314	AIR DATA PROCESSOR	5.1	4.4	5.5	4.3	1.8	0.7				30.4
	8352	JOINT HELMET-MOUNT	18.0	17.8	23.5	21.7	20.4	2.4				110.6
	8357	ADVANCED DISPLAY C			26.9	37.5	43.0	17.0				124.5
	8419	ALQ 135, BAND 1.5	51.1	47.0	17.1	3.0						206.6
	8420	FDL LINK 16	0.1									55.2
	8660	BOL	2.9	2.4				15.1	7.4	5.8		59.8
	8661	AETC MTD UPGRADES-		1.3								1.3
	8662	AETC MTD UPGRADES-	0.5				2.1	1.3				3.8
	8701	F-15 C/D GPS		5.3	12.1	20.0	2.5					39.9

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-15				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$240.548	\$273.850	\$197.605	\$184.133	\$219.008	\$130.395	\$32.459	\$28.437

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 FY04 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY04 are F100-220E Engine Upgrade; ALQ 135, Programmable Armament Control Set, and Advanced Display Core Processor. The specific modifications budgeted and programmed are below. In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding will be used to procure an additional 20 systems to accelerate the fielding of F-15 C/D JHMCS in support of Operation Enduring Freedom. Additional systems to be deployed starting 1Q/FY03. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	8703	F-15 A/D DIGITAL VIDEO					19.5	22.1				41.5
	8705	F-15E DIGITAL VIDEO R				1.0	16.7	3.8	2.7			24.3
	8742	TEWS INTERMEDIATE S					17.7	1.3				19.0
	8745	IFF A-D	3.5		5.3	34.8	30.9	16.4				90.9
	8746	IFF E			2.4	35.8	35.8	23.9				98.0
	99999E	MISC ENGINE UPDATE	0.4									1.4
	99999U	LOW COST RETROFIT M		0.1	0.2	0.6	0.1	0.1				5.3
	99999X	LOW COST MODIFICATI	1.5	1.2	0.1	0.1	1.3	1.9				12.1
	IDECM	COMMON ELECTRIC CO					21.3	21.7	22.3	22.7		88.0
	Z88888	REPROGRAMMINGS	2.4	3.6								5.9
TOTAL FOR CLASS P			240.6	273.9	197.6	184.3	219.2	130.5	32.5	28.4	0.0	2,204.8
TOTAL FOR AIRCRAFT F-15			240.6	273.9	197.6	184.3	219.2	130.5	32.5	28.4	0.0	2,204.8

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: SECONDARY POWER UPGRADE A-D MN-10211B
Models of Aircraft Affected: F-15 A-D

Center: WRALC Robins AFB GA

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

Aircraft Breakdown: Active 398, Reserve 0, ANG 77

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1,629	7.0	453	1.6	198	0.4	815	2.8	363	1.0		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2		0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC		0.0				0.0		0.0		0.0		
TOOLING		0.1										
INSTALLATION OF HARDWARE												
FY-98 129 KITS	[129]											
FY-99 45 KITS	[45]	0.0										
FY-00 674 KITS	[674]	0.0										
FY-01 781 KITS			[781]									
FY-02 453 KITS					[453]	0.0						
FY-03 198 KITS							[198]	0.0				
FY-04 815 KITS									[815]	0.0		
FY-05 363 KITS											[363]	0.0
TOTAL INSTALL	848	0.0	781		453	0.0	198	0.0	815	0.0	363	0.0
TOTAL COST (BP-1100)	1,629	7.3	453	1.6	198	0.4	815	2.8	363	1.0		0.0

(Totals may not add due to rounding)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F100-220E ENGINE UPGRADE MN-19203B
 Models of Aircraft Affected: F-15 C/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

This effort modifies the F100-PW-100/-200 engine and spare modules to the F100-PW-220E configuration. The -220E includes the core, 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, normal 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 annually with the using command, and also military labor at the field production facility. The quantities in the 'Aircraft Breakdown' line represent the number of engines identified in the 'EQUIPMENT' line only and doesn't include the number of spares identified in the 'MOD OF SPARES' line. The sum of the 'EQUIPMENT' line and 'MOD OF SPARES' line represent the total number of equivalent engine upgrades required. The INSTALLATION OF HARDWARE dollars represent the costs of labor for modifying DLR items associated with the engine upgrade kits purchased in the previous FY. FY01 Congressional add of \$36M increased quantity of kits purchased in that year for active duty acft. Congressional add of 19.847M for FY00 ANG funds were released for use in Jul 02. 19.377M was used to procure 14 additional engine kit sets and .470M for engine modules. Congressional add of 15.225M of FY02 ANG GREA funds were used to procure 11 additional engine kit sets and 1.859M for ANG Support Equipment.

Aircraft Breakdown: Active 210, Reserve 0, ANG 25

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	139	186.5	30	29.6	34	62.8	32	45.9				
EQUIP				5.5								
NONREC												
CHANGE ORDERS												
DATA						0.4		0.1				
SIM/TRAINER												
SUPPORT-EQUIP	[1]	0.5			[1]	2.1						
MOD OF SPARES	[34]	42.7	[2]	3.1	[6]	9.7	[15]	16.7				
OGC		0.9		0.6		1.1		0.8				

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-93 3 KITS	[3]											
FY-94 18 KITS	[18]											
FY-97 20 KITS	[20]											
FY-98 18 KITS	[18]	3.9										
FY-99 20 KITS	[20]	1.5										
FY-00 31 KITS	[17]	1.0			[14]							
FY-01 29 KITS			[29]	1.1								
FY-02 30 KITS					[30]	1.5						
FY-03 34 KITS							[34]	4.3				
FY-04 32 KITS									[32]	1.8		
TOTAL INSTALL	96	6.5	29	1.1	44	1.5	34	4.3	32	1.8		
TOTAL COST (BP-1100)	139	237.1	30	39.9	34	77.6	32	67.8		1.8		

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									235	324.7
EQUIP NONREC										5.5
CHANGE ORDERS										
DATA										0.6
SIM/TRAINER										
SUPPORT-EQUIP									[2]	2.6
MOD OF SPARES									[57]	72.3
OGC										3.4
INSTALLATION OF HARDWARE										
FY-93 3 KITS									[3]	
FY-94 18 KITS									[18]	
FY-97 20 KITS									[20]	
FY-98 18 KITS									[18]	3.9
FY-99 20 KITS									[20]	1.5
FY-00 31 KITS									[31]	1.0
FY-01 29 KITS									[29]	1.1
FY-02 30 KITS									[30]	1.5
FY-03 34 KITS									[34]	4.3
FY-04 32 KITS									[32]	1.8
TOTAL INSTALL									235	15.0
TOTAL COST (BP-1100)									235	424.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	1	<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>		
		2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Quarters																									
Input										3				9	9		10	10	4	5	4	5	5	5	
Output										3				9	9		10	10	4	5	4	5	5	5	
	1	<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>			<u>FY-04</u>			<u>FY-05</u>			<u>FY-06</u>								
		2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Quarters																									
Input		6	5	6	7	7	8	7	15	11	11	7	8	9	8	9	8	8	8	8					
Output	5		6	5	6	7	7	8	11	11	11	11	7	8	9	8	9	8	8	8					

02/15/2003
 FY 2004 PBR
 Modification Title and No: SECONDARY POWER UPGRADE MN-6106
 Models of Aircraft Affected: F-15E

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

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), Clutch Control Valve, and Jet Fuel Starter. Increases R&M of the system in the overall reliability of the SPS by 125%. Current system is responsible for 22% of all ground aborts, with 34,000 mhrs per 100K flight hours expended for unscheduled maintenance. Modification is a commodity mod. Five commodity parts of varying quantities will be modified at depot and will be installed by O&I maintenance. Aircraft does not have to be input into depot maintenance to receive mod. Mod quantities are commodity items to be modified, rather than aircraft installs.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	444	1.6	407	1.6	342	1.2	99	0.5				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES												
OGC						0.0		0.0		0.0		
INSTALLATION OF HARDWARE												
FY-01 444 KITS			[444]									
FY-02 407 KITS					[407]	0.0						
FY-03 342 KITS							[342]	0.0				
FY-04 99 KITS									[99]	0.0		
TOTAL INSTALL			444		407	0.0	342	0.0	99	0.0		
TOTAL COST (BP-1100)	444	1.6	407	1.6	342	1.3	99	0.6		0.0		

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									1,292	5.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										
OGC										0.0
INSTALLATION OF HARDWARE										
FY-01 444 KITS									[444]	
FY-02 407 KITS									[407]	0.0
FY-03 342 KITS									[342]	0.0
FY-04 99 KITS									[99]	0.0
TOTAL INSTALL									1,292	0.1
TOTAL COST (BP-1100)									1,292	5.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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)	04/01	12/01	12/02	12/03	12/04
Delivery Date (Month/CY)	04/02	12/02	12/03	12/04	12/05

Installation Schedule

	<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
Input					222	222	102	101	102	102	84	86	86	86	24	25	25	25		
Output					222	222	102	101	102	102	84	86	86	86	24	25	25	25		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: APG-63V(1) RADAR UPGRADE MN-8049
Models of Aircraft Affected: F-15 C/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

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 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, and the APG-63(V)2 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 contractor and take approximately 2 months from start to finish. Therefore, some aircraft will be inducted into the installation line in one quarter, but not complete until the following quarter.

Baseline FY02 quantity reduced from 25 to 23 and projected FY03 quantity reduced from 22 to 21 based on FY02 contract pricing. In FY02, APG-63(V)1 Radar received \$34M as part of the Defense Emergency Relief Funding. Funding used to purchase 11 radar systems and additional spares in support of Operation Enduring Freedom to bring the FY02 total to 34 systems. This funding is not reflected in the FY02 program total. FY02 costs have been updated to reflect actuals due to contract award.

Aircraft Breakdown: Active 157, Reserve 0, ANG 0

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-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		218.5										
PROCUREMENT (3010)												
INSTALL KITS	112	4.8	23	0.8	22	0.8						
KITS NONRECUR												
EQUIPMENT	[112]	367.1	[23]	86.4	[22]	88.7						
EQUIP		37.6										
NONREC												
CHANGE ORDERS		0.4		0.3				0.1				
DATA		0.3										
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
(EXEMPT)												
ICS		11.2										
OGC		0.3		0.2		1.0		0.8				

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97 4 KITS	[4]	0.9										
FY-98 17 KITS	[17]	0.5										
FY-99 22 KITS	[12]	1.1	[10]	0.7								
FY-00 33 KITS			[25]	1.9	[8]	0.8						
FY-01 36 KITS					[34]	3.3	[2]	0.2				
FY-02 23 KITS							[23]	2.6				
FY-03 22 KITS							[3]	0.3	[19]	2.5		
TOTAL INSTALL	33	2.5	35	2.6	42	4.1	28	3.1	19	2.5		
TOTAL COST (BP-1100)	112	424.1	23	90.4	22	94.6		4.1		2.5		

(Totals may not add due to rounding)

02/15/2003
 FY 2004 PBR
 Modification Title and No: DIGITAL MAP SYSTEM MN-8237
 Models of Aircraft Affected: F-15E

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207134F Team POWER

Description/Justification

The effort replaces Remote Map Reader with a digital map system (DMS), incorporating R&M improvements. DMS provides a tactical situational display format to the aircrew via the cockpit display system. This is a closeout P3A.

Aircraft Breakdown: Active 201, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	161	18.2	40	4.7								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[5]	0.6										
SUPPORT-EQUIP	[20]	0.2										
.												
OGC		0.0										
DEPOT		2.9										
ICS		0.2		0.1								
TOTAL COST (BP-1100)	161	22.2	40	4.8								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									201	22.9
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[5]	0.6
SUPPORT-EQUIP									[20]	0.2
.										
OGC										0.0
DEPOT										2.9
ICS										0.4
TOTAL COST (BP-1100)									201	27.0

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
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 funding in the Depot line reflects WR-ALC's Source of Repair Assignment Process (SORAP) estimate of the cost to establish an organic capability for PACS. Beginning in FY04, the four remaining in-board conformal fuel tank (CFT) stations on the aircraft will be activated with MIL-STD 1760 interface capability which will allow increased F-15E offensive capability. Nuclear Certification in FY03-04 meets the requirement to continually field nuclear certified weapon systems. Val/Ver partially completed in June 2002, and the remaining test occurred in October 2002 after receipt of final Suite 4E+ Software.

Aircraft Breakdown: Active 217, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		19.7										
PROCUREMENT (3010)												
INSTALL KITS	26	1.2	45	2.2	32	1.3	60	2.2	54	1.9		
KITS NONRECUR												
EQUIPMENT	[26]	4.3	[45]	8.2	[32]	4.9	[60]	11.6	[54]	10.4		
EQUIP		0.3										
NONREC												
CHANGE ORDERS								0.2		0.3		0.1
DATA		0.6		1.3		0.3		0.1		0.0		
SIM/TRAINER												
SUPPORT-EQUIP		0.8		2.1		2.6		4.8				
NUCLEAR				0.9		0.6		0.2				
CERTIFICATION												
DEPOT						1.0		6.0		1.0		
WEAPONS UMBILICALS	[26]	0.1	[45]	0.2	[32]	0.1	[60]	0.4	[54]	0.3		
TRAINING								0.1				0.1
OGC				0.0		1.3		0.1				
ICS				0.0		0.1		0.1				
GFP		0.0		0.1		0.0		0.0		0.0		0.0
1760 INTERFACE				0.8		3.5		1.9		4.0		4.0
CAPABILITY												
WARRANTY		0.0		0.0		0.1		0.1		0.1		0.0

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 26 KITS			[1]	0.0	[25]	0.8						
FY-02 45 KITS					[13]	0.4	[32]	1.0				
FY-03 32 KITS							[18]	0.5	[14]	0.6		
FY-04 60 KITS									[44]	1.3	[16]	0.6
FY-05 54 KITS											[40]	1.3
TOTAL INSTALL			1	0.0	38	1.1	50	1.6	58	1.9	56	1.8
TOTAL COST (BP-1100)	26	7.3	45	15.9	32	17.0	60	29.3	54	19.9		6.0

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										19.7
PROCUREMENT (3010)										
INSTALL KITS									217	8.8
KITS NONRECUR										
EQUIPMENT									[217]	39.4
EQUIP NONREC										0.3
CHANGE ORDERS		0.1								0.6
DATA										2.2
SIM/TRAINER										
SUPPORT-EQUIP										10.2
NUCLEAR										1.8
CERTIFICATION										
DEPOT										8.0
WEAPONS UMBILICALS									[217]	1.1
TRAINING										0.2
OGC										1.5
ICS										0.2
GFP										0.2
1760 INTERFACE		2.2								16.5
CAPABILITY										
WARRANTY										0.3
INSTALLATION OF HARDWARE										
FY-01 26 KITS									[26]	0.8
FY-02 45 KITS									[45]	1.4
FY-03 32 KITS									[32]	1.1
FY-04 60 KITS									[60]	1.8
FY-05 54 KITS	[14]	0.5							[54]	1.7
TOTAL INSTALL	14	0.5							217	6.9
TOTAL COST (BP-1100)		2.8							217	98.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

	<u>FY-96</u>	<u>FY-97</u>	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>
Contract Date (Month/CY)						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-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>								
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	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	3	12	11	12
																																	1	1	12	12	12
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																					
Input	10	13	13	14	13	15	15	15	15	14	13	14	14																								
Output	4	5	12	15	9	19	17	22	10	20	15	15	5	10	1																						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: AIR DATA PROCESSOR MN-8314

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

PE 0207134F Team POWER

Description/Justification

The Air Data Processor (ADP) provides a high quality supportable 2-level maintenance subsystem, and a tailored source for accurate atmospheric sensing, cueing, and weapons delivery. Modification replaces five aging non-supportable avionics subsystems: air data computer, two electronic air inlet controllers; pressure sensor assembly, and flap blow-up switch. The 3010 ADP production is unrelated to SEC tables development. The Advanced Display Core Processor (ADCP) Program is baselined with ADP deliveries. The unit purchase/installation schedule has changed due to a WR-ALC-revised Programmed Depot Maintenance (PDM) schedule and an increase in required installation manhours, going from 175 to 200 hours. 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.

Aircraft Breakdown: Active 196, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[5]	2.9										
PROCUREMENT (3010)												
INSTALL KITS	80	1.7	24	0.5	24	0.5	38	0.9	30	0.7		
KITS NONRECUR												
EQUIPMENT	[80]	6.6	[24]	2.4	[24]	2.1	[38]	3.3	[30]	2.7		
EQUIP		0.1										
NONREC												
CHANGE ORDERS						0.2		0.1		0.0		0.1
DATA								0.5				0.3
SIM/TRAINER												
SUPPORT-EQUIP				1.2		0.5						0.3
ICS		0.0		0.1		0.1		0.1		0.1		0.2
WARRANTY		0.0		0.0		0.0		0.0		0.0		0.0
PARTS RETESTING		0.0		0.0		0.0		0.0		0.0		0.0
OGC												
INSTALLATION OF HARDWARE												
FY-00 42 KITS	[5]	0.1	[35]	0.6	[2]	0.2						
FY-01 38 KITS					[38]	0.6						
FY-02 24 KITS				0.4	[9]	0.2	[15]	0.4				
FY-03 24 KITS							[6]	0.2	[18]	0.4		
FY-04 38 KITS									[11]	0.3	[27]	0.6
FY-05 30 KITS											[8]	0.2
TOTAL INSTALL	5	0.1	35	1.0	49	1.0	21	0.5	29	0.7	35	0.8
TOTAL COST (BP-1100)	80	8.6	24	5.1	24	4.4	38	5.5	30	4.3		1.8

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: F-15 C/D

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
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 4QFY03. To minimize the downtime for any aircraft, the JHMCS installation is being conducted concurrently with the APG-63(V)1 Radar when feasible.

In FY02, JHMCS received \$8M as a part of the Defense Emergency Relief Fund (DERF). Funding will be used to procure an additional 18 systems to accelerate the fielding of F-15 JHMCS in support of Operation Enduring Freedom. Additional systems to be deployed starting 1Q/FY03. This funding is not reflected in the FY02 program total.

In FY03, JHMCS will receive \$4M for procurement of Air National Guard (ANG) assets. Up to 10 kits and items in support of the procurement such as the associated support equipment will be purchased.

Aircraft Breakdown: Active 192, Reserve 0, ANG 9

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 through May 03. MS III is scheduled for 3QFY03. This delay is due to extend OT period, beyond LRIP report, and verification of corrections of deficiencies fit test program.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		14.4		0.9		0.4						
PROCUREMENT (3010)												
INSTALL KITS	10	0.6	54	4.5	28	2.4	43	3.7	35	3.1	31	2.9
KITS NONRECUR												
EQUIPMENT	[10]	2.0	[54]	9.9	[28]	5.2	[43]	8.4	[35]	6.9	[31]	6.2
EQUIP		0.8		1.6		1.5						
NONREC												
CHANGE ORDERS				0.3		0.7						
DATA						0.1						
SIM/TRAINER												
SUPPORT-EQUIP		3.1		0.3		0.9		2.5		1.2		0.2
OGC		0.1		0.0		0.1		0.2		0.6		0.2
TRAINING		0.4										
ICS				0.7		3.6		4.8		6.0		7.7
PACKAGING												

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010) Continued												
INITIAL SPARES (WCF												
REIMBURSEMENTS)												
INSTALLATION OF HARDWARE												
FY-01 10 KITS			[10]	0.5								
FY-02 54 KITS					[30]	2.6	[24]	2.1				
FY-03 28 KITS					[9]	0.8	[19]	1.7				
FY-04 43 KITS									[43]	3.9		
FY-05 35 KITS											[35]	3.2
FY-06 31 KITS												
TOTAL INSTALL			10	0.5	39	3.4	43	3.8	43	3.9	35	3.2
TOTAL COST (BP-1100)	10	6.9	54	18.0	28	17.8	43	23.5	35	21.7	31	20.4
(Totals may not add due to rounding)												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Description/Justification

The Advanced Display Core Processor (ADCP) modification combines the Multi-Purpose Display Processor (MPDP) and the VHSIC Central (VCC) into one integrated LRU. The VCC and MPDP are plagued with out-of-production parts and barely support current computer resource requirements. The ADCP program has interdependencies with several currently funded F-15 Mod programs. It is baselined with the Global Positioning System, Programmable Armament Control Set, Air Data Processor, Smart Weapons, and OFP Suite 5.

Aircraft Breakdown: Active 222, Reserve 0, ANG 0

Development Status

EMD Contract Award was Dec 99; FCA/PCA scheduled for Aug 03, and Production Go-Ahead Decision scheduled for Sep 03. P3I Processor update conducted Sep 02 through Oct 04. Initial fielding is currently scheduled for Mar 05.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		33.7		23.9		15.4		7.1				
PROCUREMENT (3010)												
INSTALL KITS							21	0.6	84	1.3	90	1.4
KITS NONRECUR												
EQUIPMENT							[21]	8.7	[84]	32.8	[90]	35.2
EQUIP								6.7				
NONREC												
CHANGE ORDERS								0.7		0.5		2.0
DATA								4.6		0.4		1.8
SIM/TRAINER							[6]	2.4				
SUPPORT-EQUIP								2.3				
TRAINING								0.3		0.3		0.3
OGC								0.6		0.4		0.4
ICS										2.0		2.0
TOTAL COST (BP-1100)							21	26.9	84	37.5	90	43.0
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										80.1
PROCUREMENT (3010)										
INSTALL KITS	27	0.7							222	3.9
KITS NONRECUR										
EQUIPMENT	[27]	10.5							[222]	87.2
EQUIP NONREC										6.7
CHANGE ORDERS		1.6								4.7
DATA		2.0								8.7
SIM/TRAINER									[6]	2.4
SUPPORT-EQUIP										2.3
TRAINING										0.9
OGC		0.2								1.6
ICS		2.0								6.0
TOTAL COST (BP-1100)	27	17.0							222	124.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ALQ 135, BAND 1.5 MN-8419
Models of Aircraft Affected: F-15E

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-15 Class P
PE 0207134F Team POWER

Center: WRALC Robins AFB GA

Description/Justification

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 reflect all 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. FY02 Congressional Plus-up of \$17.5M contract awarded 26 Mar 02 for an additional 15 shipsets (added to Lot III Production Buy). Lot IV contract award by 31 Dec 02. Initial FY03 Lot IV awarded 9 Band 1.5 units with remaining 8 of 17 units acquired upon receipt of the FY03 \$14M Congressional Plus-up.

Aircraft Breakdown: Active 83, Reserve 0, ANG 0

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-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		39.6										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	34	66.2	28	44.7	17	31.2	4	10.0				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.7		0.3		0.1						
SIM/TRAINER												
SUPPORT-EQUIP		2.4		2.6		9.4		7.1		3.0		
SPRAM	[6]	11.8										
OGC		2.5		1.1		5.8						
GFE		4.1		1.4								
CONTRACT SUPPORT		0.3		0.6								
ICS		0.5		0.5		0.6						
TOTAL COST (BP-1100)	34	88.4	28	51.1	17	47.0	4	17.1		3.0		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										39.6
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									83	152.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER										
SUPPORT-EQUIP										24.4
SPRAM									[6]	11.8
OGC										9.4
GFE										5.5
CONTRACT SUPPORT										0.9
ICS										1.5
TOTAL COST (BP-1100)									83	206.6

(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-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	
Delivery Date (Month/CY)			02/00	12/00	12/01	12/02	12/03	12/04	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: BOL MN-8660
Models of Aircraft Affected: A/B/C/D/E

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 BOL-515 (AN/ALE-58) countermeasure dispenser (CMD), produced by BAE under license from Saab Avionics, of Sweden, is a non-developmental item (NDI) high-capacity chaff and pyrophoric infrared (IR) decoy dispenser for aircraft self-protection developed for installation inside a missile launcher rail (LAU-128). The modification equips all 114 ANG F-15A/B aircraft to carry up to 4 dispensers, each holding 160 packages of countermeasures (chaff or IR decoys). A rotatable pool of 114 BOL/LAU-128 shipsets (2 dispensers each), plus spares, will be procured for the ANG with the initial buy. The modification also installs Group A wiring and control panels in 179 F-15 C's and provides a rotatable pool of 84 BOL dispensers (42 shipsets), plus spares, for installation on active USAF F-15 Cs. The rotatable pool approach maximizes warfighter flexibility by enabling any aircraft to support a conflict.

BOL IR provides the F-15 it's only effective, covert, continuous, preemptive IR self-protection capability. This dramatically increases chances of survival in engagements with advanced threat IR missiles. The BOL-515/LAU-128 will be capable of being installed on the F-15A-E Weapon Stations 2A/B and 8A/B. The BOL Countermeasures Dispenser (CMD) will not replace the existing AN/ALE-45 CMD dispenser, but will augment it with additional capacity and increased capability. Without the BOL CMD the F-15 has only a minimal number of reactive, self-protection flares. This deficiency is compounded by the fact these reactive flares highlight the F-15, have limited preemptive effectiveness, and mainly attempt to increase miss distance of a missile already in flight.

FY01 funding is a Congressional Add to procure and install the BOL CMD system on the ANG's F-15A and B aircraft with 3010 BP1100 funds with installation of kits in FY03 and FY04. No 3010 BP1600 dollars were provided for initial spares; a waiver has been granted by SAF/AQXR and SAF/FMBI to use BP1100 for spares.

FY02 funding is a Congressional Add for the BOL program. Funding will procure retrofit kits for BOL impacted support equipment. The retrofit kits will provide one common support equipment configuration for both the active and ANG F-15 A through D models.

FY03 is a Congressional Add to procure additional BOL countermeasures dispensers.

Aircraft Breakdown: Active 179, Reserve 0, ANG 114

Development Status

The BOL CMD system is a NDI manufactured by BAE. The Air Force began evaluation of the BOL system for the F-15 under a Foreign Comparative Test (FCT) program in 1997 after successful fielding of BOL on the Navy F-14 aircraft. The BOL CMD was developed for installation inside a missile launcher rail; for the F-15 it is a modified LAU-128. The initial FCT successfully evaluated BOL's functional performance and effectiveness on the F-15E in September 1998. The BOL integration program for the F-15C was initiated in October 1999. Two F-15Cs and one F-15A have been modified to carry the BOL-515/LAU-128 and a successful flight test program has been completed. Qualification has also been successfully completed. The FY01 Congressional Add of RDT&E funds complete integration efforts for the A/B/C/D/E, except for F-15E Val/Ver, which will be completed as funds become available.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		7.3										
PROCUREMENT (3010)												
INSTALL KITS	114	2.2										
KITS NONRECUR												
EQUIPMENT	[114]	17.1			[10]	2.2						
EQUIP												
NONREC												
CHANGE ORDERS		0.5										
DATA		1.0										
SIM/TRAINER												
SUPPORT-EQUIP		0.6		2.3								
OGC		0.5		0.5		0.2						

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010) Continued												
ICS		0.1										
PACKAGING		0.4										
SPARES	[13]	1.7										
INSTALLATION OF HARDWARE												
FY-01 114 KITS		2.1		0.1	[48]		[66]					
FY-07 24 KITS												
FY-08 96 KITS												
FY-09 59 KITS												
TOTAL INSTALL		2.1		0.1	48		66					
TOTAL COST (BP-1100)	114	26.2		2.9		2.4						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		0.9								8.2
PROCUREMENT (3010)										
INSTALL KITS	24	0.6	96	2.4	59	1.5			293	6.8
KITS NONRECUR		0.4								0.4
EQUIPMENT	[42]	7.1							[166]	26.4
EQUIP NONREC										
CHANGE ORDERS		0.9		0.8		0.6				2.8
DATA		0.3		0.3		0.6				2.1
SIM/TRAINER			[6]	0.4	[6]	0.4			[12]	0.9
SUPPORT-EQUIP		4.7		0.5		0.5				8.6
OGC		0.4		1.0		0.9				3.7
ICS		0.2		0.1		0.0				0.5
PACKAGING										0.4
SPARES									[13]	1.7
INSTALLATION OF HARDWARE										
FY-01 114 KITS									[114]	2.2
FY-07 24 KITS		0.5	[12]		[12]				[24]	0.5
FY-08 96 KITS				1.9	[72]		[24]		[96]	1.9
FY-09 59 KITS						1.2	[59]		[59]	1.2
TOTAL INSTALL		0.5	12	1.9	84	1.2	83		293	5.7
TOTAL COST (BP-1100)	24	15.1	96	7.4	59	5.8			293	59.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 17 Months

Follow-On Lead Time: 15 Months

Milestones

	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)	09/01		05/03				04/07	04/08	04/09	
Delivery Date (Month/CY)	02/03		08/04				07/08	03/09	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
Quarters	1	2	3	4	1	2	3	4	1	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	36	36	30																				
Output									12	36	36	24	5	1																		
Quarters	1	2	3	4	1	2	3	4																								
Input	12	24	24	24	24	24	24	11																								
Output	12	24	24	24	24	24	24	11																								

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR

Modification Title and No: AETC MTD UPGRADES-TECHNICAL TRAINING GROUP MN-8661

Models of Aircraft Affected: F-15E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0804731F Team AIR

Description/Justification

This modification will update the TFE-21 Avionics Maintenance Trainer and F-15E Seat and Conopy trainer at Shepherd AFB, TX. The following are some of the known major impacts to TFE-21 Avionics Trainers: Band 1.5, Link 16, PACS-45 Upgrade, Air Data Processor, Digital Mapping SYstem, Night Vision Goggles, Advnaced Display Core Processor, AIM-9X, Joint Helmet Mounted Cueing System, TESSA GMTI/GMTT, TESSA 3rd Generation FLIR, Fiber Optic Towed Decoy, Advanced Video Tape Recorder, BOL Countermeasures. The TFE-21 is necessary to proived AC and AETC maintenance training and troubleshooting practice.

The F-15E TFE-21 Conopy/Egress Hardware SYstem Trainer is needed to instruct removal and replacement, troubleshooting and rigging objectives on the F-15E Canopy and Egress Systems. These devices must be upgraded to match configurations of the aircraft. Without these upgrades actual aircraft must be used. Shepard does not have access to F-15E aircraft.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	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]	1.3						
SUPPORT-EQUIP												
AWAITING												
RECLASSIFICATION												
TOTAL COST (BP-1100)							1.3					
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	1.3
SUPPORT-EQUIP										
AWAITING										
RECLASSIFICATION										
TOTAL COST (BP-1100)	<hr/>									1.3

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 15 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	1	<u>FY-02</u>			1	<u>FY-03</u>		
		2	3	4		2	3	4
Quarters								
Input								
Output								

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F-15 C/D GPS MN-8701
 Models of Aircraft Affected: F-15C/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 NAVSTAR Global Positioning System (GPS) is a space based radio navigation system that provides suitably 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). The required quantity of modified aircraft is 210 F-15C/D. Breakdown of installation is 18 Concurrent V2 radar, JHMCS and EGI installations at Elmendorf AFB, 2 T2 installation at DT&E and 1 VAL/VER installation, therefore, required installation is 189 to complete 210 aircraft. Installation of kits in FY 05 includes 45 to be installed through a contractor field team in FY 06. Retrofit of 284 existing EGIs is required to maintain economical logistics footprint.

Aircraft Breakdown: Active 189, Reserve 0, ANG 0

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-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					41	0.8	91	1.8	57	1.1		
KITS NONRECUR												
EQUIPMENT					[41]	3.5	[91]	7.9	[57]	4.9		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						0.9						
SIM/TRAINER												
SUPPORT-EQUIP												
RETROFIT									[213]	7.5	[71]	2.5
OTHER												
OGC						0.0		0.1		1.8		0.0
INSTALL												
INSTALLATION OF HARDWARE												
FY-03 41 KITS								[41]	1.5			
FY-04 91 KITS								[22]	0.8	[69]	2.5	
FY-05 57 KITS										[57]	2.1	
TOTAL INSTALL								63	2.3	126	4.6	
TOTAL COST (BP-1100)					41	5.3	91	12.1	57	20.0		2.5

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									189	3.8
KITS NONRECUR										
EQUIPMENT									[189]	16.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.9
SIM/TRAINER										
SUPPORT-EQUIP										
RETROFIT									[284]	9.9
OTHER										
OGC										2.0
INSTALL										
INSTALLATION OF HARDWARE										
FY-03 41 KITS									[41]	1.5
FY-04 91 KITS									[91]	3.3
FY-05 57 KITS									[57]	2.1
TOTAL INSTALL									189	7.0
TOTAL COST (BP-1100)									189	39.9

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

Quarters	<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
Input					12	19	32	15	21	24	21	12	10	14	9	
Output					12	19	32	15	21	24	21	12	10	14	9	

02/15/2003
 FY 2004 PBR
 Modification Title and No: F-15E DIGITAL VIDEO RECORDER MN-8705
 Models of Aircraft Affected: F-15E

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 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 227, Reserve 0, ANG 0

Development Status

The DVR is an off-the-shelf, NDI replacement for the existing AVTR. It is a form fit replacement for the 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 FY05.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									2	0.0	148	0.2
KITS NONRECUR												
EQUIPMENT									[2]	0.1	[148]	9.7
EQUIP												0.5
NONREC												
CHANGE ORDERS										0.0		0.7
DATA												0.3
SIM/TRAINER											[5]	0.7
SUPPORT-EQUIP												1.7
INTEGRATION										0.8		1.5
ICS												0.3
SITE ACTIVATION												0.1
OGC										0.1		1.0
TOTAL COST (BP-1100)									2	1.0	148	16.7
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	44	0.1	33	0.1					227	0.3
KITS NONRECUR EQUIPMENT	[44]	2.9	[33]	2.3					[227]	15.1
EQUIP NONREC										0.5
CHANGE ORDERS		0.2		0.1						1.1
DATA		0.1		0.1						0.4
SIM/TRAINER									[5]	0.7
SUPPORT-EQUIP										1.7
INTEGRATION										2.3
ICS		0.2								0.5
SITE ACTIVATION		0.0		0.0						0.2
OGC		0.2		0.2						1.5
TOTAL COST (BP-1100)	44	3.8	33	2.7					227	24.3

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 6 Months

Follow-On Lead Time: 1 Month

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: IFF A-D MN-8745
 Models of Aircraft Affected: F-15 A-D

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207445F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Modification replaces the current identification, friend or foe (IFF) and air-to-air interrogator (AAI) system in F-15 A-D aircraft (except APG-63(V)2 - equipped aircraft). Current IFF/AAI system has multiple issues: low mean time between failure (MTBF), parts obsolescence problems (will be unsupportable in 2004), 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 and will be capable of future growth to Mode 5 level 2. 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 will be 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. If the qualification efforts do not require the full \$3.4M, the balance will be used to procure IFF kits for the ANG. Funding for the ANG procurement is TBD. ACC has funded production and installation for 210 active F-15C/Ds beginning in FY04.

Aircraft Breakdown: Active 210, Reserve 0, ANG 0

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. FY02 Congressional plus-up provided integration funding and lays the groundwork for the FY04 production start.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							13	3.8	81	24.0	80	24.1
EQUIP				2.4								
NONREC												
CHANGE ORDERS				0.2				0.1		1.5		1.7
DATA								1.1				
SIM/TRAINER										1.5		
SUPPORT-EQUIP										3.4		
OGC				0.9				0.1		0.4		0.5
TRAINING				0.0				0.1		0.4		0.4
ICS										0.5		2.0
OTHER							[1]	0.3	[12]	3.1	[8]	2.1
TOTAL COST (BP-1100)				3.5			13	5.3	81	34.8	80	30.9
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	36	11.7							210	63.6
EQUIP NONREC										2.4
CHANGE ORDERS		1.1								4.6
DATA										1.1
SIM/TRAINER										1.5
SUPPORT-EQUIP										3.4
OGC		0.5								2.5
TRAINING		0.4								1.3
ICS		2.6								5.1
OTHER									[21]	5.5
TOTAL COST (BP-1100)	36	16.4							210	90.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 16 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: IFF E MN-8746
 Models of Aircraft Affected: F-15 E

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-15 Class P
 PE 0207445F Team MOBIL

Center: WRALC Robins AFB GA

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 (will be unsupported in FY2004), 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, and will be capable of future growth to Mode 5 level 2. 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 mishap decreased quantity from 228 to 227.

Aircraft Breakdown: Active 227, Reserve 0, ANG 0

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. FY02 Congressional plus-up provided integration funding and lays the groundwork for the FY05 production start

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									90	26.4	80	24.1
EQUIP							[2]	1.3				
NONREC												
CHANGE ORDERS								0.1		1.6		1.4
DATA										1.2		
SIM/TRAINER										1.5		
SUPPORT-EQUIP										0.3		4.0
OGC								1.0		0.6		0.6
TRAINING										1.2		0.8
ICS												2.0
OTHER									[12]	3.1	[11]	2.9
TOTAL COST (BP-1100)								2.4	90	35.8	80	35.8

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	57	18.6							227	69.1
EQUIP NONREC									[2]	1.3
CHANGE ORDERS		1.4								4.5
DATA										1.2
SIM/TRAINER										1.5
SUPPORT-EQUIP										4.3
OGC		0.4								2.5
TRAINING		0.8								2.7
ICS		2.9								4.9
OTHER									[23]	6.0
TOTAL COST (BP-1100)	57	23.9							227	98.0

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: LOW COST MODIFICATIONS MN-99999X
Models of Aircraft Affected: F-15 A-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

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, Signal Data Recorder, etc.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.3										
AIRCRAFT		4.7	1.5		1.2		0.1		0.0			1.3
TOTAL COST (BP-1100)		6.0	1.5		1.2		0.1		0.0			1.3
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										1.3
AIRCRAFT		1.9								10.8
TOTAL COST (BP-1100)		1.9								12.1
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$216.700	\$276.024	\$300.596	\$277.006	\$293.803	\$251.044	\$255.688	\$229.688

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 overall goal of the modifications budgeted in FY04 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life. The primary modifications in FY04 are the CCIP (Link-16, JHMCS, Modular Mission Computer and Color Displays) and Falcon STAR structural modification. The specific modifications budgeted and programmed are below. *Note: FY02 CLC is understated by \$5.164M due to administrative error.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	F19423	F110-100/129 #4 BEARIN	1.8									1.8
TOTAL FOR CLASS P-S			1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
P	173009	F110 DIGITAL ENGINE C	2.3	1.6								150.7
	19229E	FALCON 229 ENGINE UP	0.5	1.5								12.9
	3090	ALR-56M RCPU UPGRA	0.2	0.4	0.1							24.5
	3150M	NAVSTAR GPS F-16 C	3.3									106.9
	3450	ALE-47	3.7	3.3	2.1	0.5						50.1
	4260	ADVANCED WEAPON IN	2.3	3.8	3.9	3.9	5.2	4.0	0.6			52.2
	4262	DIGITAL TERRAIN SYST	0.1									40.0
	5013	RF TOWED DECOY SYS	5.1	9.2	6.3							140.0
	602030	BLOCK 30 NIGHT VISIO	3.5	0.1								33.6
	602039	BLOCK 42 CAS IMPROV	2.7									10.6
	602040	BLK 40/50 NIGHT VISION	9.2	0.4								60.5
	602041	BLOCK 40 CAS IMPROV	2.6									28.4
	602043	BLOCK 42 ANG RE-ENGI		10.4								58.7
	602150	MODULAR MISSION CO	36.0	49.4	83.0	72.3	78.6	64.0	70.7	72.5	3.2	629.0

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$216.700	\$276.024	\$300.596	\$277.006	\$293.803	\$251.044	\$255.688	\$229.688

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 overall goal of the modifications budgeted in FY04 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life. The primary modifications in FY04 are the CCIP (Link-16, JHMCS, Modular Mission Computer and Color Displays) and Falcon STAR structural modification. The specific modifications budgeted and programmed are below. *Note: FY02 CLC is understated by \$5.164M due to administrative error.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	602241	F-16A STRUCTURE IMP	2.9	3.5	5.1	2.3	0.4					17.2
	602250	BLOCK 50/52 STRUCTU	2.0	3.3	1.0							6.9
	6023	FALCON STAR		15.9	43.0	44.8	56.1	61.9	78.3	86.1	204.0	590.1
	6024	10,000 HOUR STRUCTU							17.0	33.1	229.1	279.2
	603030	ALQ-213 COUNTERMEA	2.0									27.5
	603035	COMMERCIAL CENTRAL			6.5	11.0	10.8					28.3
	610250	COLOR DISPLAYS - CCI	20.4	30.4	51.8	47.6	49.5	40.5	18.4	10.2	2.1	334.4
	612150	BLOCK 50 AIR-TO-AIR IN	35.0	18.9	1.9	1.0	0.2					104.2
	6300	ON BOARD OXYGEN GE	3.5	3.5								17.4
	650050	JOINT HELMET MOUNT	33.4	40.5	25.5	23.1	27.2	21.2	25.6	5.0	1.0	218.1
	660050	BLK 50 HTS PYLONS		3.5								3.5
	661650	LINK 16 - CCIP	38.7	23.1	32.3	30.8	26.3	23.2	13.5	4.1	0.8	215.0
	661651	F-16 TACTICAL DATA LI		34.9	23.6	22.2	22.3	19.1	12.2			134.3
	8661	AETC MTD UPGRADES-	3.1	3.1	4.1							10.2
	8662	AETC MTD UPGRADES-	2.3	2.1	1.0	11.9	10.9	14.7	16.9	17.2		77.1
	99999E	MISC ENGINE UPDATE	0.3	0.1	0.2	0.1	0.1	0.1	0.2	0.2		7.8

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-16				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$216.700	\$276.024	\$300.596	\$277.006	\$293.803	\$251.044	\$255.688	\$229.688

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 overall goal of the modifications budgeted in FY04 is to increase flying safety, combat capability, reliability, maintainability, and provide for structural improvements to the airframe to ensure meeting the projected 8,000-hour service life. The primary modifications in FY04 are the CCIP (Link-16, JHMCS, Modular Mission Computer and Color Displays) and Falcon STAR structural modification. The specific modifications budgeted and programmed are below. *Note: FY02 CLC is understated by \$5.164M due to administrative error.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	99999U	LOW COST RETROFIT M	0.8	0.1	0.1	0.1	0.1	0.1	0.2	0.2		6.9
	99999X	LOW COST MODIFICATI	0.5	0.1	0.1	0.1	0.2	0.1	0.2	0.1		8.7
	F19401	-229 HPT OD FLOWPAT	0.5	0.4								2.1
	F19412	F110-GE-100/129 EMS E		4.3	3.7	0.3						15.7
	F19415	F110-100/129 LUBE & SC			1.1	0.8						1.9
	F19416	F110-100 2ND STAGE FA			0.3	0.3	0.3					1.0
	F19417	F110-100/129 STATIONA			0.1	0.1	0.1	0.1	0.1	0.1		0.6
	F19418	F110-100/129 M50NIL OU			1.8	1.8	1.1					4.8
	F19419	F110-100 HPT C-CLIP BA			1.2	1.3	0.9	0.9	0.9	0.1		5.2
	F19420	F110-100 TURBINE FRA			0.9	1.0	1.0	1.0	0.9	0.9	0.2	5.8
	F19450	PW-229 FUEL NOZZLE D	0.2	0.1	0.1							0.8
	F19451	PW-229 3rd STAGE FAN					2.7					2.7
	Z88888	REPROGRAMMINGS	-2.2	8.5								11.3
TOTAL FOR CLASS P			214.9	276.4	300.8	277.2	293.8	251.0	255.7	229.7	440.4	3,536.8
TOTAL FOR AIRCRAFT F-16			216.7	276.4	300.8	277.2	293.8	251.0	255.7	229.7	440.4	3,538.6

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F110 DIGITAL ENGINE CONTROL (DEC) MN-173009
 Models of Aircraft Affected: F-16 BLOCK 30/40

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 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 FY02 and to upgrade th 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. Depot Process Line: Total Quantity on document decreased from 1043 to 924 due to increased costs in depot level work. The total requirement of 1043 still exists.

Aircraft Breakdown: Active 279, Reserve 52, ANG 255

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	785	111.6										
EQUIP		0.4										
NONREC												
CHANGE ORDERS												
DATA		0.9										
SIM/TRAINER												
SUPPORT-EQUIP		2.5										
MOD OF SPARES	[186]	5.0										
DEPOT PROCESS	[717]	7.7	[129]	2.1	[78]	1.6						
EMSC UPGRADE		0.3										
MEC UPGRADE												
MEC KIT	[844]	18.3	[13]	0.3								
TOTAL COST (BP-1100)	785	146.8		2.3		1.6						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									785	111.6
EQUIP NONREC										0.4
CHANGE ORDERS										
DATA										0.9
SIM/TRAINER										
SUPPORT-EQUIP										2.5
MOD OF SPARES									[186]	5.0
DEPOT PROCESS									[924]	11.3
EMSC UPGRADE										0.3
MEC UPGRADE										
MEC KIT									[857]	18.6
TOTAL COST (BP-1100)									785	150.7

(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-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)	06/95	06/95	06/95	12/95	02/97	02/98	12/98	12/99	12/00	12/01	
Delivery Date (Month/CY)	06/96	06/96	06/96	12/96	02/98	02/99	12/99	12/00	12/01	12/02	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: FALCON 229 ENGINE UPGRADE MN-19229E
Models of Aircraft Affected: F-16 BLOCK 52

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The Falcon 229 program is designed to enhance safety and improve maintainability by combining and accelerating multiple F-16 F100-PW-229 engine mods. This will be accomplished through design improvements, early identification of problems, and augmented field support. The design improvement portion of Falcon 229 is comprised of four blocks, phased to coincide with the 4th stage blade retrofits. Each block consists of multiple upgrades that affect install engines, spare engines, and spare modules, consequently the number of kits and cost varies between blocks. Incorporation of all the tasks will reduce the in-flight shut down rate to 2 per 100K engine flying hours. This means six aircraft and possibly crews will be saved every 100,000 fleet hours. Installation in FYs 94, 95, and 96 were organizational level, requiring no installation funds. Remaining years are depot installation. Installations are accomplished concurrently with the Falcon 229 HPT OD Flow path modification MN-F19401. Both mods are accomplished at depot as part of scheduled maintenance, therefore no installation dollars are required. Both mods are required for installed engines, spare engines and not installed spare components. From F94-FY96 the P3A represented an earlier upgrade to the core module (shown in the EQUIPMENT NORECUR line) and didn't transition into the '97 Turbine Package until FY97. The difference between Total Quantity and the Total Aircraft is due to the modification of spare engines. FY03 KITS NONRECUR line is residual sub kits required in scope with completing the Falcon 229 Mod upgrade program but were not identified for engines/modules previously routed through depot during overhauls

Aircraft Breakdown: Active 36, Reserve 0, ANG 18

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.5										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR					[59]	1.3						
EQUIPMENT	42	2.3	22	0.5								
EQUIP	[1,253]	5.5										
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP		2.5										
MOD OF SPARES	[8]	0.4	[2]	0.0	[4]	0.2						
INSTALLATION OF HARDWARE												
FY-98 3 KITS	[3]											
FY-99 9 KITS	[9]											
FY-00 20 KITS	[20]											
FY-01 10 KITS			[10]									
FY-02 22 KITS					[15]		[7]					
TOTAL INSTALL	32		10		15		7					
TOTAL COST (BP-1100)	42	10.8	22	0.5		1.5						

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: NAVSTAR GPS F-16 CUPID MN-3150M
Models of Aircraft Affected: F-16C/D BLK 25/30/32

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The Navstar Global Positioning System (GPS) provides user equipment for F-16 Blk 25/30/32 aircraft to compute platform position/velocity as well as aid computation of steering vectors to target locations. This avionics mod will install the embedded GPS/inertial navigation system (EGI) that combines a ring laser gyro (RLG) inertial navigation unit (INU), a GEM II GPS receiver card, and a master kalman navigation filter in a single line replaceable unit. Existing RLG Inertial Navigation Units (INUs) being removed as a result of this modification will replace LN-39 mechanical INUs installed in Block 40/42 aircraft. Integration occurred in conjunction with an OFP update (SCU-4), therefore, no discrete funding for aircraft Operational Flight Program (OFP) development is included. Kit components are procured by several agencies; component pricing is based upon quantities ordered and unique contract provisions. The last kits to modify all remaining aircraft are being procured in FY01 to meet the installation schedule (16 mo lead time). Three fewer Group B kits are being acquired in FY01 because 3 aircraft attrited with just Group A kits installed. Installation costs include a Block 25/30/32 radio software upgrade to allow the radio to reliably receive EGI provided GPS timing data. Group A installations are being accomplished with Falcon-Up modification and Service Life Improvement Program maintenance, when possible, to reduce cost. Also, Group A installation is accomplished as part of the Block 25/30/32 Combat Upgrade Plan Integration Details (CUPID). FY00 OGC funds relate to integration asset upgrade and CUPID modification costs. FY01 OGC funds relate to dispositioning removed RLG INUs, EGI production support, and depot modification management. CUPID integrates GPS (3150M), NVIS (602030), SADL, and CMS (603030) modifications under a cost avoidance, common configuration plan.

Aircraft Breakdown: Active 212, Reserve 70, ANG 337

Development Status

Completed 8/00.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		18.7										
PROCUREMENT (3010)												
INSTALL KITS	619	20.7										
KITS NONRECUR		2.9										
EQUIPMENT	[616]	55.9										
EQUIP		1.4										
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER	[3]	0.4										
SUPPORT-EQUIP		0.1										
OGC		1.3		0.1								
INSTALLATION OF HARDWARE												
FY-97 150 KITS	[150]	5.7										
FY-98 282 KITS	[282]	10.5										
FY-99 65 KITS	[65]	2.4										
FY-00 89 KITS	[55]	2.2			[34]	1.6						
FY-01 33 KITS					[33]	1.5						
TOTAL INSTALL	552	20.8	67	3.1								
TOTAL COST (BP-1100)	619	103.6		3.3								

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ALE-47 MN-3450

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 retrofits 243 Block 40, 187 Block 42, and 226 Block 50/52, F-16 aircraft with the ALE-47 automatic/semi-automatic flare/chaff dispensing system. The ALE-47 provides improved aircraft survivability by dispensing compatible flare/chaff responses triggered by the ALR-56M Radar Warning Receiver, through preplanned and preprogrammed dispenser loads. Block 40/42 requirements are complete as of FY00. Retrofit funds used in 1998 were used to retrofit ALE-47 programmer cards. The ALE-47 modification to Block 50 aircraft is a prerequisite for the Common Configuration Implementation Program (CCIP).

Aircraft Breakdown: Active 366, Reserve 0, ANG 290

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	518	3.3	66	0.1	54	0.1	18	0.0				
KITS NONRECUR		1.1										
EQUIPMENT	[522]	22.1	[66]	1.8	[54]	1.4	[14]	0.5				
EQUIP		0.6										
NONREC												
CHANGE ORDERS		2.2		0.0		0.1		0.0				
DATA		1.9		0.1		0.1		0.0				
SIM/TRAINER												
SUPPORT-EQUIP	[72]	2.8										
RETROFIT		1.1										
INSTALLATION OF HARDWARE												
FY-92 93 KITS	[93]	0.6										
FY-93 89 KITS	[89]	0.7										
FY-94 84 KITS	[84]	0.5										
FY-95 80 KITS	[80]	1.6										
FY-96 84 KITS	[84]	1.5										
FY-99 44 KITS	[22]	0.6	[22]	0.6								
FY-01 44 KITS			[44]	1.1								
FY-02 66 KITS					[59]	1.6	[7]	0.1				
FY-03 54 KITS							[54]	1.3				
FY-04 18 KITS									[18]	0.5		
TOTAL INSTALL	452	5.5	66	1.7	59	1.6	61	1.5	18	0.5		
TOTAL COST (BP-1100)	518	40.5	66	3.7	54	3.3	18	2.1		0.5		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									656	3.5
KITS NONRECUR										1.1
EQUIPMENT									[656]	25.8
EQUIP NONREC										0.6
CHANGE ORDERS										2.3
DATA										2.1
SIM/TRAINER										
SUPPORT-EQUIP									[72]	2.8
RETROFIT										1.1
INSTALLATION OF HARDWARE										
FY-92 93 KITS									[93]	0.6
FY-93 89 KITS									[89]	0.7
FY-94 84 KITS									[84]	0.5
FY-95 80 KITS									[80]	1.6
FY-96 84 KITS									[84]	1.5
FY-99 44 KITS									[44]	1.1
FY-01 44 KITS									[44]	1.1
FY-02 66 KITS									[66]	1.8
FY-03 54 KITS									[54]	1.3
FY-04 18 KITS									[18]	0.5
TOTAL INSTALL									656	10.8
TOTAL COST (BP-1100)									656	50.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 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)	02/92	02/93	02/94	02/95	02/96			12/98		11/00	11/01	11/02	11/03	11/04
Delivery Date (Month/CY)	02/94	02/94	02/95	02/96	02/97			12/99		11/01	11/02	11/03	11/04	11/05

Installation Schedule

	Quarters	<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>				
		1	2	3	4	1	2	3	4	1	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	17	22	21	21	21	21	21	21	21	21	13	10	21	21	21	21	23	21	21	21	11	11	12	12
Output										7	17	22	21	21	21	21	21	21	21	21	13	10	21	21	21	21	23	21	21	21	11	11	12	12
	Quarters	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>												
Input	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Output	5	5	5	4					22	18	15	15	18	15	15	14	15	16	16	16	13	5	5	4	4									
Output	5	5	5	4					22	18	15	15	18	18	18	15	15	15	15	15	9	5	5	4	4									

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: ADVANCED WEAPON INTEGRATION MN-4260
 Models of Aircraft Affected: F-16 Blocks 25-42

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

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. Adjustments for anticipated attrition are reflected in FY07 and FY08. The weapon pylons will be modified with the 1760 interface. Once modified, all pylons will have the same Federal Stock Number which will reflect the Block 50 configuration. A total of 2032 standard weapons pylons will be modified for 233 Block 40, 178 Block 42, 202 Block 25, 355 Block 30 and 50 Block 32 aircraft (two per aircraft). 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 504, Reserve 70, ANG 442

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		7.0										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP		0.3										
PYLONS	[840]	12.7	[141]	2.1	[198]	3.1	[182]	3.1	[178]	3.1	[240]	4.4
WEAPONS UMBILICALS	[1,040]	2.9	[50]	0.1	[190]	0.7	[228]	0.8	[212]	0.8	[212]	0.8
MISC												
INTEGRATION		6.5										
SOFTWARE		6.0										
TOTAL COST (BP-1100)		28.6		2.3		3.8		3.9		3.9		5.2
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)								7.0		7.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										0.3
PYLONS	[230]	3.8	[23]	0.4					[2,032]	32.7
WEAPONS UMBILICALS	[50]	0.2	[50]	0.2					[2,032]	6.5
MISC										
INTEGRATION										6.5
SOFTWARE										6.0
TOTAL COST (BP-1100)		4.0		0.6						52.2

(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-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)		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	
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: RF TOWED DECOY SYSTEMS ALE-50 MN-5013

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

Center: ASC - Wright Patterson AFB, OH

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

PE 0207133F Team POWER

Description/Justification

The ALE-50 system will be procured for combat coded F-16 Block 25/30/32/40/42/50/52 active, Reserve, and ANG aircraft as the Active Towed Decoy (ATD) system. Current funding for this modification will procure 939 systems and retrofit 668 systems with a static protection module. The static protection module will be installed during production starting with the FY00 procurement. In addition, an Engineering Change was awarded in FY02 to remove an incompatibility between the ALE-50 pylon and the AIM-120 missile. The major components of the ALE-50 system are the decoys, canisters, magazine, and launcher/controller all mounted in a pylon assembly (16S350-5) on aircraft wing stations 2 and/or 8. The decoys and canisters are not purchased under this modification. The ATD is an RF repeater acting to decoy threat weapons resulting in increased threat miss distances. Kits are not required for the installation of the ALE-50 modification on the aircraft. The pylons (Lockheed Martin) and magazines and launcher/controllers (Raytheon) are manufactured and shipped by each contractor to the operating locations for installation by Organizational Maintenance personnel. No aircraft hardware modification is necessary and the required Block 25/30/32/40/42/50/52 aircraft software changes have been fielded.

NOTE 1: The FY99 total of \$37.836M includes \$19.2M 3017 funding.

Aircraft Breakdown: Active 575, Reserve 60, ANG 304

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		3.2										
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	899	115.8	40	4.9								
EQUIP												
NONREC												
CHANGE ORDERS		0.5				0.2		0.2				
DATA		0.3										
SIM/TRAINER												
SUPPORT-EQUIP	[144]	2.1										
ECP (PYLONS)		0.7		0.3								
RETROFIT					[408]	9.0	[260]	6.1				
TOTAL COST (BP-1100)	899	119.4	40	5.1		9.2		6.3				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										3.2
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									939	120.7
EQUIP NONREC										
CHANGE ORDERS										0.8
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP									[144]	2.1
ECP (PYLONS)										1.0
RETROFIT									[668]	15.2
TOTAL COST (BP-1100)	<hr/>								939	140.0

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 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>
Contract Date (Month/CY)	12/96	12/97	03/99	03/00	05/01	03/02	03/03	03/04
Delivery Date (Month/CY)	02/98	02/99	05/00	05/01	07/02	05/03	05/04	05/05

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: BLOCK 30 NIGHT VISION IMAGING SYSTEM (NVIS)-CUPID MN-602030

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This effort incorporates Night Vision Imaging System (NVIS) Compatible Lighting Kits on all F-16 Block 25/30/32 C/D aircraft. This modification includes both internal (cockpit) and external lighting. This is a follow-on program to the Guard/Reserve 160 unit buy in FY96-97. This program is common with the Block 40/50 NVIS modification. Block 25/30/32 NVIS is part of the Combat Upgrade Plan Integration Details (CUPID). CUPID integrates NVIS, Global Positioning System (GPS) (MN-3150M), ALQ-213 Countermeasure Set (CMS) (MN-603030), and Situational Awareness Data Link (SADL) under a cost avoiding configuration plan. To help retrofit the F-16 Block 25/30/32 fleet, 129 kits were procured with \$5.1M of FY98 Guard Reserve Equipment Account (GREA) funding. These 129 kits will be installed with funding on this modification. Install kit procurement totals include both C-model and D-model kits and the ratio of C to D model kits varies between fiscal years. Kit costs will vary due to model differences and Diminishing Manufacturing Resources (DMS). Kit delivery is monthly, so kits will be ahead of installment. The installation costs depend on which of various install lines, with different install hours, the aircraft go through, this makes averaging install costs invalid. Kit procurement quantity includes two first article assets which are above and beyond the installation quantity. The total aircraft number has increased by eight to cover the Thunderbirds. OGC includes installation breakage parts, modification of 'orphan' LRU's from different OEM manufacturers, and the program contractor support.

Aircraft Breakdown: Active 203, Reserve 11, ANG 247

Development Status

None- No RDT&E required.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	334	14.1										
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS		1.0										
DATA		1.2										
SIM/TRAINER	[2]	0.1										
SUPPORT-EQUIP		0.3										
MOD OF SPARES	[41]	2.2	[8]	0.4	[1]	0.0						
OGC		3.3										
INSTALLATION OF HARDWARE												
FY-98 126 KITS	[255]	6.6										
FY-99 97 KITS	[85]	1.4	[12]	0.3								
FY-00 49 KITS			[49]	1.2								
FY-01 62 KITS			[61]	1.5	[1]	0.0						
TOTAL INSTALL	340	7.9	122	3.1	1	0.0						
TOTAL COST (BP-1100)	334	30.1		3.5		0.1						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									334	14.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										1.0
DATA										1.2
SIM/TRAINER									[2]	0.1
SUPPORT-EQUIP										0.3
MOD OF SPARES									[50]	2.7
OGC										3.3
INSTALLATION OF HARDWARE										
FY-98 126 KITS									[255]	6.6
FY-99 97 KITS									[97]	1.7
FY-00 49 KITS									[49]	1.2
FY-01 62 KITS									[62]	1.5
TOTAL INSTALL									463	11.0
TOTAL COST (BP-1100)									334	33.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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>
Contract Date (Month/CY)	04/98	03/99	03/00	03/01		
Delivery Date (Month/CY)	04/99	03/00	03/01	03/02		

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>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input									11	77	52	27	30	38	39	37	29	30	35	36	21	1				
Output									11	77	52	27	30	38	39	37	29	30	35	36	21	1				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: BLOCK 42 CAS IMPROVED DATA MODEM (IDM) MN-602039

Models of Aircraft Affected: F-16 BLOCK 42 C/D

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This mod improves the Air Force's ability to provide Close Air Support (CAS) for the Army. The Improved Data Modem (IDM) is a flight-proven, off-the-shelf system which provides an open architecture, multi-path approach to situational awareness in the cockpit. The IDM is a high speed digital data link modem capable of passing near real-time targeting data between joint services air and ground weapons platforms in support of Suppression of Enemy Air Defense (SEAD), Close Air Support (CAS), Forward Air Control (FAC), Special Operations, Air Combat, and Command and Control. This program provides for retrofit modifications of Block 42 aircraft with the Improved Data Modem (IDM). CAS IDM Group A is a prerequisite modification of the Common Configuration Implementation Program (CCIP). The installation cost for the one kitproof aircraft is included in the RDT&E funding line. In FY00, there is more Group A than Group B; the remaining Group Bs are provided GFE from other government sources. Excess kits (3) will be either turned in to supply as spares or installed in Block 42 aircraft as part of the CCIP.

Aircraft Breakdown: Active 21, Reserve 0, ANG 50

Development Status

Development complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	0.6										
PROCUREMENT (3010)												
INSTALL KITS	72	1.4										
KITS NONRECUR		0.1										
EQUIPMENT	[54]	2.2										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
CONTRACTOR		0.1										
SUPPORT												
INSTALLATION OF HARDWARE												
FY-00 72 KITS	[44]	3.9	[28]	2.7								
TOTAL INSTALL	44	3.9	28	2.7								
TOTAL COST (BP-1100)	72	7.9		2.7								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[1]	0.6
PROCUREMENT (3010)										
INSTALL KITS									72	1.4
KITS NONRECUR										0.1
EQUIPMENT									[54]	2.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										
CONTRACTOR SUPPORT										0.1
INSTALLATION OF HARDWARE										
FY-00 72 KITS									[72]	6.6
TOTAL INSTALL									72	6.6
TOTAL COST (BP-1100)									72	10.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 9 Months

Follow-On Lead Time: 8 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)		12/99			
Delivery Date (Month/CY)		09/00			

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input								1		7	12	11	10	10	10	10				
Output									1		7	12	11	10	10	10				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: BLK 40/50 NIGHT VISION IMAGING SYSTEM (NVIS) MN-602040

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification incorporates Night Vision Imaging System (NVIS) lighting kits for all Block 40/42/50/52 F-16 C/D aircraft. This modification includes both internal (cockpit) and external lighting that is common with the Air National Guard / Air Force Reserve program which retrofit 160 Block 25/30/32 C-model aircraft and the current Block 25/30/32 NVIS program. For Block 40/42, installation costs were calculated based on concurrent installations with the IDM modification. NVIS is a prerequisite modification for the Common Configuration Implementation Program (CCIP). Install kit procurement totals include both C-model and D-model kits and the ratio of C to D model kits varies between fiscal years. Kit costs will vary due to model differences and Diminishing manufacturing Resources (DMS). Kit delivery is monthly, so kits will be ahead of installment. The installation costs depends on which of the various install lines, with different install hours, the aircraft goes through, this makes averaging the install costs invalid. Kit procurement quantity includes four first article assets which are above and beyond the installation quantity. The total aircraft number increased by fourteen to cover the FY00 (10) and FY01 (4) aircraft production buys. Other Government Cost (OGC) includes installation breakage parts, modification of 'orphan' LRU's from different OEM manufacturers, interim support for Aviano Air Base Block 42 aircraft, and program contractor support.

Aircraft Breakdown: Active 572, Reserve 0, ANG 99

Development Status

None- No RDT&E required.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	671	28.4										
KITS NONRECUR		1.6										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS		0.8										
DATA		1.3										
SIM/TRAINER												
SUPPORT-EQUIP		0.5										
MOD OF SPARES	[49]	2.5	[10]	0.5	[1]	0.1						
OGC		5.6										
INSTALLATION OF HARDWARE												
FY-98 128 KITS	[128]	5.8										
FY-99 208 KITS	[208]	3.6										
FY-00 176 KITS	[35]	0.6	[141]	4.4								
FY-01 159 KITS			[141]	4.4	[18]	0.3						
TOTAL INSTALL	371	10.1	282	8.7	18	0.3						
TOTAL COST (BP-1100)	671	50.9		9.2		0.4						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									671	28.4
KITS NONRECUR										1.6
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.8
DATA										1.3
SIM/TRAINER										
SUPPORT-EQUIP										0.5
MOD OF SPARES									[60]	3.2
OGC										5.6
INSTALLATION OF HARDWARE										
FY-98 128 KITS									[128]	5.8
FY-99 208 KITS									[208]	3.6
FY-00 176 KITS									[176]	5.0
FY-01 159 KITS									[159]	4.6
TOTAL INSTALL									671	19.1
TOTAL COST (BP-1100)									671	60.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

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>
Contract Date (Month/CY)	04/98	03/99	03/00	03/01		
Delivery Date (Month/CY)	07/99	03/00	03/01	03/02		

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input									28	36	36	36	90	69	76	77	80	75	50	11	1	6		
Output									28	36	36	36	90	69	76	77	80	75	50	11	1	6		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: BLOCK 40 CAS IMPROVED DATA MODEM (IDM) MN-602041

Models of Aircraft Affected: F-16 BLOCK 40 C/D

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This mod improves the Air Force's ability to provide Close Air Support (CAS) for the Army. The Improved Data Modem (IDM) is a flight-proven, off-the-shelf system which provides an open architecture, multi-path approach to situational awareness in the cockpit. The IDM is a high speed digital data link modem capable of passing near real-time targeting data between joint services air and ground weapons platforms in support of Suppression of Enemy Air Defense (SEAD), Close Air Support (CAS), Forward Air Control (FAC), Special Operations, Air Combat, and Command and Control. This program provides for retrofit modifications of combat coded Block 40 aircraft with the Improved Data Modem (IDM). This program will upgrade 190 IDMs already in the USAF inventory, and 47 new units will be procured. Installation of this mod was delayed until FY00 in order to align IDM with delivery and installation of MN-602040 Night Vision Imaging System (NVIS). Combining IDM with NVIS installation eliminates redundant depot induction costs and reduces aircraft downtime. CAS IDM Group A is a prerequisite modification of the Common Configuration Implementation Program (CCIP). Installation costs for the two kitproof aircraft are included in RDT&E funding line. Installation quantity differs from buy quantity due to attrition. Two kits were procured and installed during kitproofing with RDT&E funds and 248 kits were procured with procurement funds for a total of 250 kits. There will be a total of 232 aircraft with IDM installed. The extra Block 40 kits, resulting from attrited aircraft, will either be turned in to supply as spares or converted to Block 42 kits to be installed as part of the CCIP. USAFE depot contract was awarded Jul 01 and IDM/NVIS installations will began in Nov 01. There will be 24 aircraft installations at the USAFE Depot in FY02 and 17 aircraft installations in FY03. All installation funds must be obligated at time of contract award, thus no FY03 funds are required. At the Korean depot there were 8 aircraft installations in FY00, 21 aircraft installations are scheduled in FY02, and 5 aircraft installations are scheduled in FY03. For FY00, FY01, and FY02 the installations performed by the Korean Airlines Depot were paid by the Korean government under a Republic of Korea (ROK) cost sharing agreement.

Aircraft Breakdown: Active 215, Reserve 0, ANG 17

Development Status

Completed

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[2]	3.1										
PROCUREMENT (3010)												
INSTALL KITS	248	5.0										
KITS NONRECUR												
EQUIPMENT	[47]	2.0										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.8										
SIM/TRAINER	[1]	0.0										
SUPPORT-EQUIP	[10]	1.9										
INSTALLATION OF HARDWARE												
FY-98 118 KITS	[118]	9.4										
FY-99 130 KITS	[82]	6.7	[30]	2.6								
TOTAL INSTALL	200	16.2	30	2.6								
TOTAL COST (BP-1100)	248	25.8		2.6								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[2]	3.1
PROCUREMENT (3010)										
INSTALL KITS									248	5.0
KITS NONRECUR										
EQUIPMENT									[47]	2.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.8
SIM/TRAINER									[1]	0.0
SUPPORT-EQUIP									[10]	1.9
INSTALLATION OF HARDWARE										
FY-98 118 KITS									[118]	9.4
FY-99 130 KITS									[112]	9.3
TOTAL INSTALL									230	18.7
TOTAL COST (BP-1100)									248	28.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	06/98	12/98				
Delivery Date (Month/CY)	06/99	09/99				

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>			
	1	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	28	23	20	22	29	28	14	14	15	16	7	7	6		
Output								2			1	28	23	20	22	29	28	14	14	15	16	7	7	6

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: BLOCK 42 ANG RE-ENGINE MN-602043
Models of Aircraft Affected: F-16 Blk 42

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

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-FY03 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 an engine and aircraft mod parts. Amount for support equipment reflects a three base simultaneous conversion. FY01 and FY03 Congressional Plus-up kit buys are shown in the same year with actual installation in following year. Excess installation kits are to be used as spare kits and to install additional engines purchased with FY02 GREA Congressional Plus-up funds. 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 exiting ANG personnel.

Aircraft Breakdown: Active 0, Reserve 0, ANG 18

Development Status

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

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	1.4			3	0.3						
KITS NONRECUR	2	2.9										
EQUIPMENT	[9]	36.9			[4]	8.7						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		1.7										
SIM/TRAINER	[1]	0.2										
SUPPORT-EQUIP		1.6										
FLIGHT TEST		1.2										
INITIAL SPARES		2.1				0.9						
CONTRACTOR		0.3				0.5						
SUPPORT												
INSTALLATION OF HARDWARE												
FY-01 15 KITS			[15]									
FY-03 3 KITS							[3]					
TOTAL INSTALL			15				3					
TOTAL COST (BP-1100)	15	48.3			3	10.4						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									16	1.6
KITS NONRECUR									2	2.9
EQUIPMENT									[13]	45.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.7
SIM/TRAINER									[1]	0.2
SUPPORT-EQUIP										1.6
FLIGHT TEST										1.2
INITIAL SPARES										3.0
CONTRACTOR SUPPORT										0.8
INSTALLATION OF HARDWARE										
FY-01 15 KITS									[15]	
FY-03 3 KITS									[3]	
TOTAL INSTALL									18	
TOTAL COST (BP-1100)									18	58.7

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 10 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

	<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
Quarters																
Input					1		14						3			
Output					1		14						3			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification replaces the General Avionics Computer (GAC) with a Modular Mission Computer (MMC). 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. Aircraft breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Kit installation schedule is built around 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; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data 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. As of the FY02 PB, MN 602150 (MMC-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 602140 (Block 40 MMC-CCIP) and MN 602150 (Block 50 MMC-CCIP). FY04-05 Support Equipment provides depot CLTS repair capability for Block 40s.

Aircraft Breakdown: Active 538, Reserve 0, ANG 91

Development Status

The Block 50 EMD program is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY99-02. Two engineering proof aircraft and one test aircraft were modified during the Block 40 EMD program.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		198.6		2.0								
PROCUREMENT (3010)												
INSTALL KITS	156	15.9	51	4.7	47	4.4	98	11.9	91	11.1	91	11.3
KITS NONRECUR												
EQUIPMENT	[156]	82.5	[51]	20.4	[47]	26.9	[98]	48.1	[91]	41.5	[91]	44.1
EQUIP												
NONREC												
CHANGE ORDERS						2.2		1.6		1.2		1.3
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.3		1.0		5.5		13.8		7.4		0.4
RETROFIT KITS												

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99 23 KITS	[5]	0.6	[18]	3.1								
FY-00 57 KITS			[40]	6.9	[17]	2.2						
FY-01 76 KITS					[47]	8.3	[29]	4.7				
FY-02 51 KITS							[18]	2.9	[33]	5.9		
FY-03 47 KITS									[29]	5.2	[18]	3.3
FY-04 98 KITS											[98]	18.2
FY-05 91 KITS												
FY-06 91 KITS												
FY-07 77 KITS												
FY-08 18 KITS												
TOTAL INSTALL	5	0.6	58	9.9	64	10.5	47	7.6	62	11.1	116	21.5
TOTAL COST (BP-1100)	156	99.4	51	36.0	47	49.4	98	83.0	91	72.3	91	78.6

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										200.6
PROCUREMENT (3010)										
INSTALL KITS	77	10.1	18	2.8					629	72.2
KITS NONRECUR EQUIPMENT	[77]	34.2	[18]	9.0					[629]	306.6
EQUIP NONREC CHANGE ORDERS		1.1		0.3						7.7
DATA SIM/TRAINER										
SUPPORT-EQUIP		0.9				2.6				32.0
RETROFIT KITS				40.3		53.8				94.1
INSTALLATION OF HARDWARE										
FY-99 23 KITS									[23]	3.7
FY-00 57 KITS									[57]	9.0
FY-01 76 KITS									[76]	13.0
FY-02 51 KITS									[51]	8.8
FY-03 47 KITS									[47]	8.5
FY-04 98 KITS									[98]	18.2
FY-05 91 KITS	[91]	17.7							[91]	17.7
FY-06 91 KITS			[91]	18.4					[91]	18.4
FY-07 77 KITS					[77]	16.0			[77]	16.0
FY-08 18 KITS							[18]	3.2	[18]	3.2
TOTAL INSTALL	91	17.7	91	18.4	77	16.0	18	3.2	629	116.5
TOTAL COST (BP-1100)	77	64.0	18	70.7		72.5		3.2	629	629.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 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)							08/99	11/99	02/01	01/02	01/03	01/04	01/05	01/06	01/07
Delivery Date (Month/CY)							08/01	08/01	11/02	10/03	10/04	10/05	10/06	10/07	10/08
	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>												
Contract Date (Month/CY)	01/08														
Delivery Date (Month/CY)	10/09														

Installation Schedule

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

Installation Schedule Continued

		<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>			
Quarters	1	2	3	4	1	2	3	4	1	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	13	18	9	18	17	13	19	15	17	6	12	12	16	5	21	20	33	28	28	27	22	23	23	23	22	24	24	21	
Output				5	13	18	9	18	17	13	19	15	17	6	12	12	16	5	21	20	33	28	28	28	27	22	23	23	23	22	24	24	24
		<u>FY-09</u>				<u>FY-10</u>																											
Quarters	1	2	3	4	1	2	3	4																									
Input	20	19	19	19	18																												
Output	21	20	19	19	19	18																											

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: F-16A STRUCTURE IMPROVEMENT PGM MN-602241

Models of Aircraft Affected: F-16 A/B

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the Block 15 aircraft structure will not attain the required 8,000 hour service life. These aircraft require Falcon UP, the modification funded by this program, and the Service Life Improvement Program 'Plus' (SLIP+) which is funded in O&M. (O&M funds are approximately \$3.3M per year based on 6 aircraft per year, and cover paint, O&A, and the SLIP+ repair kits/installation cost.) Falcon UP and SLIP+, which are being installed concurrently on Block 10/15 aircraft, collectively comprise the F-16 A/B Service Life Extension Program 'Plus' (SLEP+). Falcon UP combines the following structural modifications: TCTO 1832, which replaces the lower Fuselage Station (FS) 341 bulkhead, adds a strap to the lower FS 357 bulkhead, reworks fuel shelf joints and bolt holes on the wing carry through bulkheads, and replaces selected upper bulkhead segments; TCTO 1946, which reworks the lower strake flanges of the wing carry through bulkheads; and TCTO 1947, which reworks the upper FS 341 bulkhead inclined stiffeners. SLIP+ combines the following structural repairs: TCTO 2034, which replaces the upper FS 479 bulkhead; TCTO 2059, which replaces the Pratt & Whitney forward engine mount fitting; TCTO 2060, which replaces the upper center fuselage access panels and aft BL19 longerons; TCTO 2131, which adds a doubler to the upper FS 357 bulkhead; and the FS 158 bulkhead repair, which adds a doubler and fittings to this bulkhead. The aircraft involved in this program are Air National Guard F-16 A/Bs assigned to Tucson, AZ. Without modification, these aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety. Due to reduction in kit costs, sufficient kits on hand in FY00 to cover FY01 procurement.

Aircraft Breakdown: Active 0, Reserve 0, ANG 40

Development Status

Complete. Funded under Falcon Core program.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	12	0.8	6	0.3	16	0.9	6	0.3				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 12 KITS	[6]	2.2	[6]	2.6								
FY-02 6 KITS					[6]	2.6						
FY-03 16 KITS							[14]	4.7	[2]	0.6		
FY-04 6 KITS									[5]	1.6	[1]	0.4
TOTAL INSTALL	6	2.2	6	2.6	6	2.6	14	4.7	7	2.3	1	0.4
TOTAL COST (BP-1100)	12	3.0	6	2.9	16	3.5	6	5.1		2.3		0.4

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									40	2.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 12 KITS									[12]	4.8
FY-02 6 KITS									[6]	2.6
FY-03 16 KITS									[16]	5.3
FY-04 6 KITS									[6]	2.0
TOTAL INSTALL									40	14.8
TOTAL COST (BP-1100)									40	17.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>
Contract Date (Month/CY)	04/00	12/00	12/01	12/02	12/03	12/04	12/05
Delivery Date (Month/CY)	02/01	10/01	10/02	10/03	10/04	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>			
	1	2	3	4	1	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	2	2		2	2	2		2	6	6	2	2	2	1	1				
Output						2	2	2		2	2	2		2	2	2		2	6	6		2	2	2	1	1		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: BLOCK 50/52 STRUCTURAL IMPROVEMENT MN-602250

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Engineering test, analysis, and operational experience indicate the structure of certain Block 50/52 aircraft will not attain the required 8,000 hour service life. These aircraft require the Falcon UP modification. Falcon UP implements TCTO 1947, which reworks the upper Fuselage Station 341 bulkhead inclined stiffeners. Under Correction of Deficiency (COD) provisions, the contractor developed and has already delivered the modification kits at no cost to the government. The Air Force pays only for installation costs. This modification applies to the first 156 Block 50/52 aircraft delivered. It has been incorporated during production for all subsequent deliveries. Without this modification, Block 50/52 aircraft will experience continued structural degradation which will be increasingly costly to correct, reduce aircraft availability, and possibly impact flight safety. This modification was separated from the Block 40/42 Structural Improvement Program in the FY97 budget to improve program visibility.

Aircraft Breakdown: Active 156, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	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												
COD KITS			[156]									
INSTALLATION OF HARDWARE												
FY-01 0 KITS	[18]	0.7	[51]	2.0	[69]	3.3	[18]	1.0				
TOTAL INSTALL	18	0.7	51	2.0	69	3.3	18	1.0				
TOTAL COST (BP-1100)		0.7		2.0		3.3		1.0				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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										
COD KITS									[156]	
INSTALLATION OF HARDWARE										
FY-01 0 KITS									[156]	6.9
TOTAL INSTALL									156	6.9
TOTAL COST (BP-1100)										6.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	Quarters	<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	
Input		9	9	12	13	13	13	17	17	17	18	4	5	4	5			
Output				9	9	12	13	13	13	17	17	17	18	4	5	4	5	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
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 702, Reserve 62, ANG 436

Development Status

Development costs are being shared with the European Participating Governments (EPG) and several FMS customers. Engineering is being focused on Blk 15s in FY01, Blk 30 in FY01 and FY02, and Blk 40/blk 50s in FY03-FY04. There is almost no concurrency. Blk 40 kits will not be ordered until FY04.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		1.4		6.0		4.7		5.0				
PROCUREMENT (3010)												
INSTALL KITS					53	10.3	116	18.4	108	14.0	124	15.4
KITS NONRECUR EQUIPMENT						2.0		2.0				
EQUIP NONREC												
CHANGE ORDERS						0.7		1.2				1.9
DATA SIM/TRAINER												
SUPPORT-EQUIP						2.2		1.1		0.8		1.3
OGC						0.7		0.7		0.7		0.7

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 53 KITS							[47]	19.7	[6]	2.6		
FY-04 116 KITS									[71]	26.7	[27]	7.8
FY-05 108 KITS											[88]	29.0
FY-06 124 KITS												
FY-07 185 KITS												
FY-08 197 KITS												
FY-09 203 KITS												
FY-10 123 KITS												
FY-11 69 KITS												
FY-12 22 KITS												
TOTAL INSTALL							47	19.7	77	29.3	115	36.8
TOTAL COST (BP-1100)					53	15.9	116	43.0	108	44.8	124	56.1

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										17.0
PROCUREMENT (3010)										
INSTALL KITS	185	18.4	197	19.4	203	19.9	214	25.9	1,200	141.6
KITS NONRECUR EQUIPMENT										4.0
EQUIP NONREC CHANGE ORDERS				0.9		0.9		1.3		6.9
DATA SIM/TRAINER										
SUPPORT-EQUIP		1.0		1.1		1.1		1.5		10.1
OGC		0.7		0.8		0.8		2.4		7.4
INSTALLATION OF HARDWARE										
FY-03 53 KITS									[53]	22.3
FY-04 116 KITS	[3]	1.1	[3]	1.2	[3]	1.5	[9]	5.0	[116]	43.3
FY-05 108 KITS	[18]	6.2			[1]	0.2	[1]	0.3	[108]	35.6
FY-06 124 KITS	[97]	34.4	[27]	9.1					[124]	43.5
FY-07 185 KITS			[146]	46.0	[35]	10.7	[4]	0.9	[185]	57.5
FY-08 197 KITS					[162]	50.9	[35]	7.6	[197]	58.5
FY-09 203 KITS							[203]	69.6	[203]	69.6
FY-10 123 KITS							[123]	57.0	[123]	57.0
FY-11 69 KITS							[69]	27.3	[69]	27.3
FY-12 22 KITS							[22]	5.3	[22]	5.3
TOTAL INSTALL	118	41.7	176	56.2	201	63.3	466	173.0	1,200	420.1
TOTAL COST (BP-1100)	185	61.9	197	78.3	203	86.1	214	204.0	1,200	590.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 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>
Contract Date (Month/CY)			01/03	12/03	12/04	12/05	12/06	12/07	12/08	12/09	12/10	12/11		
Delivery Date (Month/CY)			04/04	03/05	03/06	03/07	03/08	03/09	03/10	03/11	03/12	03/13		

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>					
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input																	25	22	15	19	21	22	25	30	30	30	29	29	30	30	40	45	45	46
Output																	25	22	15	19	21	22	25	30	30	30	30	29	29	30	30	40	45	46
	<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>				<u>FY-13</u>				<u>FY-14</u>													
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Input	50	50	50	51	50	50	55	55	40	40	32	30	22	22	22	19	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7		
Output	45	46	50	50	50	51	50	50	55	55	40	40	32	30	22	22	22	19	8	7	7	7	7	7	7	7	7	7	7	7	7	7		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: ALQ-213 COUNTERMEASURE SET (CMS) - CUPID MN-603030

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

This modification installs the ALQ-213 Countermeasures System (CMS) in 209 Block 25, 362 Block 30, 40 Block 32, 6 USAF Thunderbirds and 2 Ground Maintenance Trainers. It provides operation of an Electronic Countermeasures (EC) system with a single Cockpit Control Unit, hands-on chaff/flare dispenser, expanding the Counter Measures Dispenser System (CMDSD) capability to select more expendable programs. CMS is a part of the Block 25/30/32 Combat Upgrade Plan Integrated Details (CUPID) Program which integrates GPS (3150), NVIS (602030), SADL and CMS. The CMS Mod Program began with Guard and Reserve Equipment Account (GREA) funds. 430 Grp A kits and 418 Grp B kits, spares/War Readiness Kits (WRSK) and other miscellaneous requirements were purchased using GREA funds. 190 Group A Kits and 203 Group B kits (includes 1 GFE kit) are scheduled for purchase with 3010 funds. All installations will use USAF 3010 funds.

Aircraft Breakdown: Active 212, Reserve 71, ANG 337

Development Status

None. No RDT&E required.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	190	1.9										
KITS NONRECUR												
EQUIPMENT	[202]	6.4										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		1.0		0.0								
OGC		0.1		0.1								
INSTALLATION OF HARDWARE												
FY-97 0 KITS	[140]	3.6										
FY-98 0 KITS	[290]	9.1										
FY-99 60 KITS	[60]	1.8										
FY-00 83 KITS	[48]	1.5	[35]	0.8								
FY-01 47 KITS			[47]	1.0								
TOTAL INSTALL	538	16.0	82	1.9								
TOTAL COST (BP-1100)	190	25.4		2.0								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									190	1.9
KITS NONRECUR										
EQUIPMENT									[202]	6.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										1.0
OGC										0.3
INSTALLATION OF HARDWARE										
FY-97 0 KITS									[140]	3.6
FY-98 0 KITS									[290]	9.1
FY-99 60 KITS									[60]	1.8
FY-00 83 KITS									[83]	2.3
FY-01 47 KITS									[47]	1.0
TOTAL INSTALL									620	17.9
TOTAL COST (BP-1100)									190	27.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 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>
Contract Date (Month/CY)			04/99	03/00	01/01	
Delivery Date (Month/CY)			04/00	12/00	10/01	

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									65	65	66	66	46	46	46	46	18	18	28	28	17	17	21	27
Output									65	65	66	66	46	46	46	46	18	18	28	28	17	17	21	27

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
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, huge 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 180, Reserve 70, ANG 369

Development Status

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

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)								2.0				
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							142	6.0	239	11.0	238	10.8
EQUIP												
NONREC												
CHANGE ORDERS												
DATA								0.5				
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							142	6.5	239	11.0	238	10.8
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.0
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									619	27.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								619	28.3
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: COLOR DISPLAYS - CCIP MN-610250

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

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

Center: ASC - Wright Patterson AFB, OH

PE 0207133F Team POWER

Description/Justification

Replaces the existing four inch monochrome displays with color displays developed by the F-16 Mid-Life Update Program. The color displays will provide increased pilot situational awareness through improved display symbology (targets, threats, etc) recognition. It will decrease pilot workload. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. Kit installation schedule is built around 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, and JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data 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. As of the FY02 PB, MN 610250 (Color Displays-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 610240 (Block 40 Color Displays) and MN 610250 (Block 50 Color Displays). FY04-05 Support Equipment provides depot CLTS repair capability for Block 40s.

Aircraft Breakdown: Active 538, Reserve 0, ANG 91

Development Status

The Block 50 EMD program is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY99-02. Two engineering proof aircraft and one test aircraft were modified during the EMD program.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		8.7		1.2								
PROCUREMENT (3010)												
INSTALL KITS	156	8.7	51	1.9	47	2.7	98	6.0	91	7.1	91	6.9
KITS NONRECUR												
EQUIPMENT	[156]	53.6	[51]	10.4	[47]	16.7	[98]	30.2	[91]	25.9	[91]	27.2
EQUIP												
NONREC												
CHANGE ORDERS						0.4		1.0		0.8		0.9
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.9		2.0		3.9		9.5		6.5		0.3
INSTALLATION OF HARDWARE												
FY-99 23 KITS	[5]	0.3	[18]	1.9								
FY-00 57 KITS			[40]	4.3	[17]	1.4						
FY-01 76 KITS					[47]	5.2	[29]	3.1				
FY-02 51 KITS							[18]	1.9	[33]	3.9		
FY-03 47 KITS									[29]	3.4	[18]	2.2
FY-04 98 KITS											[98]	12.0
FY-05 91 KITS												
FY-06 91 KITS												
FY-07 77 KITS												
FY-08 18 KITS												
TOTAL INSTALL	5	0.3	58	6.1	64	6.6	47	5.0	62	7.3	116	14.2
TOTAL COST (BP-1100)	156	63.5	51	20.4	47	30.4	98	51.8	91	47.6	91	49.5

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										9.9
PROCUREMENT (3010)										
INSTALL KITS	77	6.3	18	1.6					629	41.2
KITS NONRECUR EQUIPMENT	[77]	21.5	[18]	4.9					[629]	190.5
EQUIP NONREC CHANGE ORDERS		0.7		0.2						3.9
DATA SIM/TRAINER SUPPORT-EQUIP		0.5								23.7
INSTALLATION OF HARDWARE										
FY-99 23 KITS									[23]	2.1
FY-00 57 KITS									[57]	5.6
FY-01 76 KITS									[76]	8.3
FY-02 51 KITS									[51]	5.8
FY-03 47 KITS									[47]	5.6
FY-04 98 KITS									[98]	12.0
FY-05 91 KITS	[91]	11.5							[91]	11.5
FY-06 91 KITS			[91]	11.7					[91]	11.7
FY-07 77 KITS					[77]	10.2			[77]	10.2
FY-08 18 KITS							[18]	2.1	[18]	2.1
TOTAL INSTALL	91	11.5	91	11.7	77	10.2	18	2.1	629	75.0
TOTAL COST (BP-1100)	77	40.5	18	18.4		10.2		2.1	629	334.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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>	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)	08/99	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-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	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	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	13	18	9	18	17	13	19	15	17	6	12	12	16	5	21	20			
Output																	5	13	18	9	18	17	13	19	15	17	6	12	12	16	5	21				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input	33	28	28	27	22	23	23	23	22	24	24	21	20	19	19	19	18																			
Output	20	33	28	28	27	22	23	23	23	22	24	24	21	20	19	19	19	18																		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

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

PE 0207133F Team POWER

Description/Justification

Integration of an Air-to-Air Interrogator (AAI) on the USAF Block 50/52 F-16 Fighter. This program was directed by the Chief of Staff of the Air Force and 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 friendly/unknown designations and decreases the chance of fratricide. Block 50 Modified Modular Mission Computer; MN 610250 and Block 50 Color Display precede this modification in the engineering sequence. Changes to either of these mods will likely affect AAI. Aircraft breakdown number is lower than current Combat Air Force number due to anticipated attrition. Note: Diminishing Manufacturing Sources (DMS) and Data 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.

Aircraft Breakdown: Active 223, Reserve 0, ANG 18

Development Status

Block 50/52 engineering design completed and released to manufacturing.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		5.3										
PROCUREMENT (3010)												
INSTALL KITS	113	4.7	91	3.6	37	1.7						
KITS NONRECUR EQUIPMENT	[113]	42.1	[91]	30.1	[37]	15.3						
EQUIP NONREC							0.5					
CHANGE ORDERS DATA												
SIM/TRAINER SUPPORT-EQUIP		0.5		0.4								
INSTALLATION OF HARDWARE												
FY-00 34 KITS			[23]	0.9	[11]	0.2						
FY-01 79 KITS					[56]	1.2	[23]	0.4				
FY-02 91 KITS							[73]	1.4	[18]	0.4		
FY-03 37 KITS									[31]	0.6	[6]	0.2
TOTAL INSTALL			23	0.9	67	1.5	96	1.9	49	1.0	6	0.2
TOTAL COST (BP-1100)	113	47.3	91	35.0	37	18.9		1.9		1.0		0.2

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										5.3
PROCUREMENT (3010)										
INSTALL KITS									241	10.0
KITS NONRECUR										
EQUIPMENT									[241]	87.5
EQUIP NONREC										
CHANGE ORDERS										0.5
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.9
INSTALLATION OF HARDWARE										
FY-00 34 KITS									[34]	1.2
FY-01 79 KITS									[79]	1.7
FY-02 91 KITS									[91]	1.8
FY-03 37 KITS									[37]	0.8
TOTAL INSTALL									241	5.4
TOTAL COST (BP-1100)									241	104.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 21 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)		10/00	01/01	01/02	01/03			
Delivery Date (Month/CY)		10/02	10/02	10/03	10/04			

Installation Schedule

Quarters	<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																	7	16	17	14	20	16	15	22	37	22	14	6	15	14	6	
Output																	7	16	17	14	20	16	15	22	37	22	14	6	15	14	6	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: ON BOARD OXYGEN GENERATION SYSTEM (OBOGS) MN-6300

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
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, FY01 & FY02 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 70, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	70	4.9										
KITS NONRECUR		5.0										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS				0.7								
DATA		0.0		0.7								
SIM/TRAINER	[5]	0.6										
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 70 KITS				2.1		3.5	[26]			[44]		
TOTAL INSTALL				2.1		3.5	26			44		
TOTAL COST (BP-1100)	70	10.5		3.5		3.5						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	4.9
KITS NONRECUR										5.0
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.7
DATA										0.7
SIM/TRAINER									[5]	0.6
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 70 KITS									[70]	5.6
TOTAL INSTALL									70	5.6
TOTAL COST (BP-1100)									70	17.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 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)	08/02	08/02				
Delivery Date (Month/CY)	06/04	06/04				

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																								
Output																					26	22	22	
																					26	22	22	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

Adds the Joint Helmet Mounted Cueing System (JHMCS) on Block 50/52/40/42 aircraft F-16 C/D (including FY96-00 new aircraft procurement and accounts for attrition). 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. This mod is baselined with MN 602150, Block 50 Modified Modular Mission Computer; MN 610250, Block 50 Color Display; and MN 661650, Block 50 Link 16. Note: Diminishing Manufacturing Sources (DMS) and Value Engineering 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. JHMCS Group B equipment FY04-07 equipment buys have been reduced by 82 units (limited fielding on combat coded and flight test aircraft only). Corresponding Group A kits and installation will be accomplished as planned with no change in cost due to depot labor tie-back and secure Group A equipment. Deferred JHMCS Group B equipment will be procured in FY 08 (82 units) and installed by field units in FY08-09.

Aircraft Breakdown: Active 557, Reserve 0, ANG 91

Development Status

Block 50 hardware development is complete. The Block 40 EMD program is ongoing, which explains the continuing RDT&E effort in FY01-02. Two engineering proof aircraft and two test aircraft were modified during EMD.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		22.5		3.6								
PROCUREMENT (3010)												
INSTALL KITS	28	5.8	101	7.7	144	9.0	98	4.8	91	4.0	91	4.1
KITS NONRECUR												
EQUIPMENT	[28]	9.9	[101]	21.6	[144]	25.8	[61]	11.2	[57]	10.0	[86]	15.2
EQUIP												
NONREC												
CHANGE ORDERS						0.8		1.1		0.4		0.5
DATA												
SIM/TRAINER												
SUPPORT-EQUIP				4.0		3.4		1.5		0.6		0.7
INSTALLATION OF HARDWARE												
FY-01 28 KITS					[28]	1.2						
FY-02 101 KITS					[4]	0.3	[97]	6.5				
FY-03 144 KITS							[7]	0.5	[121]	8.0	[16]	0.9
FY-04 98 KITS											[98]	5.8
FY-05 91 KITS												
FY-06 91 KITS												
FY-07 77 KITS												
FY-08 18 KITS												
TOTAL INSTALL					32	1.5	104	6.9	121	8.0	114	6.7
TOTAL COST (BP-1100)	28	15.7	101	33.4	144	40.5	98	25.5	91	23.1	91	27.2
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										26.1
PROCUREMENT (3010)										
INSTALL KITS	77	3.6	18	1.0					648	40.0
KITS NONRECUR										
EQUIPMENT	[71]	11.5	[100]	18.6					[648]	123.9
EQUIP NONREC										
CHANGE ORDERS		0.4		0.3						3.6
DATA										
SIM/TRAINER										
SUPPORT-EQUIP		0.3		0.0						10.4
INSTALLATION OF HARDWARE										
FY-01 28 KITS									[28]	1.2
FY-02 101 KITS									[101]	6.8
FY-03 144 KITS									[144]	9.4
FY-04 98 KITS									[98]	5.8
FY-05 91 KITS	[91]	5.5							[91]	5.5
FY-06 91 KITS			[91]	5.6					[91]	5.6
FY-07 77 KITS					[77]	5.0			[77]	5.0
FY-08 18 KITS							[18]	1.0	[18]	1.0
TOTAL INSTALL	91	5.5	91	5.6	77	5.0	18	1.0	648	40.3
TOTAL COST (BP-1100)	77	21.2	18	25.6		5.0		1.0	648	218.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Installation Schedule

	<u>FY-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				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	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

02/15/2003
 FY 2004 PBR
 Modification Title and No: BLK 50 HTS PYLONS MN-660050
 Models of Aircraft Affected: F-16 Block 50/52

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The Chief of Staff of the Air Force has directed dual carriage of the HARM Targeting System and targeting pod on the F-16. 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 only buy the pylons. AAC/YAQ will procure the pods. The Common Configuration Implementation Program will perform the necessary modifications to the left hard point of these aircraft. If additional pylon requirements are identified and funded, additional procurements will occur.

Aircraft Breakdown: Active 181, Reserve 0, ANG 0

Development Status

Completed in FY02.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		3.0		2.7								
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					181	3.0						
EQUIP												
NONREC												
CHANGE ORDERS								0.1				
DATA								0.1				
SIM/TRAINER												
SUPPORT-EQUIP								0.3				
TOTAL COST (BP-1100)					181	3.5						
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										5.7
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									181	3.0
EQUIP NONREC										
CHANGE ORDERS										0.1
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										0.3
TOTAL COST (BP-1100)	<hr/>								181	3.5
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LINK 16 - CCIP MN-661650
 Models of Aircraft Affected: F-16 BLOCK 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

This modification adds a Link 16 capable data link. 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 of 648 includes USAF Production Aircraft from FY96 through FY00. Aircraft Breakdown number is lower than current Combat Air Force numbers due to anticipated attrition. This mod is baselined with MN 602150, Modified Modular Mission Computer; MN 610250, Color Display; and MN650050, JHMCS. Note: Diminishing Manufacturing Sources (DMS), Value Engineering and Data 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. As of the FY02 PB, MN 661650 (LINK16-CCIP) was restructured to combine activities of mods existing in previous budgets--MN 661640 (Block 40 LINK16-CCIP) and MN 661650 (Block 50 LINK16-CCIP). FY03 and out equipment line of funds reduced due to shift of LINK 16 terminal procurement from this MN 661650 to the MN 661651 (LINK 16 PE 27434F).

Aircraft Breakdown: Active 557, Reserve 0, ANG 91

Development Status

The Block 40 & 50 EMD Program is complete. Two engineering proof aircraft and two test aircraft were modified during EMD.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		48.1		3.8								
PROCUREMENT (3010)												
INSTALL KITS	28	4.6	101	8.2	144	11.4	98	7.1	91	5.9	91	6.1
KITS NONRECUR												
EQUIPMENT	[28]	17.2	[101]	29.1	[144]	9.6	[98]	16.1	[91]	14.6	[91]	14.0
EQUIP												
NONREC												
CHANGE ORDERS				0.7		1.0		1.3		1.1		0.7
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.4		0.8								
INSTALLATION OF HARDWARE												
FY-01 28 KITS					[28]	0.9						
FY-02 101 KITS					[4]	0.2	[97]	7.2				
FY-03 144 KITS							[7]	0.5	[121]	9.2	[16]	0.8
FY-04 98 KITS											[98]	4.7
FY-05 91 KITS												
FY-06 91 KITS												
FY-07 77 KITS												
FY-08 18 KITS												
TOTAL INSTALL					32	1.1	104	7.7	121	9.2	114	5.5
TOTAL COST (BP-1100)	28	22.2	101	38.7	144	23.1	98	32.3	91	30.8	91	26.3

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										51.9
PROCUREMENT (3010)										
INSTALL KITS	77	5.3	18	1.3					648	50.2
KITS NONRECUR EQUIPMENT	[77]	12.5	[18]	7.3					[648]	120.2
EQUIP NONREC CHANGE ORDERS		1.0		0.2						5.9
DATA SIM/TRAINER SUPPORT-EQUIP										1.1
INSTALLATION OF HARDWARE										
FY-01 28 KITS									[28]	0.9
FY-02 101 KITS									[101]	7.4
FY-03 144 KITS									[144]	10.5
FY-04 98 KITS									[98]	4.7
FY-05 91 KITS	[91]	4.5							[91]	4.5
FY-06 91 KITS			[91]	4.6					[91]	4.6
FY-07 77 KITS					[77]	4.1			[77]	4.1
FY-08 18 KITS							[18]	0.8	[18]	0.8
TOTAL INSTALL	91	4.5	91	4.6	77	4.1	18	0.8	648	37.6
TOTAL COST (BP-1100)	77	23.2	18	13.5		4.1		0.8	648	215.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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

Installation Schedule

	<u>FY-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
Quarters	1	2	3	4	1	2	3	4	1	2	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	12	15	22	37	30	26	19	42	34	
																					6	14	12	15	22	37	30	26	19	42		
	<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>															
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	32	27	27	28	24	23	23	21	23	23	22	20	19	19	19	18																
Output	34	32	27	27	28	24	23	23	21	23	23	22	20	19	19	19	18															

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F-16 TACTICAL DATA LINK (TDL) MN-661651
 Models of Aircraft Affected: F-16 Blocks 40/42/50/52

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 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 434, Reserve 0, ANG 85

Development Status

Complete

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					144	34.9	98	23.6	91	22.2	91	22.3
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					144	34.9	98	23.6	91	22.2	91	22.3

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	77	19.1	18	12.2					519	134.3
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	77	19.1	18	12.2					519	134.3
(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-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

02/15/2003
 FY 2004 PBR

Modification Title and No: AETC MTD UPGRADES-TECHNICAL TRAINING GROUP MN-8661

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0804731F 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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[2]	3.1	[2]	3.1	[6]	4.1				
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				3.1		3.1		4.1				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[10]	10.2
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									10.2
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY) FY-02
 Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: F-16

Center: ASC - Wright Patterson AFB, OH

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER			[2]	2.3	[4]	2.1	[2]	1.0	[20]	11.9	[11]	10.9
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				2.3		2.1		1.0		11.9		10.9

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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	[19]	14.7	[21]	16.9	[21]	17.2			[100]	77.1
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		14.7		16.9		17.2				77.1
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-02

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: F110-GE-100/129 EMS ENHANCEMENTS MN-F19412

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

This modification improves reliability, reduces false warnings, and provides post mishap engine performance data by replacing the existing engine monitoring system computer (EMSC) on both the F110-GE-100/129 engines with a more capable crash survivable EMSC. The new EMSC also is a commercially available part based design which eliminates an ongoing part obsolescence problem with the current EMSC. Implementation will be by forced retrofit at the O&I level. This quantity includes installed engines and spare engines other than those incorporated in production (some spare engines received the upgrade prior to delivery).

Aircraft Breakdown: Active 472, Reserve 52, ANG 255

Development Status

Development complete through Engine Component Improvement Program (CIP).

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	411	7.4			222	4.3	179	3.7	15	0.3		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	411	7.4			222	4.3	179	3.7	15	0.3		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									827	15.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									827	15.7
(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-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)			02/01	04/02		12/02	12/03	12/04	
Delivery Date (Month/CY)			08/01	10/02		06/03	06/04	06/05	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR

Modification Title and No: F110-100/129 LUBE & SCAVENGE PUMP SCREEN MN-F19415

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

This modification provides improvements to the F110-100 and F110-129 Lube and Scavenge System. Lube & Scavenge system problems account for a high number of unscheduled engine removals and safety issues for F110 engines. Kit totals below include requirements for both install and spare engines.

Aircraft Breakdown: Active 472, Reserve 52, ANG 255

Development Status

Development completed under engine CIP

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							1,283	1.1	20	0.8		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA								0.0		0.0		
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							1,283	1.1	20	0.8		
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									1,303	1.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								1,303	1.9
(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>
Contract Date (Month/CY)	03/04	01/05	
Delivery Date (Month/CY)	03/05	01/06	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F110-100/129 M50NIL OUTER RACE MN-F19418
 Models of Aircraft Affected: F-16 Blocks 30/40/50

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 PE 0207133F Team POWER

Description/Justification

This modification is designed to reduce failures in the #4 bearing. Incorporation of M50-NIL bearing material in the outer race will improve reliability, contamination resistance, and bearing failure identification. The #4 bearing has a low detectability rate and a fast destruction rate. This has resulted in extensive engine damage and a large number of Non-Recoverable In-Flight Shut-Downs leading to Class A Mishaps. The F110 engine family has had 25 primary undetected # 4 Bearing failures to date. Eleven were IFSD/seizures with one of these failures resulting in a dead stick landing. Kit totals below include requirements for both install and spare engines.

Aircraft Breakdown: Active 472, Reserve 52, ANG 255

Development Status

Development completed under engine CIP

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							432	1.8	432	1.8	259	1.1
EQUIP												
NONREC												
CHANGE ORDERS												
DATA								0.0				
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							432	1.8	432	1.8	259	1.1
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									1,123	4.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								1,123	4.8
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-04
 Contract Date (Month/CY)
 Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F110-100 HPT C-CLIP BACKOFF MN-F19419
 Models of Aircraft Affected: F-16 Blk 30/40

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P
 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 as part of normal depot maintenance. There is no separate cost to install this mod.

Aircraft Breakdown: Active 279, Reserve 52, ANG 255

Development Status

Development completed under engine CIP

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							250	1.1	250	1.3	155	0.9
EQUIP												
NONREC												
CHANGE ORDERS												
DATA								0.0				
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING								0.0				
INSTALLATION OF HARDWARE												
FY-04 250 KITS									[250]			
FY-05 250 KITS											[250]	
FY-06 155 KITS												
FY-07 155 KITS												
FY-08 155 KITS												
TOTAL INSTALL									250		250	
TOTAL COST (BP-1100)							250	1.2	250	1.3	155	0.9

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	155	0.9	155	0.9		0.1			965	5.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
TOOLING										0.0
INSTALLATION OF HARDWARE										
FY-04 250 KITS									[250]	
FY-05 250 KITS									[250]	
FY-06 155 KITS	[155]								[155]	
FY-07 155 KITS			[155]						[155]	
FY-08 155 KITS					[155]				[155]	
TOTAL INSTALL	155		155		155				965	
TOTAL COST (BP-1100)	155	0.9	155	0.9		0.1			965	5.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-04</u>	<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)							

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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					62	62	63	63	62	62	63	63	38	39	39	39	38	39	39	39	38	39	39	39	38	39	39	39
Output					62	62	63	63	62	62	63	63	38	39	39	39	38	39	39	39	38	39	39	39	38	39	39	39

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: F110-100 TURBINE FRAME OIL SUPPLY TUBE RETROFIT MN-F19420

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

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-16 Class P
PE 0207133F Team POWER

Description/Justification

The current design causes leaks and tube failures resulting in high maintenance and potential internal fires. This modification provides a new turbine frame and oil supply tube which eliminates failures resulting from tube cracks and leaks. No cost is associated with the installation of this mod. It is installed as part of normal depot maintenance. Quantities include installed and spare engines.

Aircraft Breakdown: Active 279, Reserve 52, ANG 255

Development Status

Development completed under engine CIP

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							200	0.9	317	1.0	317	1.0
EQUIP								0.0				
NONREC												
CHANGE ORDERS												
DATA								0.0				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 200 KITS							[120]		[80]			
FY-05 317 KITS									[237]		[80]	
FY-06 317 KITS											[237]	
FY-07 317 KITS												
FY-08 289 KITS												
FY-09 354 KITS												
FY-10 157 KITS												
TOTAL INSTALL							120		317		317	
TOTAL COST (BP-1100)							200	0.9	317	1.0	317	1.0

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	317	1.0	289	0.9	354	0.9	157	0.2	1,951	5.8
EQUIP NONREC										0.0
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 200 KITS										[200]
FY-05 317 KITS										[317]
FY-06 317 KITS	[80]									[317]
FY-07 317 KITS	[237]		[80]							[317]
FY-08 289 KITS			[216]		[73]					[289]
FY-09 354 KITS					[266]		[88]			[354]
FY-10 157 KITS							[157]			[157]
TOTAL INSTALL	317		296		339		245		1,951	
TOTAL COST (BP-1100)	317	1.0	289	0.9	354	0.9	157	0.2	1,951	5.8

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 3 Months

Follow-On Lead Time: 3 Months

Milestones

	<u>FY-04</u>	<u>FY-05</u>	<u>FY-06</u>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>
Contract Date (Month/CY)	01/04	12/04	12/05	12/06	12/07	12/08	12/09
Delivery Date (Month/CY)	04/04	03/05	03/06	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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input		60	60	80	80	80	77	80	79	79	79	80	79	79	79	80	72	72	72	73	89	88	89	88	78	79		
Output		60	60	80	80	80	77	80	79	79	79	80	79	79	79	80	72	72	72	73	89	88	89	88	78	79		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: F110-100/129 #4 BEARING NUT MN-F19423
 Models of Aircraft Affected: F-16 Blk 30/40/50

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-16 Class P-S
 PE 0207133F Team POWER

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification is designed to reduce failures in the #4 bearing. These failures are not readily detectable, resulting in a higher than acceptable safety risk. A mitigation action for this risk to inspect the bearing lubrication oil for the presence of chips that indicate impending bearing failure. Chip migration from the #4 bearing through the sump to the magnetic chip detector is limited because large quantities of chips get trapped in the area aft of the bearing. The new #4 bearing retainer nut increases the quantity of chips that migrate through this area and thus improves the capability of detecting #4 bearing failures. This changes reduces the NRIFSD risk by about 19%. This improved nut will be installed at first opportunity during either Intermediate Level or Depot Level maintenance (There no installation costs associated with this modification). Quantities include installed and spare engines.

Aircraft Breakdown: Active 472, Reserve 52, ANG 255

Development Status

Development completed under Engine CIP

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			1,100	1.7								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.0								
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			1,100	1.8								
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									1,100	1.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								1,100	1.8
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 1 Month

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: F-22				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.000	\$11.100	\$8.284	\$43.087	\$30.887	\$66.960	\$128.943	\$141.336

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 FY04 is to continue updating the PRTV I aircraft to a common Operational Flight Program (OFP) configuration. The specific modifications budgeted and programmed are below. *Note: FY03 CLC mod is understated by \$6.427M due to administrative error.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	17607	TEST INSTRUMENTATIO		9.6								9.6
	F22001	COMMON CONFIGURAT		6.4	6.4				25.0			37.8
	F22002	JTIDS XMIT					26.5	28.8	32.0	32.5		119.7
	F22003	SMALL DIAMETER BOM				2.2	4.4	3.5	15.1	15.3		40.5
	F22004	LOW COST MOD		1.5	1.9							3.4
	F22005	4TH GENERATION ARR				40.9						40.9
	F22006	SYSTEM MATURATION						34.7	35.4	36.0		106.1
	F22007	JHMCS								25.0		25.0
	F22008	SATCOM							21.5	32.5		54.0
	Z88888	REPROGRAMMINGS		-6.4								-6.4
TOTAL FOR CLASS P			0.0	11.1	8.3	43.1	30.9	67.0	128.9	141.3	0.0	430.6
TOTAL FOR AIRCRAFT F-22			0.0	11.1	8.3	43.1	30.9	67.0	128.9	141.3	0.0	430.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 30	PAGE NO. 1	
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02/15/2003
 FY 2004 PBR
 Modification Title and No: TEST INSTRUMENTATION MN-17607
 Models of Aircraft Affected: F/A-22

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-22 Class P
 PE 0207138F Team AIR

Center: ASC - Wright Patterson AFB, OH

Description/Justification

ACC determined that PRTV II 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).

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					3	9.6						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					3	9.6						
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									3	9.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								3	9.6

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: COMMON CONFIGURATION MN-F22001
Models of Aircraft Affected: F/A-22

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: F-22 Class P
PE 0207138F Team AIR

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The purpose of this effort is to modify F/A-22 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 configurations, resulting in the need for separate Operational Flight Programs (OFP). These different configurations have several impacts, including the need for multiple OFP configurations for every planned OFP upgrade, increased support costs, etc. The ultimate goal of the Common Configuration effort is to:

- a) Minimize software configurations among all aircraft and
- b) Provide immediate AIL schedule risk reduction relative to supporting multiple production OFP integration activities.

This effort focuses on modifying EMD, PRTV 1, PRTV 2, Lot 1, and Lot 2 aircraft with hardware and appropriate software to achieve a common OFP and is the first phase of the Common Configuration effort. The objective is to optimally utilize the available funding to minimize the number of unique software configurations. Common software configuration can be achieved by hardware retrofit or by software features that allow multiple configurations into the HSCT.

Aircraft Breakdown: Active 5, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					1	6.4	1	6.4				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)					1	6.4	1	6.4				

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT			3	25.0					5	37.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)			3	25.0					5	37.8
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SMALL DIAMETER BOMB (SDB) MN-F22003
 Models of Aircraft Affected: F/A-22

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-22 Class P
 PE 0207138F Team AIR

Description/Justification

Retrofit costs for the Small Diameter Bomb (SDB), a new miniaturized munition capability proposed for the F/A-22, are driven by the F-22's Stores Management System (SMS). The SMS is a system inside the airframe that is responsible for the arming, pre-conditioning, release, and jettison of all stores carried by the aircraft (fuel tanks, bombs, rockets, missiles, practice bombs, etc.). The SMS requires increased capacity to process the necessary data and commands related to a new store (SDB in this case). To realize the necessary increase in SMS capacity for the F/A-22, the USAF will procure a new SMS architecture.

Aircraft Breakdown: Active 81, Reserve 0, ANG 0

Development Status

Development starts in FY03. The integration of Miniature Munitions Capability (MMC) will incorporate the three phases of currently planned small weapons. A) Phase one incorporates eight 250# class bombs using a smart multiple ejector rack (SMER)--4 bombs per SMER. B) Phase two will provide improvements to SDB to include a terminal seeker capability. C) Phase three will incorporate Low Cost Autonomous Attack Systems (LOCAAS).

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									2	1.2	8	4.4
EQUIP										1.0		
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)									2	2.2	8	4.4
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	6	3.5	31	15.1	34	15.3			81	39.5
EQUIP NONREC										1.0
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	6	3.5	31	15.1	34	15.3			81	40.5
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 24 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MOD MN-F22004
 Models of Aircraft Affected: F/A-22

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-22 Class P
 PE 0207219F Team Unassigned

Center: ASC - Wright Patterson AFB, OH

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.

The FY03 funding was originally requested in the FY03PB appropriation as Air Vehicle Acceptance (AVA) but was subsequently moved to the this 'Low Cost Mod' line.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT						1.5						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT								1.9				
TOTAL COST (BP-1100)						1.5		1.9				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										1.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										1.9
TOTAL COST (BP-1100)	<hr/>									3.4
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 8 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/15/2003
 FY 2004 PBR
 Modification Title and No: 4TH GENERATION ARRAY MN-F22005
 Models of Aircraft Affected: F/A-22

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: F-22 Class P
 PE 0207138F Team AIR

Description/Justification

This effort incorporates a new radar array to the AN/APG-77 FA-22 Radar. The purpose of this program is to use new technologies and manufacturing techniques to reduce the production cost of the array and other radar-associated electronics.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									2	20.0		
EQUIP										20.9		
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)									2	40.9		
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									2	20.0
EQUIP NONREC										20.9
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									2	40.9
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 7 Months

Follow-On Lead Time: 0 Months

Milestones

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T/AT-37				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.079	\$0.078	\$0.079	\$0.079	\$0.084	\$0.086	\$0.089	\$0.090

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 overall goal of the modification budgeted in FY04 is to enhance flight safety while improving reliability and maintainability. The specific modification budgeted and programmed is below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
P-S	99999A	LOW COST SAFETY MO	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.8
TOTAL FOR CLASS P-S			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.8
P	99999X	LOW COST MODIFICATI			0.1	0.1	0.1	0.1	0.1	0.1		0.1
	Z88888	REPROGRAMMINGS	0.1	0.1								0.1
TOTAL FOR CLASS P			0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.2
TOTAL FOR AIRCRAFT A/T-37			0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0	1.0

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-5				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$17.254	\$57.210	\$92.047	\$91.275	\$185.866	\$444.078	\$711.664	\$891.728

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 FY04 are the Avionics Modernization Program (AMP) and the Emergency DC Power Generator. 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-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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	6037	TF39 ENGINE HIGH PRE	9.9									180.9
	6038	AVIONICS MODERNIZAT	4.0	52.5	79.9	81.3	34.7					315.1
	6103	HYDRAULIC SURGE CO	2.1									2.1
	6154	C-5 RELIABILITY ENHAN					149.3	444.0	711.6	891.6	6,561.5	8,758.0
	8097	SIM UPGRADE		3.0								3.0
	8662	AETC MTD UPGRADES-		1.8		0.8	1.8					4.4
	8719	EMERGENCY DC POWE		3.0	12.1	9.1						24.2
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.7
	Z88888	REPROGRAMMINGS	1.2	-3								-1.9
TOTAL FOR CLASS P			17.3	57.2	92.0	91.3	185.9	444.1	711.7	891.7	6,561.5	9,290.5
TOTAL FOR AIRCRAFT C-5			17.3	57.2	92.0	91.3	185.9	444.1	711.7	891.7	6,561.5	9,290.5

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: TF39 ENGINE HIGH PRESSURE TURBINE MN-6037
 Models of Aircraft Affected: C-5A/B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 PE 0401119F Team MOBIL

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

Description/Justification

This modification redesigns and installs a newer turbine in the TF-39 High Pressure Turbine (HPT). The current HPT does not provide the required thrust capability for hot day take-offs. Existing state-of-the-art technology will reduce engine overhaul costs by fifty percent and permit max thrust take-offs when the temperature is greater than 71 degrees Fahrenheit. Provides payback within 3.5 years of program completion. This modification consists of 665 sets of equipment, which are component parts that will replace existing engine parts in the High Pressure Turbine. No install kits or funds required as mod is installed during engine overhaul.

Aircraft Breakdown: Active 432, Reserve 166, ANG 67

Development Status

N/A-3600 funds. 3010-installations scheduled through FY 02-2.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	665	153.2										
EQUIP		4.1										
NONREC												
CHANGE ORDERS												
DATA		0.7										
SIM/TRAINER												
SUPPORT-EQUIP		2.6										
MOD OF SPARES	[59]	10.5	[66]	9.9								
TOTAL COST (BP-1100)	665	171.1		9.9								
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>									
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS											
KITS NONRECUR											
EQUIPMENT									665	153.2	
EQUIP NONREC										4.1	
CHANGE ORDERS											
DATA										0.7	
SIM/TRAINER											
SUPPORT-EQUIP										2.6	
MOD OF SPARES									[125]	20.4	
TOTAL COST (BP-1100)	<hr/>									665	180.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT OVERHAUL

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>
Contract Date (Month/CY)	06/97	12/97	12/98	12/99	12/00	
Delivery Date (Month/CY)	12/97	06/98	06/99	06/00	06/01	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: AVIONICS MODERNIZATION PROGRAM MN-6038
Models of Aircraft Affected: C-5A/B/C

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P
PE 0401119F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

The purpose of this modification is for Global Air Traffic Management (GATM) compliance/nav safety. It redesigns the avionics components to replace unreliable Line Replacement Units (LRU) 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 communication, navigation and surveillance equipment will improve air traffic management under GATM 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).

Aircraft Breakdown: Active 27, Reserve 14, ANG 6

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. TCAS procurement effort was accelerated ahead of the AMP procurement due to DEPSECDEF direction. TCAS installation completed 31 Oct 02.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[2]	131.6		72.1		54.4		66.1		1.0		
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT					8	22.7	18	52.3	18	53.6	3	11.3
EQUIP												
NONREC												
CHANGE ORDERS		3.1				2.4		5.0		3.6		3.6
DATA						2.7		2.7		2.9		1.8
SIM/TRAINER	[5]	6.4	[2]	3.3			[2]	4.7				
SUPPORT-EQUIP				0.8		7.2		10.8		5.1		
TCAS NRE	[2]	0.2										
TCAS INTG/INSTL	[11]	2.0										
WST NRE	[1]	8.1			[1]	14.0						
CPT NRE												
WPT INTG/INSTL						3.2						
CPT INTG/INSTL									[1]	3.0		
MTD KITS	[3]	19.1										
TCAS	[126]	18.2										
INSTALLATION OF H	[126]	4.6										
OGC		1.0				0.3		1.9		5.6		7.2
AWAITING												
RECLASSIFICATION												
OMNIBUS												

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 8 KITS							[5]	2.3	[3]	1.3		
FY-04 18 KITS									[15]	6.3	[3]	1.4
FY-05 18 KITS											[18]	8.1
FY-06 3 KITS											[3]	1.4
TOTAL INSTALL							5	2.3	18	7.6	24	10.8
TOTAL COST (BP-1100)		62.7		4.0	8	52.5	18	79.9	18	81.3	3	34.7
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[2]	325.1
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									47	139.9
EQUIP NONREC										
CHANGE ORDERS										17.7
DATA										10.1
SIM/TRAINER									[9]	14.4
SUPPORT-EQUIP										23.9
TCAS NRE									[2]	0.2
TCAS INTG/INSTL									[11]	2.0
WST NRE									[2]	22.1
CPT NRE										
WPT INTG/INSTL										3.2
CPT INTG/INSTL									[1]	3.0
MTD KITS									[3]	19.1
TCAS									[126]	18.2
INSTALLATION OF H									[126]	4.6
OGC										15.9
AWAITING										
RECLASSIFICATION										
OMNIBUS										
INSTALLATION OF HARDWARE										
FY-03 8 KITS									[8]	3.6
FY-04 18 KITS									[18]	7.7
FY-05 18 KITS									[18]	8.1
FY-06 3 KITS									[3]	1.4
TOTAL INSTALL									47	20.8
TOTAL COST (BP-1100)									47	315.1

(Totals may not add due to rounding)

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

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>		
Quarters	1	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	
Output																								2	
		<u>FY-05</u>			<u>FY-06</u>			<u>FY-07</u>																	
Quarters	1	2	3	4	1	2	3	4	1	2	3	4													
Input	4	4	5	5	5	5	5	5	4																
Output	3	4	4	5	5	5	5	5	5	4															

02/15/2003
 FY 2004 PBR

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 PE 0401119F Team MOBIL

Modification Title and No: HYDRAULIC SURGE CONTROL -EASY OPEN VALVE MN-6103

Models of Aircraft Affected: C-5A/B

Center: WRALC Robins AFB GA

Description/Justification

This modification installs hydraulic selector valves that are designed to open at a slightly lower rate to prevent surges and pressure spikes in the hydraulic system. Modified valves are to replace current ones associated with the selector valve on the landing gear, cargo doors and ramps. Note, 125 aircraft modified with modification funds and 1 paid for with sustaining engineering funds.

Aircraft Breakdown: Active 80, Reserve 32, ANG 13

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			125	2.1								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		0.0	125	2.1								
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									125	2.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								125	2.1
(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-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)						05/02	06/03	
Delivery Date (Month/CY)						11/02	12/03	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SIM UPGRADE MN-8097
 Models of Aircraft Affected:

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 PE 0401897F Team MOBIL

Center: OO-ALC - Hill AFB, UT

Description/Justification

This modification integrates the C-5 simulators into the Distributed Mission Training (DMT) system. It supports the OSD initiatives to move as much training into the simulators as possible.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

TBD

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER						3.0						
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						3.0						
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										3.0
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									3.0
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected:

Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-5 Class P
PE 0809731F Team AIR

Description/Justification

(NOTE: Funds transferred to MN-Z89731 for AQXR tracking purposes)

There are several C-5 trainers (Brake and Main Landing Gear Trainer, Nose Landing Gear Trainer, Flight Control Trainer, Air Conditioning and Pressurization Systems Trainer) whose operation no longer accurately reflects 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 will demonstrate normal, abnormal, degraded, manual, and emergency aircraft system operation for brake and main landing gear operation.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

TBD

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER						1.8				0.8		1.8
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						1.8				0.8		1.8
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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										4.4
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									4.4
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/15/2003
 FY 2004 PBR
 Modification Title and No: EMERGENCY DC POWER GENERATOR MN-8719
 Models of Aircraft Affected: C-5A/B/C

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-5 Class P
 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 80, Reserve 23, ANG 9

Development Status

N/A-3600 funds. Proof of concept will be funded using 3400 and 583 funds.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[4]	1.3	[9]	12.1	[99]	9.1		
KITS NONRECUR						0.1						
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						1.3						
SIM/TRAINER					[13]	0.3	[13]					
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						3.0		12.1		9.1		
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[112]	22.4
KITS NONRECUR										0.1
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.3
SIM/TRAINER									[26]	0.3
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									24.2
(Totals may not add due to rounding)										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 7 Months

Milestones

	<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

	Quarters	<u>FY-03</u>			<u>FY-04</u>			<u>FY-05</u>					
		1	2	3	4	1	2	3	4	1	2	3	4
Input			4	2	2	2	3	25	25	25	24		
Output			4	2	2	2	13	25	25	25	24		

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-9				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$1.068	\$1.296	\$0.978	\$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. The primary modification budgeted in FY04 is service bulletins to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below. In FY02, C- 9C program received \$ 8.5M as part of the Defense Emergency Relief Fund (DERF). Funding was used to upgrade passenger communications equipment in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	99999S	SERVICE BULLETINS	1.1	0.8	0.9							21.2
	99999X	LOW COST MODIFICATI	0.1	0.5	0.1							5.3
	Z88888	REPROGRAMMINGS		0.0								-2.3
TOTAL FOR CLASS P			1.2	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1
TOTAL FOR AIRCRAFT C-9			1.2	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1

Totals may not add due to rounding.

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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: C-9 A/C

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-9 Class P
 PE 0401314F Team MOBIL

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

Description/Justification

C-9 is an FAA certified aircraft. Service bulletins affect safety, product improvement, maintenance and reliability and are necessary to comply with and maintain FAA certification & compliance.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	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		1.1										
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AF W/H												
SERVICE BLTN		17.4		1.1		0.8		0.9				
TOTAL COST (BP-1100)		18.5		1.1		0.8		0.9				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER										
SUPPORT-EQUIP										
AWAITING BTR										
AF W/H										
SERVICE BLTN										20.1
TOTAL COST (BP-1100)	<hr/>									21.2
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$93.400	\$83.662	\$42.803	\$69.050	\$398.043	\$416.018	\$446.408	\$738.568

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 overall goal of the modifications budgeted in FY04 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY04 are the Terrain Awareness Warning System and Large Aircraft Infrared Counter Measures. Note 1: FY04 C-17 mod is understated by \$6.3M due to administrative error. That amount should be realigned from C-17 ICS. Note 2: FY02 C-17 Mod is understated by 18.734M due to an administrative adjustment. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	_0024	MTS NON-PE/PI DEVICE								2.8	3.5	6.3
	_0162	MTS PE/PI PHASE I (RE								1.5	3.0	4.5
	_0624	ATS PE/PI PHASE I (REQ								2.2	4.4	6.6
	_0800	MTS SUPPORT EQUIPM								1.1	3.0	4.1
	_1058	MISSION COMPUTER R								6.3		6.3
	_1560	SOFTWARE BLOCK 20 U								3.1		3.1
	_3631	ATS NON-PE/PI CHANG								3.1	9.5	12.6
	_4107	SOFTWARE BLOCK 18 U								2.2		2.2
	_4722	MTS-NON-PE/PI-TECHNI								2.8	8.5	11.3
	_5263	GPS 'M' CODE CAPABILI								2.4		2.4
	_5272	REAL TIME INFORMATI								10.6	66.4	77.0
	_6101	MTS SE/PM								5.8	5.8	11.6
	_8608	COVERT LIGHTING							21.4	31.9	102.0	155.4
	0399	AIRLIFT DEFENSIVE SY	1.0	1.2	0.5	0.2	0.4	0.1				5.1
	4660	OPEN SYSTEMS COMM					35.0	47.5	47.5	34.7	7.9	172.7
	5029	AERIAL DELIVERY SYST	0.5	4.1	4.8	3.3	1.4					14.7

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$93.400	\$83.662	\$42.803	\$69.050	\$398.043	\$416.018	\$446.408	\$738.568

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 overall goal of the modifications budgeted in FY04 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY04 are the Terrain Awareness Warning System and Large Aircraft Infrared Counter Measures. Note 1: FY04 C-17 mod is understated by \$6.3M due to administrative error. That amount should be realigned from C-17 ICS. Note 2: FY02 C-17 Mod is understated by 18.734M due to an administrative adjustment. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	6008	AEROMED LITTER STAN	2.6	1.1								22.6
	6026	400 POUND PARATROO	0.6	0.6	0.6	0.6	0.6	0.6	3.9	0.3		16.7
	6401	GATM - AUTOMATIC D								1.6	24.6	26.3
	6402	OBIGGS II					66.2	54.7	54.7	25.0	250.9	451.4
	6403	GATM - GPS AS PRIMAR								2.5		2.5
	6405	GATM - DIFFERENTIAL								2.5		2.5
	6406	MOBILITY 2000 (M2K)					1.9	8.7	8.0	4.2		22.8
	6407	GATM-VHF DATA LINK (							20.5	30.0	58.1	108.7
	6409	AERIAL DELIVERY SYST							6.4	9.7	31.0	47.2
	6410	SELF-SUFFICIENCY							66.0	47.0	307.1	420.2
	6411	ARMY COMMUNCIATIO					6.3	19.1	18.1	10.7		54.2
	6412	EXTENDED RANGE RET					76.6	71.6	97.4	57.9	278.7	582.1
	6413	IMPROVED OMNI DIREC							4.7	7.0	22.5	34.2
	6414	GATM - RNP IMPROVEM							17.0	31.8	81.9	130.7
	6415	CREW ARMOR PLATING						8.9	14.9	14.9	29.8	68.4
	6416	AIRCRAFT WIRELESS IN							1.6	2.0	6.2	9.8

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$93.400	\$83.662	\$42.803	\$69.050	\$398.043	\$416.018	\$446.408	\$738.568

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 overall goal of the modifications budgeted in FY04 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY04 are the Terrain Awareness Warning System and Large Aircraft Infrared Counter Measures. Note 1: FY04 C-17 mod is understated by \$6.3M due to administrative error. That amount should be realigned from C-17 ICS. Note 2: FY02 C-17 Mod is understated by 18.734M due to an administrative adjustment. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
	6417	IMBEDDED TOW PLATE							0.7	1.1	3.6	5.4
	6419	SOFTWARE BLOCK 16 U						3.4	2.3	1.8	2.1	9.6
	6420	FLOTATION EMERGENC							2.8	5.6	18.8	27.3
	6421	WING LEADING EDGE FI							15.1	22.6	72.1	109.8
	6422	OBSOLESCENCE - WEA					13.2	23.1	23.1	25.1	11.4	95.9
	8332	SIDEWALL LINER/OXYG	2.6	1.1								12.9
	8501	CABIN PRESSURIZATIO	0.2									3.0
	8629	LARGE AIRCRAFT INFR	23.4	52.3	29.0	59.8	177.0	162.0		300.0		803.4
	9596	LOOSE EQUIPMENT							2.5	3.6	11.5	17.7
	9709	GATM PHASE II	15.3	8.5								48.2
	9710	BLOCK 12 SOFTWARE	1.5	1.5								3.6
	9714	STATION KEEPING FOL	7.3		1.4	2.4	6.3	2.1	2.2			23.9
	9715	HF DATA LINK (HF DL)					4.0	7.8	7.8	7.8	4.6	31.9
	9721	ALTERNATE EEC POWE	0.5	0.3								1.7
	9722	SLAT TRACK DOOR BRA	0.4	0.4	0.1							1.5
	9723	FIXED LEADING EDGE F	1.0	1.9	1.2							4.7

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-17A				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$93.400	\$83.662	\$42.803	\$69.050	\$398.043	\$416.018	\$446.408	\$738.568

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 overall goal of the modifications budgeted in FY04 is to improve reliability and maintainability and to correct follow-on operational test & evaluation deficiencies. The primary mods in FY04 are the Terrain Awareness Warning System and Large Aircraft Infrared Counter Measures. Note 1: FY04 C-17 mod is understated by \$6.3M due to administrative error. That amount should be realigned from C-17 ICS. Note 2: FY02 C-17 Mod is understated by 18.734M due to an administrative adjustment. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
	9726	COMBUSTION EXIT TEM	25.9	6.0								115.9
	9730	INSUFFICIENT EMER EV								3.7	23.3	27.0
	9735	STABILIZER STRUTS PH					4.9	6.6	6.6	6.6	2.7	27.4
	AIFFS	APU INDEPENDENT FUE							1.2	2.8	6.5	10.5
	TAWS	TERRAIN AWARENESS	10.4	18.3	11.7	2.7	4.2					50.7
	Z88888	REPROGRAMMINGS	0.4	-13.7	-6.3							14.2
TOTAL FOR CLASS P			93.4	83.7	42.8	69.0	398.0	416.1	446.4	738.6	1,461.6	3,942.5
TOTAL FOR AIRCRAFT C-17			93.4	83.7	42.8	69.0	398.0	416.1	446.4	738.6	1,461.6	3,942.5

Totals may not add due to rounding.

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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS-COUNTERMEASURES MN-0399

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification upgrades the countermeasures package-missile warning system, flare dispenser, and missile diverting flares.

Project Plan Id#: AV/AFC-025B

Aircraft Breakdown: Active 100, Reserve 0, ANG 0

Development Status

Complete 09/00.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	38	1.7	11	0.5	15	0.7	10	0.4	5	0.2	8	0.4
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP		0.1		0.4		0.5						
INSTALLATION OF HARDWARE												
FY-01 38 KITS			[38]	0.2								
FY-02 11 KITS					[11]	0.0						
FY-03 15 KITS							[15]	0.1				
FY-04 10 KITS									[10]	0.0		
FY-05 5 KITS											[5]	0.0
FY-06 8 KITS												
TOTAL INSTALL			38	0.2	11	0.0	15	0.1	10	0.0	5	0.0
TOTAL COST (BP-1100)	38	1.9	11	1.0	15	1.2	10	0.5	5	0.2	8	0.4

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									87	3.8
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										1.0
INSTALLATION OF HARDWARE										
FY-01 38 KITS									[38]	0.2
FY-02 11 KITS									[11]	0.0
FY-03 15 KITS									[15]	0.1
FY-04 10 KITS									[10]	0.0
FY-05 5 KITS									[5]	0.0
FY-06 8 KITS	[8]	0.0							[8]	0.0
TOTAL INSTALL	8	0.0							87	0.3
TOTAL COST (BP-1100)		0.0							87	5.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 12 Months

Follow-On Lead Time: 9 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)	12/00	01/02	01/03	01/04	01/05	01/06	
Delivery Date (Month/CY)	12/01	10/02	10/03	10/04	10/05	10/06	

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>							
Quarters	1	2	3	4	1	2	3	4	1	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	15	15		2	3	3	3	3	4	4	4	4	4	4	4	4	2		5					4	4		
Output					8	15	15		2	3	3	3	3	4	4	4	4	4	4	4	4	2		5					4	4		

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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Modification Title and No: AERIAL DELIVERY SYSTEM IMPROVEMENTS MN-5029

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This modification will improve the overall success of airdrop operations. Changes will be made to the Cargo Door Ditching Lock, Aerial Delivery System Position Sensor, Cargo Ramp Vent/Lock, and ADS Link Sensor. The ADS Gang Back-Up Switch will be modified as an indirect recommendation of the P-13 incident investigation. Previously part of MN-6203.

Project Plan Id#: AV/FS-001

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design complete 8/00.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	9	0.2	33	0.4	33	0.4	10	0.1				
KITS NONRECUR		0.3										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-01 9 KITS			[1]	0.1	[8]	1.2						
FY-02 33 KITS					[17]	2.5	[16]	2.2				
FY-03 33 KITS							[17]	2.4	[16]	2.1		
FY-04 10 KITS									[10]	1.3		
FY-05 0 KITS											[10]	1.4
TOTAL INSTALL			1	0.1	25	3.7	33	4.6	26	3.3	10	1.4
TOTAL COST (BP-1100)	9	0.5	33	0.5	33	4.1	10	4.8		3.3		1.4

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									85	1.1
KITS NONRECUR										0.3
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-01 9 KITS									[9]	1.3
FY-02 33 KITS									[33]	4.8
FY-03 33 KITS									[33]	4.5
FY-04 10 KITS									[10]	1.3
FY-05 0 KITS									[10]	1.4
TOTAL INSTALL									95	13.3
TOTAL COST (BP-1100)									85	14.7

(Totals may not add due to rounding)

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

Installation Schedule

	<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	
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input					1	6	6	6	7	8	8	8	9	6	6	7	7				
Output					1	6	6	6	7	8	8	8	9	6	6	7	7				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: AEROMED LITTER STANCHION REDESIGN MN-6008

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

This enhancement project will increase the C-17 Aeromedical litter stanchion height and revise related support structure to accommodate a 21 inch vertical separation between litter patients in a three tier configuration. The contract for this mod was restructured so it could be done in conjunction with MN 8332 Sidewall Liner/ Oxygen Box Relocation. These costs are based on a contractor proposal for installing both mods simultaneously to minimize installation costs. The individual costs for this mod are apportioned from the proposal.

Project Plan Id#: AV/FS-003

Aircraft Breakdown: Active 40, Reserve 0, ANG 0

Development Status

Design complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	40	13.9										
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-98 14 KITS	[14]	2.6										
FY-99 11 KITS	[11]	2.4										
FY-00 10 KITS			[10]	2.6								
FY-01 5 KITS					[5]	1.1						
TOTAL INSTALL	25	5.0	10	2.6	5	1.1						
TOTAL COST (BP-1100)	40	18.9		2.6		1.1						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									40	13.9
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-98 14 KITS									[14]	2.6
FY-99 11 KITS									[11]	2.4
FY-00 10 KITS									[10]	2.6
FY-01 5 KITS									[5]	1.1
TOTAL INSTALL									40	8.7
TOTAL COST (BP-1100)									40	22.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 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>
Contract Date (Month/CY)		12/98	12/98	03/00	12/00		
Delivery Date (Month/CY)		06/00	06/00	09/01	06/02		

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input														5	5	5		10	5	5						5		
Output														5	5	5		10	5	5						5		

02/15/2003
 FY 2004 PBR
 Modification Title and No: 400 POUND PARATROOPER SEAT MN-6026
 Models of Aircraft Affected: C-17

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

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. Supplier capacity (total of 16 shipsets for production and retrofit) dictates schedule.

Project Plan Id#: AV/FS-021

Aircraft Breakdown: Active 26, Reserve 0, ANG 0

Development Status

RDT&E complete Aug 1996.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	13	7.8	1	0.6	1	0.6	1	0.6	1	0.6	1	0.6
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-97 1 KITS	[1]	0.1										
FY-98 7 KITS	[7]	0.7										
FY-99 3 KITS	[3]	0.2										
FY-00 1 KITS	[1]	0.0										
FY-01 1 KITS			[1]	0.0								
FY-02 1 KITS					[1]	0.0						
FY-03 1 KITS							[1]	0.0				
FY-04 1 KITS									[1]	0.0		
FY-05 1 KITS											[1]	0.0
FY-06 1 KITS												
FY-07 1 KITS												
FY-08 7 KITS												
TOTAL INSTALL	12	1.0	1	0.0	1	0.0	1	0.0	1	0.0	1	0.0
TOTAL COST (BP-1100)	13	8.8	1	0.6	1	0.6	1	0.6	1	0.6	1	0.6

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT	1	0.6	7	3.9					26	15.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-97 1 KITS									[1]	0.1
FY-98 7 KITS									[7]	0.7
FY-99 3 KITS									[3]	0.2
FY-00 1 KITS									[1]	0.0
FY-01 1 KITS									[1]	0.0
FY-02 1 KITS									[1]	0.0
FY-03 1 KITS									[1]	0.0
FY-04 1 KITS									[1]	0.0
FY-05 1 KITS									[1]	0.0
FY-06 1 KITS	[1]	0.0							[1]	0.0
FY-07 1 KITS			[1]	0.0					[1]	0.0
FY-08 7 KITS					[7]	0.3			[7]	0.3
TOTAL INSTALL	1	0.0	1	0.0	7	0.3			26	1.6
TOTAL COST (BP-1100)	1	0.6	7	3.9		0.3			26	16.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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

Installation Schedule

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

02/15/2003
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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Modification Title and No: SIDEWALL LINER/OXYGEN BOX RELOCATION MN-8332

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This work was part of the Aeromed Litter Stanchion (MN 6008). Replace Sidewall Liners with new production design liners; relocate Sidewall Oxygen Box to a reachable level, improving access to passenger oxygen masks when deployed; incorporate O2 Straps (former mod number 6001). These costs are based on a contractor proposal for installing both mods simultaneously to minimize the installation costs. The individual cost for this mod is apportioned from the proposal. The contract for this mod was restructured so it could be done in conjunction with MN-6008 Aeromed Litter Stanchion.

Project Plan Id#: AV/FS-003

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Design complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	27	5.7	5									
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 7 KITS	[7]	1.3										
FY-00 10 KITS	[10]	2.2										
FY-01 10 KITS			[10]	2.6								
FY-02 5 KITS					[5]	1.1						
TOTAL INSTALL	17	3.5	10	2.6	5	1.1						
TOTAL COST (BP-1100)	27	9.2	5	2.6		1.1						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									32	5.7
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 7 KITS									[7]	1.3
FY-00 10 KITS									[10]	2.2
FY-01 10 KITS									[10]	2.6
FY-02 5 KITS									[5]	1.1
TOTAL INSTALL									32	7.2
TOTAL COST (BP-1100)									32	12.9

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 18 Months

Milestones

	<u>FY-98</u>	<u>FY-99</u>	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>	<u>FY-03</u>
Contract Date (Month/CY)	12/98	03/00	06/01	01/02		
Delivery Date (Month/CY)	06/00	09/01	12/02	07/03		

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input									3	4							2	5	3		5	5		5
Output									3	4							2	5	3		5	5		5

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401134F Team MOBIL

Description/Justification

The Large Aircraft Infrared Countermeasures System (LAIRCM) provides advanced defensive capability for the AF's transport and tanker aircraft to counter the proliferating IR Man-Portable Air-Defense Systems (MANPADS) missiles. FY01 was first year for LAIRCM RDT&E funding in PE 41130F. This system will employ an IR missile-warning system, a missile-tracking system, and multi-band laser jammers to detect, track, and counter any incoming IR missiles. This system will be fully automatic following power-up.

The C-17 LAIRCM configuration consists of missile warning and tracking systems, multi-band laser turrets, and the appropriate processors & wiring. This P3A defines both the Phase I and Phase II portions of LAIRCM. Phase I installs LAIRCM on the first 43 C-17s to meet AMC's urgent and compelling need to support JCS's One Small Scale Contingency (1 SSC). 1 SSC consists of 43 C-17s, 24 C-130s and 12 KC-135s).

Phase II develops the Next Generation Advanced Missile Warning System and an all laser mini-turret to increase the effectiveness and affordability of LAIRCM. Funding for a second SSC was added into FY09. Schedule and planning for the 2nd SSC is still being worked out. It is expected to affect FY05-09.

PE 41134F is a new PE established in FY02 to consolidate LAIRCM into one PE for RDT&E and installation.

Aircraft Breakdown: Active 77, Reserve 0, ANG 0

Development Status

The LAIRCM program Phase I contract was awarded on 28 Sep 01. The Boeing installation contract was awarded on 25 Jan 02.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)			[1]	43.3		25.0		36.8		37.2		15.9
PROCUREMENT (3010)												
INSTALL KITS					[12]	21.6			[6]	3.9	[12]	6.3
KITS NONRECUR												
EQUIPMENT			4	23.4	2	21.2	4	26.5	6	47.6	12	135.5
EQUIP												
NONREC												
CHANGE ORDERS						3.9				2.0		
DATA						1.5		0.9		0.2		
SIM/TRAINER					[1]	3.0						
SUPPORT-EQUIP						1.1		1.6		1.6		6.2
INSTALLATION OF H									[6]	4.4	[12]	28.9
RETROFIT KITS												
TOTAL COST (BP-1100)			4	23.4	2	52.3	4	29.0	6	59.8	12	177.0

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<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]	158.2
PROCUREMENT (3010)										
INSTALL KITS	[13]	6.5			[36]	7.2			[79]	45.6
KITS NONRECUR EQUIPMENT	13	139.7			36	240.8			77	634.6
EQUIP NONREC CHANGE ORDERS						3.6				9.5
DATA		2.3				2.6				7.5
SIM/TRAINER	[4]	8.0			[3]	2.1			[8]	13.1
SUPPORT-EQUIP INSTALLATION OF H RETROFIT KITS	[13]	5.6			[36]	39.6			[67]	78.5
TOTAL COST (BP-1100)	13	162.0			36	300.0			77	803.4

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: GATM PHASE II MN-9709
Models of Aircraft Affected: C-17

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration. The current aircraft configuration does not include the hardware and software to provide traffic alert and collision avoidance to the pilot, nor is it linked to ground air traffic control facilities. The aircraft does not have beyond line-of-sight communications (both voice and data) for interaction with international air traffic control. The existing APX-100 Identification Friend or Foe (IFF) utilizes a separate encryption device designated as a Kit 1C. The current APX-100 also does not have a Mode 'S' down link capability. The C-17 will be modified with the necessary hardware, software, wiring and installations to implement a C-17 Communication and Navigation upgrade which adds the following system capabilities and functionalities.

- Level II Traffic Alert and Collision Avoidance System (TCAS), including Change 7, with display information integrated into the current C-17 cockpit displays.
- APX-100 Mark V IFF with Mode 'S' Transponder, including Change 7, replacing current APX-100.
- Aero-I International Maritime Satellite (INMARSAT) System for Beyond Line-Of-sight (BLOS) voice and data communications.
- Communication Management Unit to route multiple data link devices to the appropriate radios.
- Aircraft Personality Module to provide aircraft-specific information, such as tail number, to various devices.
- Automatic Dependent Surveillance (ADS-A) functionality (software only) via INMARSAT Aero-I data link.
- Controller/Pilot Data Link Communication (CPDLC) via INMARSAT Aero-I data link.

This mod causes a longer than normal down time for the aircraft, so some of the aircraft inducted in each quarter of the year are not completed until the next quarter (see schedule).

Project Plan Id#: AV/AFC-007

Modification of Spares to Include:

- Aircraft Propulsion Data Management Computer: The APDMC software will be modified to cause datalink failures and uplink alerts to be displayed by selected cockpit displays.
- Communication Control Unit: The IRMS-CCU will be modified with an OFP software change to accommodate added message changes and some control changes.
- Flight Control Computer: The FCC software will be modified to provide autopilot disconnect upon receipt of appropriate warning information from the TCAS II LRU.
- HUD Monitor & Display: The HUD software will be modified to accommodate new display pages.
- Mission Computer Keyboard: The MCK software will be modified to pass additional data from the CIP to the CCU.
- Core Integrated Processor: The CIP will be modified internally by the addition of an ARINC 429 bus circuit card assembly (CCA) and extensive software changes to provide the CPDLC, ADS-A and data base functionality required by the GATM program. The software will also be modified to control the new ARINC 429 CCA.
- MFD-CRT: The MFD software will be modified to provide new display pages.
- Standard Flight Data Recorder: The SFDR software will be modified to enable the recording of selected TCAS data.
- WCCS: The WCC software will be modified to provide fault annunciations for the IFF and TCAS. This mod is required by International Civil Aviation Organizations and the Federal Aviation Administration.

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Design completed Jul 99.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>										
RDT&E (3600)												

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	48	9.9	22	3.4								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
GFE		12.3		6.0								
MOD OF SPARES						2.4						
INSTALLATION OF HARDWARE												
FY-00 15 KITS	[4]	2.1	[11]	2.0								
FY-01 33 KITS			[22]	4.0	[11]	2.1						
FY-02 22 KITS					[22]	4.1						
TOTAL INSTALL	4	2.1	33	6.0	33	6.2						
TOTAL COST (BP-1100)	48	24.4	22	15.3		8.5						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									70	13.3
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
GFE										18.3
MOD OF SPARES										2.4
INSTALLATION OF HARDWARE										
FY-00 15 KITS									[15]	4.1
FY-01 33 KITS									[33]	6.0
FY-02 22 KITS									[22]	4.1
TOTAL INSTALL									70	14.2
TOTAL COST (BP-1100)									70	48.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																
Input					1	3	11	3	10	10	10	7	10	5		
Output					1	3	8	8	10	10	10	10	5	5		

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: BLOCK 12 SOFTWARE MN-9710
 Models of Aircraft Affected: C-17

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Updates the software to the aircraft Block 12 configuration. Will include PICRs for over 60 items including: Loose Platform Detection capability & CAWS update; obstacle clearance computations; SIDS clearance capability; SKE enhancements for Block 12; Air Refueling performance data; Engine out LRC speed; Max thrust in climb; MLS final approach capability to 5 Degrees/1000 FPM glidepath. Mod number changed from _HXCLN to 9710. This mod is baselined with GATM (MN-9709).

Project Plan Id#: AV/AVI-005

Aircraft Breakdown: Active 70, Reserve 0, ANG 0

Development Status

Development to complete 2/00.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SOFTWARE	[4]	0.1	[33]	0.7	[33]	0.7						
MOD OF SPARES		0.5		0.8		0.9						
TOTAL COST (BP-1100)		0.6		1.5		1.5						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SOFTWARE									[70]	1.5
MOD OF SPARES										2.2
TOTAL COST (BP-1100)	<hr/>									3.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

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

Installation Schedule

	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Quarters												
Input		4			11	11	11		11	11	11	
Output		4			11	11	11		11	11	11	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR

Modification Title and No: STATION KEEPING FOLLOW-ON (SBA) MN-9714

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-17 Class P
 PE 0401130F Team MOBIL

Description/Justification

Capability to receive and display increased number of aircraft in formation at increased transmit/receive distances, receive and display commercial TCAS information, and minimizing probability of enemy detection. This system will help minimize total time across the drop zone for large airdrop formations. Mod number changed from _MYUZZ to 9714. Fleet must be retrofitted with SKE-FO by the end of FY04 to support Strategic Brigade Airdrop (SBA).

Project Plan Id#: AV/AFC-016A

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design to complete 3/00.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.1	33	3.3			18	1.4	10	1.6	23	3.7
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		2.1		3.9								
INSTALLATION OF HARDWARE												
FY-01 1 KITS			[1]	0.0								
FY-02 33 KITS									[9]	0.8	[24]	2.2
FY-04 18 KITS											[4]	0.4
FY-05 10 KITS												
FY-06 23 KITS												
TOTAL INSTALL			1	0.0					9	0.8	28	2.5
TOTAL COST (BP-1100)	1	2.3	33	7.3			18	1.4	10	2.4	23	6.3

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: FIXED LEADING EDGE FORMER CRACKS MN-9723

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

High stress at the end attachment of the FLE Former causes prying of the backup washer, ultimately cracking the Former. Redesign of the normal Former, the canted Formers, and first stringers were performed to prevent cracking in future production aircraft. Modification of fielded aircraft is required before reaching 6000 flight hours. This modification consists of replacing cracked FLE Formers with new parts. During GRIP modifications, cracks were discovered in formers of the fixed leading edge portion of the wing. Six aircraft have been found with cracked formers, at an average of four cracked formers per aircraft. The formers are structural members designed to maintain the aerodynamic shape of the leading edge. A production fix for the formers was incorporated on P-58 and subsequent. This project funds the kits and labor required to retrofit P-1 through P-57. The primary program impacts of not funding this retrofit effort are increased maintenance costs and reduced aircraft availability. Significant repairs of the leading edge will be necessary to ensure structural integrity if widespread cracking of the formers is allowed to occur. These repairs will drive unscheduled maintenance and increased down-time for AMC. Additionally, a large number of safety of flight systems are routed through the leading edge and may be impacted by widespread former cracking. Mod number changed from _SXSHX to 9723.

Project Plan Id#: AV/FS-046

Aircraft Breakdown: Active 57, Reserve 0, ANG 0

Development Status

Complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	11	0.6	20	0.3	26	0.4						
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS	[1]	0.1										
FY-01 10 KITS			[10]	0.7								
FY-02 20 KITS					[20]	1.5						
FY-03 26 KITS							[26]	1.2				
TOTAL INSTALL	1	0.1	10	0.7	20	1.5	26	1.2				
TOTAL COST (BP-1100)	11	0.7	20	1.0	26	1.9		1.2				

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									57	1.2
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	0.1
FY-01 10 KITS									[10]	0.7
FY-02 20 KITS									[20]	1.5
FY-03 26 KITS									[26]	1.2
TOTAL INSTALL									57	3.5
TOTAL COST (BP-1100)									57	4.7

(Totals may not add due to rounding)

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)	01/00	06/01	12/01	12/02	
Delivery Date (Month/CY)	10/00	03/02	09/02	09/03	

Installation Schedule

	<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
Quarters	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	4	5	5	5	5	6	7	7	6
Output					1				2	2	2	4	5	5	5	5	6	7	7	6

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: COMBUSTION EXIT TEMPERATURE KIT - D01 TO D03 UPGR MN-9726

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
PE 0401130F Team MOBIL

Description/Justification

Upgrade of F117 engines from DO1 configuration to DO3 configuration. This mod reduces dirt ingestion by 30% (lowering FOD and internal erosion), and extends time on wing (from 2,400 to 4,800+ cycles), and reduces unexpected shop visit rate. Each kit provides \$0.25M annual O&S savings - total kit/install payback in 5 years. Mod number changed from _WOLUW to 9726. FY01 & FY02 Installations will still occur as scheduled as outlined in Flexible Sustainment Contract; the vendor has agreed to install these kits at no cost.

Project Plan Id#: ENG-005

Aircraft Breakdown: Active 100, Reserve 0, ANG 0

Development Status

Commercial development is complete, no unique USAF requirement.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	76	79.7	24	25.9								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-99 18 KITS	[18]	4.4										
FY-00 25 KITS	[15]		[10]									
FY-01 33 KITS			[24]		[9]							
FY-02 24 KITS					[24]	6.0						
TOTAL INSTALL	33	4.4	34		33	6.0						
TOTAL COST (BP-1100)	76	84.1	24	25.9		6.0						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									100	105.6
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-99 18 KITS									[18]	4.4
FY-00 25 KITS									[25]	
FY-01 33 KITS									[33]	
FY-02 24 KITS									[24]	6.0
TOTAL INSTALL									100	10.4
TOTAL COST (BP-1100)									100	115.9

(Totals may not add due to rounding)

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>
Contract Date (Month/CY)	12/98	05/00	03/01	12/01	12/02
Delivery Date (Month/CY)	12/99	05/01	03/02	12/02	12/03

Installation Schedule

	<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input					6	6	6	6		7	8	10	8	8	8	8	8	8	8	9
Output					6	6	6	6		7	8	10	8	8	8	8	8	8	8	9

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: C-17

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-17 Class P
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.' The current C-17 does not have a Terrain Awareness and Warning System (TAWS) to provide terrain map and alerts for situational awareness during a Controlled-Flight-Into-Terrain (CFIT). This system is required by the FAA and is becoming standard equipment on commercial aircraft. The system uses a self-contained terrain database and the existing C-17 navigation system provides alerts/display for avoiding CFIT incidents/accidents. The Air Force requested installation of a fourth generation Terrain Awareness and Warning System (TAWS) in the C-17 aircraft to enhance navigation safety. A fourth generation TAWS includes the following capabilities:

- a. Basic Ground Proximity Warning System (GPWS) (Modes 1 through 5)
- b. Altitude alerts and bank angle limits (Mode 6)
- c. Reactive Windshear (Mode 7)
- d. Predictive terrain warnings and situational display

In addition, the TAWS for the C-17 is required to operate in all flight phases (including low level flight down to 300 feet above ground level) with an on-board, worldwide terrain database including obstacles. This additional capability will be referred to as worldwide tactical TAWS capability for combat delivery aircraft. Currently, the C-17 has basic GPWS (modes 1 through 5) capability equivalent to second generation, altitude call-out subset, and bank angle limit display. Impact: Absence of this capability results in decreased pilot situational awareness. Contractor not required to provide breakout between Group A & Group B kits to accomplish modification. This GATM Navigation safety mod will satisfy ground proximity warning system requirements.

Project Plan Id#: AV/AFC-006

Aircraft Breakdown: Active 85, Reserve 0, ANG 0

Development Status

Design to complete 4/00.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	9	3.0	33	9.7	33	9.7	10	2.9				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MOD OF SPARES		0.5										

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-01 9 KITS			[1]	0.7	[8]	2.8						
FY-02 33 KITS					[17]	5.8	[16]	4.2				
FY-03 33 KITS							[17]	4.5	[10]	2.7	[6]	1.6
FY-04 10 KITS											[10]	2.7
TOTAL INSTALL			1	0.7	25	8.6	33	8.7	10	2.7	16	4.2
TOTAL COST (BP-1100)	9	3.4	33	10.4	33	18.3	10	11.7		2.7		4.2
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									85	25.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MOD OF SPARES										0.5
INSTALLATION OF HARDWARE										
FY-01 9 KITS									[9]	3.4
FY-02 33 KITS									[33]	10.1
FY-03 33 KITS									[33]	8.7
FY-04 10 KITS									[10]	2.7
TOTAL INSTALL									85	24.9
TOTAL COST (BP-1100)									85	50.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 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>
Contract Date (Month/CY)	12/00	12/01	01/03	01/04		
Delivery Date (Month/CY)	06/02	12/02	01/04	01/05		

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input					1	6	6	6	7	8	8	8	9	2	3	2	3	4	4	4	4	4	4	4
Output					1	6	6	6	7	8	8	8	9	2	3	2	3	4	4	4	4	4	4	4

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-21				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$2.510	\$2.467	\$1.367	\$1.418	\$3.860	\$3.985	\$2.529	\$2.571

This line item funds modifications to the C-21 aircraft, commercial equivalent Lear Jet 35. The C-21 aircraft is a twin-turbofan engine aircraft used for cargo and passenger airlift over medium ranges (2,000 miles). The primary modification in FY04 is budgeted to fund service bulletins necessary for FAA certification and 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-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	3149T	TRAFFIC ALERT & COLL	0.1									23.5
	3149TC	TCAS CHANGE 7 UPGR	0.1									0.5
	99999S	SERVICE BULLETINS	1.7	2.2	1.2	1.3	3.7	3.9	1.9	1.9		24.0
	99999X	LOW COST MODIFICATI	0.6	0.2	0.1	0.1	0.1	0.1	0.6	0.6		2.5
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			2.6	2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	50.7
TOTAL FOR AIRCRAFT C-21			2.6	2.5	1.4	1.4	3.9	4.0	2.5	2.6	0.0	50.7

Totals may not add due to rounding.

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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: C-21

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-21 Class P
 PE 0401314F Team MOBIL

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

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) inspection and 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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		6.1		1.7		2.2		1.2		1.3		3.7
AWATING BTR												
TOTAL COST (BP-1100)		6.1		1.7		2.2		1.2		1.3		3.7
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		3.9		1.9		1.9				24.0
AWATING BTR										
TOTAL COST (BP-1100)		3.9		1.9		1.9				24.0

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-95

Installation Schedule

	<u>FY-95</u>			
Quarters	1	2	3	4
Input				
Output				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C-21A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-21 Class P
 PE 0401314F Team MOBIL

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

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety, and mission performance, and to reduce logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT				0.6		0.2		0.1		0.1		0.1
TOTAL COST (BP-1100)				0.6		0.2		0.1		0.1		0.1

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.1		0.6		0.6				2.5
TOTAL COST (BP-1100)		0.1		0.6		0.6				2.5

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-02

Installation Schedule

		<u>FY-02</u>			
Quarters	1	2	3	4	
Input					
Output					

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-32				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$37.621	\$25.696	\$0.189	\$0.188	\$0.190	\$0.191	\$1.565	\$1.592

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 primary modification budgeted in FY04 is the Communications Upgrade. The overall goal is to improve flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below. In FY02, C-32 Communications Upgrade Program received \$82.0M as part of the Defense Emergency Relief Fund (DERF). Funding was used to provide an interim high speed data transfer and direct broadcast service capability on two aircraft, upgrade passenger communications equipment, and accelerate completion of the on-going passenger communications and data systems upgrade in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	9606	COMMUNICATIONS UPD	37.5	15.0								67.5
	99999G	SERVICE BULLETIN - GA		9.5								9.6
	99999S	SERVICE BULLETINS	0.1	0.3	0.1	0.1	0.1	0.1	1.5	1.5		4.3
	99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
	Z88888	REPROGRAMMINGS		0.7								0.7
TOTAL FOR CLASS P			37.6	25.7	0.2	0.2	0.2	0.2	1.6	1.6	0.0	83.2
TOTAL FOR AIRCRAFT C-32			37.6	25.7	0.2	0.2	0.2	0.2	1.6	1.6	0.0	83.2

Totals may not add due to rounding.

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02/15/2003
 FY 2004 PBR
 Modification Title and No: COMMUNICATIONS UPDATE MN-9606
 Models of Aircraft Affected: C-32A

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-32 Class P
 PE 0401314F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The communication upgrade consists of the non-recurring engineering and installation of kits to upgrade the passenger communications system on four C-32A aircraft. Modification kits will provide the aircraft interfaces necessary to accommodate communications and data transmission and distribution equipment supplied and installed through a comm/data subscription contract. Capability provided through the subscription contract includes a digital communications management system to integrate clear and secure voice, data and facsimile for distribution to the DV and conference areas and a communications system operator (CSO) station. Contractor-supplied equipment will be upgraded, under the subscription agreement, as technology advances, avoiding obsolescence and periodic reinvestment costs. The subscription contract will be financed through Operations and Maintenance appropriations. This modification provides a fully integrated communication management capability as well as supporting wideband data transfer rates, and an on-board data distribution system (local area network), and direct broadcast service. This modification will also enable the CSO to manage all secure and non-secure voice, data, and facsimile (transmit and receive) within the aircraft. A dual position CSO crew station will also be installed. Installation cost for all four kits is included in the Install Kit cost. In FY02, C-32 Communications Upgrade Program received \$69.2M as part of the Defense Emergency Relief Fund (DERF). Funding was used to provide an interim high speed data transfer and direct broadcast receive capability on two aircraft, upgrade passenger communications equipment, and accelerate completion of the ongoing passenger communications and data systems upgrade in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	15.0	2	31.5	1	9.0						
KITS NONRECUR				5.8								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS							5.9					
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.2		0.1						
INSTALLATION OF HARDWARE												
FY-01 1 KITS			[1]									
FY-02 2 KITS					[1]							
FY-03 1 KITS									[1]			
TOTAL INSTALL			1		1		1		1			
TOTAL COST (BP-1100)	1	15.0	2	37.5	1	15.0						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	55.5
KITS NONRECUR										5.8
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										5.9
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.3
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	
FY-02 2 KITS									[2]	
FY-03 1 KITS									[1]	
TOTAL INSTALL									4	
TOTAL COST (BP-1100)									4	67.5

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 8 Months

Follow-On Lead Time: 19 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETIN - GATM MN-99999G
 Models of Aircraft Affected: C-32A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-32 Class P
 PE 0401314F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Funding for this modification was transferred from GATM MN-9709 per SAF/FMB direction for clarification (This is not a new start). The GATM service bulletins, when published by Boeing, will add the communications management unit, high frequency data link, microwave landing system and precision landing system. Anticipate the majority of these Service Bulletins to be issued during FY03, thus the large increase in funding.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.0				9.5						
TOTAL COST (BP-1100)		0.0				9.5						
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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										9.6
TOTAL COST (BP-1100)	<hr/>									9.6
(Totals may not add due to rounding)										9.6

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-01

Contract Date (Month/CY)

Delivery Date (Month/CY)

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-37				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.356	\$0.360	\$0.355	\$0.353	\$0.376	\$0.389	\$0.399	\$0.406

This line item funds modifications to the C-37, commercial equivalent Gulfstream 5. The C-37 is a long-range jet transport designed to carry VIPSAM passengers. The overall goal of modifications budgeted in FY04 is to fund service bulletins/low cost modifications that will improve flight safety, reliability, and maintainability. In FY02, C-37 program received \$7.7M as part of the Defense Emergency Relief Fund (DERF). Funding was used to upgrade passenger communications equipment in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3		2.6
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		1.1
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.8
TOTAL FOR AIRCRAFT C-37			0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.0	3.8

Totals may not add due to rounding.

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UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: C-37A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-37 Class P
 PE 0401314F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to correct FAA identified deficiencies.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SERVICE BLTN		0.3		0.3		0.3		0.3		0.3		0.3
INITIAL SPARES												
(EXEMPT)												
TOTAL COST (BP-1100)		0.3		0.3		0.3		0.3		0.3		0.3
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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		0.3		0.3		0.3				2.6
INITIAL SPARES (EXEMPT)										
TOTAL COST (BP-1100)		0.3		0.3		0.3				2.6
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-141				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.230	\$0.767	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

This line item funds modifications to the C-141 aircraft. The four engine C-141 delivers cargo and troops between strategic theaters of operation. It can carry up to 150 combat troops, 103 litter patients, or 13 standard 463-L pallets. The overall goal of the modifications budgeted in FY04 is to enhance flight safety while improving reliability and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.1	0.7								3.2
TOTAL FOR CLASS P-S			0.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
P	99999X	LOW COST MODIFICATI	0.1	0.1								3.0
	Z88888	REPROGRAMMINGS	0.1	0.1								1.3
TOTAL FOR CLASS P			0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
TOTAL FOR AIRCRAFT C-141			0.3	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: JPAT MODS				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.200	\$1.969	\$4.201	\$3.867	\$4.719	\$5.753	\$13.395	\$11.710

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 Environmental Control System, UHF radio, nosewheel centering, VHF radio volume, and power control lever decals. The primary modifications in FY04 are Supplemental Emergency and Low Cost Modifications. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	9850	ENVIRONMENTAL CONT		0.7	0.5							5.3
	9851	UHF DUAL ANTENNA		0.5	0.1							1.1
	9852	IMPROVED BATTERY LI			0.3	0.5	0.1					0.8
	9853	IMPROVED AUDIO VOLU			0.5	0.2						0.7
	9854	OIL PRESSURE WARNIN			0.3	0.4	1.0					1.7
	9855	SUPPLEMENTAL EMER			0.3	0.5	1.3	1.3	8.3			11.7
	9856	INCREASE GROSS WEI			0.9	0.8	0.8	1.9	3.2	4.4		12.1
	9857	TRAFFIC ALERT AND C								7.3	7.4	14.7
	9858	INTER-SEAT SEQUENC				0.4	0.4	1.1				2.0
	99999X	LOW COST MODIFICATI	0.2	0.8	1.4	1.1	1.1	1.4	1.9			8.6
TOTAL FOR CLASS P-S			0.2	2.0	4.3	3.9	4.8	5.8	13.4	11.7	7.4	58.7
TOTAL FOR AIRCRAFT T-6			0.2	2.0	4.3	3.9	4.8	5.8	13.4	11.7	7.4	58.7

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ENVIRONMENTAL CONTROL SYSTEM MN-9850

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-6 Class P-S

Models of Aircraft Affected:

Center: AETC Randolph AFB San Antonio, TX

PE 0804740F

Team PERSEO

Description/Justification

The combined Air Force Operational Test and Evaluation Center/Navy Operational Test and Evaluation Force (AFOTEC/OPTEVFOR) test team identified inadequate Environmental Control System (ECS) performance at high ambient air temperatures as a problem during T-6A Multiservice Test and Evaluation (MOT&E(A)). Raytheon Aircraft Company (RAC) replaced the ECS system with a new system that doubles cooling capacity and improves distribution of cooling air in the cockpit. The new system was found acceptable in preliminary Operational Test and Evaluation. Contract modifications were executed to upgrade future deliveries and to retrofit delivered aircraft with the new ECS. Aircraft PT-73 was the first production aircraft delivered with the new system in June 2002.

Retrofit started with two kit-proof aircraft in February 2002 and continued with line retrofit starting in Jul-02. JPATS FY01 BP11 funding was not received until 30 May 02. Program received authority from SAF/AQ (July 9, 2002) to use the FY01 funding to support FY02 installs [10] and modification kits [12] and FY03 installs [10] and modification kits [50] based on late receipt of BP11 funding and because the ECS effort was identified as a problem during FY01 MOT&E(A). Additionally, this effort was apart of the approved FY 01 Omnibus.

Procurement of modification kits [5] for FY04 installs will occur in the second and third quarter of FY 04 with FY03 funding. FY04 installs [5] will be paid with FY04 funding in Oct-03.

Aircraft Breakdown: Active 65, Reserve 0, ANG 0

Development Status

Development effort is complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	60	0.1			5	0.0						
KITS NONRECUR		0.1										
EQUIPMENT	[60]	3.1			[5]	0.2						
EQUIP NONREC		0.3										
CHANGE ORDERS DATA												
SIM/TRAINER	[11]	0.5			[11]	0.5						
SUPPORT-EQUIP AIRCRAFT												
INSTALLATION OF HARDWARE												
FY-01 60 KITS	[60]											
FY-03 5 KITS												
FY-04 0 KITS							[5]	0.5				
TOTAL INSTALL	60						5	0.5				
TOTAL COST (BP-1100)	60	4.1			5	0.7		0.5				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									65	0.1
KITS NONRECUR										0.1
EQUIPMENT									[65]	3.3
EQUIP NONREC										0.3
CHANGE ORDERS										
DATA										
SIM/TRAINER									[22]	0.9
SUPPORT-EQUIP										
AIRCRAFT										
INSTALLATION OF HARDWARE										
FY-01 60 KITS									[60]	
FY-03 5 KITS										
FY-04 0 KITS										
TOTAL INSTALL									[5]	0.5
TOTAL COST (BP-1100)									65	5.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

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

Installation Schedule

	<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
Input									10	12	12	13	13	5		
Output									1	10	15	13	13	13		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: INCREASE GROSS WEIGHT MN-9856

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-6 Class P-S

Models of Aircraft Affected:

Center: AETC Randolph AFB San Antonio, TX

PE 0804740F Team PERSO

Description/Justification

This structural modification program is necessary to regain T-6A weight growth margin. The T-6A configuration being delivered today is approaching gross takeoff weight (GTW) and zero fuel weight (ZFW) design limits. Planned future modifications will add weight to the aircraft, impacting training mission effectiveness (either through fuel load or flight envelope restrictions). FY04-09 costs reflect anticipated requirements to implement required structural changes for increased ZFW / GTW. Failure to accomplish Modification will result in decreased sortie generation, and reduce pilot training rate.

Aircraft Breakdown: Active 221, Reserve 0, ANG 0

Development Status

Program direction and acquisition strategy are currently being developed.

Projected Financial Plan

		PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT								0.9		0.8		0.8
TOTAL COST (BP-1100)								0.9		0.8		0.8
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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		1.9		3.2		4.4				12.1
TOTAL COST (BP-1100)		1.9		3.2		4.4				12.1
(Totals may not add due to rounding)										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-04

Installation Schedule

	<u>FY-04</u>			
Quarters	1	2	3	4
Input				
Output				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: T-6A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-6 Class P-S
 PE 0804741F Team PERSO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Funds miscellaneous low cost modifications needed to increase weapon system reliability, maintainability, and supportability by improving system performance and reducing logistical cost. Examples of low cost modifications planned for FY02 and beyond are modification of the Nose Wheel Centering, Power Control Lever/Flap labeling, Defog valve, Trim relay, Main landing gear push rod, Wing tip lights, OBOGS Concentrator, and Cockpit upgrades.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.8		0.2		0.8		1.4		1.1		1.1
TOTAL COST (BP-1100)		0.8		0.2		0.8		1.4		1.1		1.1
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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		1.4		1.9						8.6
TOTAL COST (BP-1100)		1.4		1.9						8.6

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-01

Installation Schedule

		<u>FY-01</u>			
Quarters	1	2	3	4	
Input					
Output					

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-38				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$156.815	\$168.865	\$132.196	\$114.446	\$102.150	\$95.736	\$156.962	\$89.129

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 FY04 is the Avionics Upgrade and T-38 Propulsion. 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-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	10206A	FUS STA 325 BULKHEA	8.5	3.6								72.2
	14207B	COCKPIT ENCLOSURE (	1.3									69.6
	99999A	LOW COST SAFETY MO	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.2
TOTAL FOR CLASS P-S			9.9	3.7	0.1	0.1	0.1	0.1	0.1	0.1	0.0	142.0
P	6029	AVIONICS UPGRADE	75.9	95.2	72.3	54.0	37.3	28.1	39.2	14.4		548.6
	6034	T-38 PROPULSION MOD	54.4	63.5	59.9	60.5	64.8	67.6	117.8	74.7	254.3	846.0
	6087	T-38 EJECTION SYSTEM	1.5									1.5
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
	Z88888	REPROGRAMMINGS	15.3	6.4								21.7
TOTAL FOR CLASS P			147.1	165.3	132.3	114.5	102.2	95.8	157.1	89.2	254.3	1,417.8
TOTAL FOR AIRCRAFT T-38			157.0	169.0	132.4	114.6	102.3	95.9	157.2	89.3	254.3	1,559.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 40	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: FUS STA 325 BULKHEAD FORMER CHANGEOUT MN-10206A

Models of Aircraft Affected: T-38

Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P-S
PE 0804741F Team PERSO

Description/Justification

Aircraft is developing stress cracks in the propulsion system inlet bulkhead at Fuselage Station 325. Engineer analysis data indicates stress cracks growth will be beyond safety limits at six different locations along FS 325. Replacement of the bulkhead is the only solution to return structural integrity to the aircraft structure. Long term neglect in the replacement of bulkhead 325 will result in impact air worthiness safety. Install schedule has slipped five years due to initial contract award from Jan 94 to Apr 94 and (1) Contract Field Team space reduction to one hanger due to T-43 Nav trainer move to Randolph, (2) organic production at Kelly start up problems and cancellation after two years, (3) relocation of CFT at Randolph, (4) combination of Cockpit Enclosure Mod and 325 Bulkhead docks limits production until Cockpit Enclosure is completed in FY02.

Aircraft Breakdown: Active 514, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	517	13.1										
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-93 166 KITS	[166]	17.4										
FY-94 201 KITS	[246]	28.3										
FY-95 32 KITS	[3]	0.9										
FY-96 57 KITS	[8]	0.3										
FY-97 61 KITS			[53]	8.5	[27]	3.6						
TOTAL INSTALL	423	47.0	53	8.5	27	3.6						
TOTAL COST (BP-1100)	517	60.1		8.5		3.6						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									517	13.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-93 166 KITS									[166]	17.4
FY-94 201 KITS									[246]	28.3
FY-95 32 KITS									[3]	0.9
FY-96 57 KITS									[8]	0.3
FY-97 61 KITS									[80]	12.1
TOTAL INSTALL									503	59.1
TOTAL COST (BP-1100)									517	72.2

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 12 Months

Follow-On Lead Time: 24 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>
Contract Date (Month/CY)	03/94	03/94	03/95	12/95	09/98							
Delivery Date (Month/CY)	03/95	03/96	03/97	12/97	09/00							

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>			
	1	2	3	4	1	2	3	4	1	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	13	13	13	17	18	18	17	20	20	20	23	15	15	15	16	25	25	24	23			
Output										1	2	13	13	13	13	13	17	18	18	17	20	20	20	23	15	15	15	16	25	25	24	
	<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>																			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																
Input	14	14	14	15	14	14	13	12	7	7	7	6																				
Output	23	14	14	14	15	14	14	13	12	7	7	7	6																			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: COCKPIT ENCLOSURE (PC) MN-14207B
Models of Aircraft Affected: T-38

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P-S
PE 0804741F Team PERSO

Center: OO-ALC - Hill AFB, UT

Description/Justification

Fatigue cracks combined with corrosion are being found in the cockpit longeron at an increasing rate. The damage is also being found around the canopy hook slots and longeron splice. The critical nature of the structural components limits the type and number of authorized repairs before loss of structural integrity leading to catastrophic failure of structural components and/or loss of personnel. This modification will redesign and strengthen the aging structural components, incorporate a new canopy latching system, and strengthen other structurally related areas/components. Install schedule slippage due to same factors as the 325 Bulkhead mod. Installs for 2 non-recur kits funded with non-recur line.

Aircraft Breakdown: Active 517, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	515	15.0										
KITS NONRECUR	2	0.4										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.2										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-90 25 KITS	[25]	2.2										
FY-91 125 KITS	[125]	17.3										
FY-92 207 KITS	[207]	20.4										
FY-93 19 KITS	[19]	2.3										
FY-94 67 KITS	[67]	4.5										
FY-95 13 KITS	[13]	0.6										
FY-97 61 KITS	[54]	5.3	[7]	1.3								
TOTAL INSTALL	510	52.7	7	1.3								
TOTAL COST (BP-1100)	517	68.3		1.3								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									515	15.0
KITS NONRECUR									2	0.4
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-90 25 KITS									[25]	2.2
FY-91 125 KITS									[125]	17.3
FY-92 207 KITS									[207]	20.4
FY-93 19 KITS									[19]	2.3
FY-94 67 KITS									[67]	4.5
FY-95 13 KITS									[13]	0.6
FY-97 61 KITS									[61]	6.6
TOTAL INSTALL									517	54.0
TOTAL COST (BP-1100)									517	69.6

(Totals may not add due to rounding)

Method of Implementation: OVERHAUL/CFT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

	<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)	06/90	06/91	12/91	12/92	12/93	12/94		09/98						
Delivery Date (Month/CY)	06/92	06/93	12/93	12/94	12/95	12/96		09/00						

Installation Schedule

	<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>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	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	3	20	38	23	23	23	34	35	35	34	12	13	13	15	15	14	14	14	14	14	
Output																	2	2	1	3	20	38	23	23	23	23	34	35	35	34	12	13	13	15	15	14
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input	14	14	13	12	2	5	5	6	5	6	6	5	5	5	5	5	2	2	2	2	2	2	2	1												
Output	14	14	14	13	12	2	5	5	6	6	6	5	5	5	5	5	5	2	2	2	2	2	2	1												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: AVIONICS UPGRADE MN-6029
Models of Aircraft Affected: T-38

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P
PE 0804741F Team PERSO

Center: ASC - Wright Patterson AFB, OH

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 lack these modern systems, we cannot 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 installs an integrated, digital cockpit with HUD, resembling current and proposed bombers and fighters, and GPS/INS to meet Congressional mandates. These changes eliminate the training deficiencies in T-38A and AT-38B, and convert all models into the new T-38C configuration. The upgrade also includes 36 Aircrew Training Devices (ATDs - 3 Types) for complete training systems. OGC are PMA costs only and include training, travel, support contracts, supplies, and computer support. Effort includes contractor proposed 6-year full system warranty measured by essential performance parameters. Change Orders/Low Cost Modifications/V-tips (labeled 'Other' below) are to fund things such as the 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, diminishing manufacturing sources, over and above/economic repairs found during modification; and changes driven by FAA/NAS requirements such as TCAS, GPS, GEM IV changes required to improve training capabilities.

In FY04 - FY08, the T-38 AUP Program must receive \$53.3M from participating NATO countries in the Euro-NATO Joint Jet Pilot (ENJJPT) Training Program to execute the currently planned 509 aircraft program. These funds represent an estimated 35% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Avionics Upgrade MN-6029 Modification, PE 0804741F, Air Force Aircraft Procurement Appropriation. THESE NATO FUNDS ARE NOT INCLUDED IN THE FY04 - FY09 AIR FORCE BASELINE. The aircraft quantities shown below depict a 466 aircraft program and represent the planned 509 aircraft program minus the 35% NATO cost share (approximately 43 aircraft). Failure to receive the NATO funds by OCT of each year will cause award of contract options at less than planned quantities. This will result in kit price increases due to quantity band pricing variations, and will result in acquisition of 6 less aircraft (460) with the funding amounts shown below in the Projected Financial Plan. Annual NATO costs briefed to and accepted by the ENJJPT Council (Sep 02) are as follows:

FY04	FY05	FY06	FY07	FY08	FY09	NATO Total
\$9.6M	\$14.4M	\$16.6M	\$11.1M	\$1.6M	\$0.0M	\$53.3M

Subsequent to this acceptance, the planned schedule of aircraft beddown at Sheppard has changed. This schedule change revises the NATO funding profile depicted and has not yet been reviewed/accepted by the ENJJPT Council. Failure to accept these changes may cause an overall program schedule revision.

Aircraft Breakdown: Active 466, Reserve 0, ANG 0

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. Additional block updates planned for FY04 - FY09.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		79.0		2.9				1.4		1.4		1.5
PROCUREMENT (3010)												
INSTALL KITS	111	8.5	79	5.4	94	6.5	64	4.3	50	4.2	30	2.8
KITS NONRECUR	[1]	0.1										
EQUIPMENT	[111]	62.6	[79]	39.9	[94]	47.6	[64]	31.6	[50]	32.7	[30]	22.2
EQUIP												
NONREC												
CHANGE ORDERS		10.1		5.5		6.1		3.8		3.6		2.3
DATA		0.3		0.1		0.3		0.4		0.0		0.0
SIM/TRAINER	[12]	21.7	[4]	12.4	[10]	21.8	[5]	22.3		2.7		1.9

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010) Continued												
SUPPORT-EQUIP												
OTHER		3.7		0.6		1.0		0.8		0.0		0.0
RETROFIT KITS		0.1										
WARRANTY		1.2		0.5		0.4		0.2		0.5		0.5
OGC		3.0		2.5		1.3		1.1		0.3		0.2
INSTALLATION OF HARDWARE												
FY-99 25 KITS	[25]	14.7										
FY-00 13 KITS	[13]	2.1										
FY-01 73 KITS	[25]	4.1	[48]	6.5								
FY-02 79 KITS			[18]	2.4	[61]	7.6						
FY-03 94 KITS					[20]	2.5	[61]	7.8	[13]	1.8		
FY-04 64 KITS									[59]	8.1	[5]	0.4
FY-05 50 KITS											[48]	7.0
FY-06 30 KITS												
FY-07 19 KITS												
FY-08 19 KITS												
TOTAL INSTALL	63	20.9	66	8.9	81	10.2	61	7.8	72	9.8	53	7.4
TOTAL COST (BP-1100)	111	132.3	79	75.9	94	95.2	64	72.3	50	54.0	30	37.3

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)		1.5		1.6		1.6				91.0
PROCUREMENT (3010)										
INSTALL KITS	19	1.9	19	2.2					466	35.9
KITS NONRECUR									[1]	0.1
EQUIPMENT	[19]	16.1	[19]	16.0					[466]	268.6
EQUIP NONREC										
CHANGE ORDERS		1.0		13.3		6.4				52.2
DATA		0.0		0.1						1.2
SIM/TRAINER		1.5							[31]	84.3
SUPPORT-EQUIP										
OTHER		0.0		0.0		0.9				7.1
RETROFIT KITS										0.1
WARRANTY		2.1		1.9		1.6				8.9
OGC		0.2		1.2		0.5				10.4
INSTALLATION OF HARDWARE										
FY-99 25 KITS									[25]	14.7
FY-00 13 KITS									[13]	2.1
FY-01 73 KITS									[73]	10.6
FY-02 79 KITS									[79]	10.1
FY-03 94 KITS									[94]	12.1
FY-04 64 KITS									[64]	8.5
FY-05 50 KITS	[2]	0.3							[50]	7.3
FY-06 30 KITS	[29]	4.9	[1]	0.2					[30]	5.1
FY-07 19 KITS			[19]	4.2					[19]	4.2
FY-08 19 KITS					[19]	5.1			[19]	5.1
TOTAL INSTALL	31	5.2	20	4.4	19	5.1			466	79.8
TOTAL COST (BP-1100)	19	28.1	19	39.2		14.4			466	548.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 10 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)				10/99	10/99	12/00	12/01	10/02	10/03	10/04	10/05	10/06	10/07	10/08	
Delivery Date (Month/CY)				08/00	08/00	10/01	10/02	10/03	10/04	10/05	10/06	10/07	10/08		
Contract Date (Month/CY)															
Delivery Date (Month/CY)															

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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input																																	
Output																																	
		<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input	20	18	20	21	21	21	17	15	17	14	14	11	8	7	7	5	4	5	4	4	6	6	6	5									
Output	20	22	21	22	20	20	16	16	14	18	14	12	11	8	7	7	5	4	5	4	4	6	6	6	5								

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: T-38 PROPULSION MODERNIZATION PROGRAM MN-6034

Models of Aircraft Affected: T-38

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-38 Class P
PE 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 4 incidences of rotor failures in the previous two 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 deficiencies found during Qualification testing; 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 \$55.8M (FY09 \$35.4M, FY10 \$20.2M, and FY11 \$.2M) from participating NATO countries in the Euro-NATO Joint Jet Pilot (ENJJPT) Training Program to execute the currently planned 509 aircraft program. These funds represent an estimated 35% cost share for the funding needed to modify aircraft based at Sheppard AFB with the Propulsion Modernization Program 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 466 aircraft program and represent the planned 509 aircraft program minus the 35% NATO cost share (approximately 43 aircraft projected over the life of the program). Failure to receive the NATO funds by OCTof 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 variations, and will result in acquisition of 6 less aircraft (460) with the funding amounts shown below in the Projected Financial Plan. Annual NATO costs briefed to and accepted by the ENJJPT Council (Sep 02) are as follows:

FY09	FY10	FY11	NATO Total
\$35.4M	\$20.2M	\$.2M	\$55.8M

Subsequent to this acceptance, the planned schedule of aircraft beddown at Sheppard has changed. This schedule change revises the NATO funding profile depicted and has not yet been reviewed/accepted by the Council. Failure to accept these changes may cause an overall program schedule revision.

Install kits below include inlets, bulkheads, and ejectors. Equipment includes engines.

Note: In the funding table below, Equipment equals the number of engines purchased. Lead time for engines is 14 months, while lead time for other components is 8 months the first year and 6 months thereafter.

Aircraft Breakdown: Active 466, Reserve 0, ANG 0

Development Status

J-85 Upgraded Engine Components developed under CIP.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>										
RDT&E (3600)		2.0										

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
PROCUREMENT (3010)												
INSTALL KITS	11	4.4	33	8.5	40	9.8	32	8.9	35	9.2	38	9.9
KITS NONRECUR EQUIPMENT	[11]	17.6	[33]	37.3	[40]	46.8	[32]	42.8	[35]	43.5	[38]	46.1
EQUIP NONREC												
CHANGE ORDERS		0.4		0.8		1.4		1.6		1.3		1.5
DATA		0.0		0.0		0.0		0.0		0.0		0.0
SIM/TRAINER												
SUPPORT-EQUIP		0.3										
OTHER		0.6		0.4		0.4		0.4		0.5		0.5
TOOLING		0.2		0.5								
OGC		1.1		0.8		1.6		1.5		1.5		1.6
TEST		3.3		1.0		0.5						
INSTALLATION OF HARDWARE												
FY-01 11 KITS	[2]	0.5	[9]	1.4								
FY-02 33 KITS			[24]	3.7	[9]	1.1						
FY-03 40 KITS					[15]	1.9	[25]	3.2				
FY-04 32 KITS							[11]	1.4	[21]	2.8		
FY-05 35 KITS									[13]	1.7	[22]	3.0
FY-06 38 KITS											[17]	2.3
FY-07 44 KITS												
FY-08 59 KITS												
FY-09 27 KITS												
FY-10 73 KITS												
FY-11 74 KITS												
TOTAL INSTALL	2	0.5	33	5.0	24	3.1	36	4.7	34	4.5	39	5.3
TOTAL COST (BP-1100)	11	28.5	33	54.4	40	63.5	32	59.9	35	60.5	38	64.8

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.0
PROCUREMENT (3010)										
INSTALL KITS	44	11.7	59	15.4	27	10.6	147	41.0	466	129.5
KITS NONRECUR										
EQUIPMENT	[44]	46.8	[59]	89.2	[27]	52.3	[147]	175.8	[466]	598.4
EQUIP NONREC										
CHANGE ORDERS		1.5		2.5		2.0		5.7		18.6
DATA		0.0		0.0		0.0		0.0		0.1
SIM/TRAINER										
SUPPORT-EQUIP										0.3
OTHER		0.5		0.5		0.4		1.1		5.4
TOOLING										0.7
OGC		1.6		3.0		2.9		6.7		22.3
TEST										4.8
INSTALLATION OF HARDWARE										
FY-01 11 KITS									[11]	1.8
FY-02 33 KITS									[33]	4.8
FY-03 40 KITS									[40]	5.2
FY-04 32 KITS									[32]	4.2
FY-05 35 KITS									[35]	4.7
FY-06 38 KITS	[21]	2.9							[38]	5.2
FY-07 44 KITS	[19]	2.6	[25]	3.5					[44]	6.1
FY-08 59 KITS			[26]	3.6	[33]	4.7			[59]	8.4
FY-09 27 KITS					[12]	1.7	[15]	2.2	[27]	3.9
FY-10 73 KITS							[73]	10.7	[73]	10.7
FY-11 74 KITS							[74]	11.1	[74]	11.1
TOTAL INSTALL	40	5.5	51	7.1	45	6.4	162	23.9	466	66.0
TOTAL COST (BP-1100)	44	67.6	59	117.8	27	74.7	147	254.3	466	846.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 8 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	FY-00			FY-01			FY-02			FY-03			FY-04			FY-05			FY-06			FY-07			
	1	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	3	9	13	13	13	12	12	12	8	9	8	9	9	10	10
Output							2		1	7	8	16	14	14	14	14	12	8	8	9	9	10	10	10	9

Installation Schedule Continued

		<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	12	12	12	15	13	12	13	7	14	14	13	15	18	19	18	19	21	11			
Output	11	12	12	13	14	13	13	10	10	14	13	14	17	18	19	18	19	21			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: T-38 EJECTION SYSTEM UPGRADE MN-6087
 Models of Aircraft Affected: T-38

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-38 Class P
 PE 0804741F Team PERSO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

The T-38 Ejection System Upgrade is a new Modification for the T-38 Program. In accordance with the FY02 DOD Appropriations Conference Report, dated 19 Dec 01, additional procurement funds (in the amount of \$12.6M) were Congressionally added to the T-38 Program for the Ejection System. Budget authority of \$1.461M FY02 3010 was received early January 2003, and the remaining FY02 T-38 Ejection System Modification funding is on OSD Withhold. Program direction and acquisition strategy are currently being developed. Initial efforts include assessing the current ejection sytem, determining the range of pilots it can safely accommodate, analyzing industry capabilities, and standing up a program office team. Additional funding (\$6.8M) has been appropriated in FY03 but is also on OSD Withhold. There is, however, no overall effort currently programmed that addresses the entire USAF T-38 fleet (including Sheppard ENJPPT aircraft).

Aircraft Breakdown: Active 466, Reserve 0, ANG 0

Development Status

Program direction and acquisition strategy are currently being developed.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				1.5								
EJECTION SYSTEM												
TOTAL COST (BP-1100)				1.5								
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										1.5
EJECTION SYSTEM										
TOTAL COST (BP-1100)	<hr/>									1.5

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-02

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-41				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.085	\$0.086	\$0.088	\$0.090	\$0.094	\$0.095	\$0.098	\$0.100

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. There is one low cost modification budgeted in FY04. The specific modifications budgeted and programmed are below.

<u>CLASS</u>	<u>MOD</u>	<u>MODIFICATION</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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG.</u>
P	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.2
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.3
TOTAL FOR AIRCRAFT T-41			0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 41	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: T-43				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$3.518	\$2.102	\$8.224	\$8.307	\$5.760	\$2.120	\$2.177	\$2.214

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 FY04 is the Traffic Alert & Collision. 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-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	3149T	TRAFFIC ALERT & COLL	3.3	1.0	5.3	5.0	1.2	0.1				18.9
	99999S	SERVICE BULLETINS	0.2	0.5	0.2	0.6	3.8	2.0	2.2	2.2		15.5
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1				0.7
	TAWS	TERRAIN AWARENESS		0.5	2.7	2.7	0.7					10.7
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			3.5	2.2	8.3	8.4	5.8	2.2	2.2	2.2	0.0	45.8
TOTAL FOR AIRCRAFT T-43			3.5	2.2	8.3	8.4	5.8	2.2	2.2	2.2	0.0	45.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 42	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM MN-3149T

Models of Aircraft Affected: CT/T-43, DV/TRAINING
AIRCRAFT

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P
PE 0804742F Team PERSO

Description/Justification

This navigation and safety modification installs Traffic Collision Avoidance System (TCAS) which will provide a display for conflicting traffic and will provide visual display and corrective action with an audible warning. This modification will install TCAS II/Mode-S on all CT/ T-43s. Prototype funding in FY02 includes installation in FY03. FY04 starts fleet installation. Based on recent FY02 IBRC decisions, TCAS modification will be installed in conjunction with TAWS mod.

Aircraft Breakdown: Active 11, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.2	1	0.2	5	1.1	3	0.7		
KITS NONRECUR	1	1.1		1.6								
EQUIPMENT			[1]	0.7	[1]	0.7	[5]	3.9	[3]	2.5		
EQUIP	[1]	1.4		0.4								
NONREC												
CHANGE ORDERS												
DATA		0.4		0.3								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC				0.0		0.0						
INSTALLATION OF HARDWARE												
FY-96 1 KITS	[1]	0.2										
FY-02 1 KITS					[1]							
FY-03 1 KITS							[1]	0.3				
FY-04 5 KITS									[5]	1.8		
FY-05 3 KITS											[3]	1.2
TOTAL INSTALL	1	0.2			1		1	0.3	5	1.8	3	1.2
TOTAL COST (BP-1100)	1		1	3.3	1	1.0	5	5.3	3	5.0		1.2

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									10	2.2
KITS NONRECUR									1	2.7
EQUIPMENT									[10]	7.8
EQUIP NONREC									[1]	1.8
CHANGE ORDERS										
DATA		0.1								0.8
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-96 1 KITS									[1]	0.2
FY-02 1 KITS									[1]	
FY-03 1 KITS									[1]	0.3
FY-04 5 KITS									[5]	1.8
FY-05 3 KITS									[3]	1.2
TOTAL INSTALL									11	3.5
TOTAL COST (BP-1100)		0.1							11	18.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 14 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)							05/02				
Delivery Date (Month/CY)							07/03				

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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input													1																			
Output																1																1
Quarters	1	2	3	4	1	2	3	4	1	2	3	4																				
Input		1			1	2	2		1	2																						
Output				1	1	2	2		1	2																						

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: CT/T-43, DV/TRAINING
 AIRCRAFT

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

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: T-43 Class P
 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 10, Reserve 0, ANG 0

Development Status

As required.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		3.9		0.2		0.5		0.2		0.6		3.8
TOTAL COST (BP-1100)		3.9		0.2		0.5		0.2		0.6		3.8

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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		2.0		2.2		2.2				15.5
TOTAL COST (BP-1100)		2.0		2.2		2.2				15.5

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-98

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWS) MN-TAWS

Models of Aircraft Affected: T-43, DV/TRAINING AIRCRAFT

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: T-43 Class P
PE 0804742F Team PERSO

Description/Justification

This Nav/Safety Phase II modification installs the Terrain Avoidance System (TAWS) on all T-43s. It is a fourth-generation GPWS and includes reactive wind-shear warning. It includes a computer which crosschecks the aircraft GPS position and flight parameters with a world-wide terrain database, to determine ground collision potential and avoid controlled flight into terrain (CFT). FY01 start prototype engineering and prototype installation in FY02. FY04 starts fleet installation. Due to recent FY02 IBRC decisions, the TAWS mod will be accomplished in conjunction with the TCAS mod.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1	0.1			1	0.1	5	0.6	3	0.4		
KITS NONRECUR		2.3										
EQUIPMENT	[1]	0.4			[1]	0.4	[5]	1.9	[3]	1.2		
EQUIP		1.0										
NONREC												
CHANGE ORDERS												
DATA		0.4										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.0										
INSTALLATION OF HARDWARE												
FY-01 1 KITS					[1]							
FY-03 1 KITS							[1]	0.2				
FY-04 5 KITS									[5]	1.1		
FY-05 3 KITS											[3]	0.7
TOTAL INSTALL					1		1	0.2	5	1.1	3	0.7
TOTAL COST (BP-1100)	1	4.1			1	0.5	5	2.7	3	2.7		0.7

(Totals may not add due to rounding)

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: KC-10				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$30.485	\$21.852	\$20.622	\$59.305	\$83.386	\$36.538	\$20.067	\$5.643

This line item funds modifications to the KC-10 aircraft. The three engine KC-10 serves a dual-role by providing both air refueling and strategic airlift support. The aircraft provides air refueling by using both the boom and drogue methods and can carry up to 27 standard 463-L pallets. The primary modification budgeted in FY04 is the Global Air Traffic Management (GATM). Other 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-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>COST TO GO</u>	<u>TOTAL PROG.</u>
P-S	99999A	LOW COST SAFETY MO		0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.9
TOTAL FOR CLASS P-S			0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.9
P	4369	REPLACE PYLONS 1&3	1.0	0.7								11.1
	9709	GATM PHASE II	12.0	8.2	13.7	58.3	82.3	35.1	18.0	3.6		254.8
	99999S	SERVICE BULLETINS	2.6	1.0	0.8	1.0	1.0	1.4	2.0	2.0		47.2
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		4.2
	SIM-10	SIMULATOR UPGRADE (	13.2	11.6	6.1							71.1
	Z88888	REPROGRAMMINGS	1.7	0.4								4.5
TOTAL FOR CLASS P			30.6	21.9	20.7	59.4	83.4	36.6	20.1	5.7	0.0	392.9
TOTAL FOR AIRCRAFT KC-10			30.6	22.0	20.8	59.5	83.5	36.7	20.2	5.8	0.0	393.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 43	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: REPLACE PYLONS 1&3 FORWARD MOUNT TRUSS ASSEMBLY MN-4369

Models of Aircraft Affected: KC-10

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: KC-10 Class P
PE 0401219F Team MOBIL

Description/Justification

Replacement of the KC-10 wing engine pylon with an improved updated engine mount truss fitting, less prone to stress cracking. (Ref: AIRWORTHINESS DIRECTIVE 91-07-15, ALERT SERVICE BULLETIN 54-99). If not corrected, cracks could result in loss of structural integrity of the wing forward mount truss fitting and eventual separation of the engine. Initial fourteen aircraft were purchase and installed with Service Bulletin funds.

Aircraft Breakdown: Active 45, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	45	6.9										
KITS NONRECUR		0.7										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOOLING						0.2						
INSTALLATION OF HARDWARE												
FY-98 21 KITS	[12]	0.8										
FY-99 13 KITS	[14]	1.0										
FY-00 11 KITS			[12]	1.0	[7]	0.6						
TOTAL INSTALL	26	1.8	12	1.0	7	0.6						
TOTAL COST (BP-1100)	45	9.4		1.0		0.7						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									45	6.9
KITS NONRECUR										0.7
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOOLING										0.2
INSTALLATION OF HARDWARE										
FY-98 21 KITS									[12]	0.8
FY-99 13 KITS									[14]	1.0
FY-00 11 KITS									[19]	1.6
TOTAL INSTALL									45	3.4
TOTAL COST (BP-1100)									45	11.1

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 12 Months

Follow-On Lead Time: 25 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)	10/98	11/98	10/99			
Delivery Date (Month/CY)	10/99	12/00	11/01			

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>			
	1	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	3	2	4	2	4	4	3	3	3	3	2	3	2	
Output									2	2	3	4	2	4	2	5	3	3	3	4	3	3	2	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
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). Prototype aircraft delivery scheduled for 3QFY03 which will increase the total number of modified aircraft to 56. Delivery of Kitproof aircraft scheduled for 4QFY03. Induction of first production aircraft 4QFY03. Current funding will modify a total of 56 aircraft, 4 WSTs and 2 FTD. HQ AMC requirement to modify entire fleet of 59.

Note: OGC on Funding page includes Award Fee payment to the contractor, AF Mission Support from Hanscom and McClellan, as well as Contractor support.

Aircraft Breakdown: Active 56, Reserve 0, ANG 0

Development Status

Contract Award 2Q/FY00.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	1	54.9		23.1		10.5		2.4				
PROCUREMENT (3010)												
INSTALL KITS	[1]	0.7	[1]	0.6	[2]	1.3	[5]	3.1	[19]	11.8	[17]	10.7
KITS NONRECUR		1.1		1.4								
EQUIPMENT	1	1.6	1	1.7	2	3.4	5	7.5	19	31.4	17	27.4
EQUIP												
NONREC												
CHANGE ORDERS						0.5		0.1		2.7		2.7
DATA												
SIM/TRAINER	[2]	18.0		4.9					[1]	8.0	[3]	24.6
SUPPORT-EQUIP		0.2								0.3		0.3
FLIGHT TEST				0.6								
OGC		2.2		2.8		2.1		1.1		0.2		0.1
KIT PROOF												
INSTALLATION OF HARDWARE												
FY-00 1 KITS			[1]									
FY-01 1 KITS					[1]							
FY-02 1 KITS					[1]	0.9						
FY-03 2 KITS							[2]	1.8				
FY-04 5 KITS									[5]	3.9		
FY-05 19 KITS											[19]	16.6
FY-06 17 KITS												
FY-07 6 KITS												
FY-08 4 KITS												
TOTAL INSTALL			1		2	0.9	2	1.8	5	3.9	19	16.6
TOTAL COST (BP-1100)	2	23.7	1	12.0	2	8.2	5	13.7	19	58.3	17	82.3

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									1	90.9
PROCUREMENT (3010)										
INSTALL KITS	[6]	3.9	[4]	2.7					[55]	34.8
KITS NONRECUR										2.5
EQUIPMENT	6	14.3	4	9.6					55	96.8
EQUIP NONREC										
CHANGE ORDERS		1.5		0.3						7.8
DATA										
SIM/TRAINER									[6]	55.5
SUPPORT-EQUIP										0.8
FLIGHT TEST										0.6
OGC		0.1		0.1						8.6
KIT PROOF										
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	
FY-01 1 KITS									[1]	
FY-02 1 KITS									[1]	0.9
FY-03 2 KITS									[2]	1.8
FY-04 5 KITS									[5]	3.9
FY-05 19 KITS									[19]	16.6
FY-06 17 KITS	[17]	15.3							[17]	15.3
FY-07 6 KITS			[6]	5.4					[6]	5.4
FY-08 4 KITS					[4]	3.6			[4]	3.6
TOTAL INSTALL	17	15.3	6	5.4	4	3.6			56	47.5
TOTAL COST (BP-1100)	6	35.1	4	18.0		3.6			56	254.8

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 19 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>	<u>FY-08</u>	<u>FY-09</u>
Contract Date (Month/CY)		10/00	05/01	09/02	10/02	10/03	10/04	10/05	10/06	10/07	
Delivery Date (Month/CY)		05/02	05/02	09/03	10/03	10/04	10/05	10/06	10/07	10/08	

Installation Schedule

		<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1																																
Input														1				1	1	1	1	1	1	1	1	1	1	1	2	4	5	5	5
Output																		1	1			1	1	1		1	1	1	2	4	5	5	5
Quarters	1																																
Input	5	4	4	4	2	2	1	1	2	2																							
Output	5	5	4	4	4	2	2	1	1	2	2																						

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: KC-10

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: KC-10 Class P
 PE 0401219F Team MOBIL

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

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		35.4		2.6		1.0		0.8		1.0		1.0
TOTAL COST (BP-1100)		35.4		2.6		1.0		0.8		1.0		1.0
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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		1.4		2.0		2.0				47.2
TOTAL COST (BP-1100)		1.4		2.0		2.0				47.2
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SIMULATOR UPGRADE (KC-10) MN-SIM-10
 Models of Aircraft Affected: KC-10

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: KC-10 Class P
 PE 0401897F Team MOBIL

Center: OO-ALC - Hill AFB, UT

Description/Justification

The KC-10 Aircrew Training Devices (ATDs) consist of; four Weapons System Trainers (WSTs), two low fidelity Cockpit Procedures Trainers (CPTs), and two Boom Operator Trainers (BOTs). The current upgrade efforts are intended to vastly improve the fidelity of the training devices to meet Federal Aviation Administration (FAA) Advisory Circular (AC) 120-40-B Level C and FAA Advisory Circular 120-45A or equivalent standards. These upgrades will allow AMC to move flying proficiency training from the aircraft to the ATDs thereby reducing required flying hours, and wear and tear on the airframes. The 4 WSTs are to receive a new 225 degree x 45 degree articulated visual display system commonly referred to as the Visual Upgrade Effort (VUE), and all 4 WSTs require a pre-conditioning kit commonly referred to as the Refurbishment Kit of Parts (RKOP) that brings the WSTs into a common baseline configuration as a necessary precursor to the aforementioned VUE modification. The 2 CPTs will be upgraded to meet FAA Level 6 fidelity standards and a Distributed Mission Training demonstration linking 2 WSTs and a Boom Operator Trainer will be conducted at Travis AFB. Finally, controls and motion upgrades will be accomplished on all 4 WSTs to meet FAA Level C requirements. The first VUE kit was purchased in FY 98 using BP 1200 funds and the remaining three kits were purchased from FY 99-01 (EQUIPMENT) using BP 1100 funds. The RKOP kits are procured (SIM/TRAINER) in FY 99-FY02. The installation and integration of the VUE kits (Installation of Hardware) are funded in FY99, FY01, FY02 and FY03. The RKOP installation and integration (Installation of Hardware) is funded in FY99, FY00, FY02, and FY03. The Distributed Mission Training linkage of simulators at Travis (Trainer Peculiar) is funded in FY99, FY01 and FY02 and FY03. Controls and motion, commonly referred to as CoSMoS upgrades (Trainer Peculiar) are funded in FY02.

Aircraft Breakdown: Active 6, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	4	7.5										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER	[13]	24.7	[1]	3.9								
SUPPORT-EQUIP												
OGC		0.1										
TRAINER PECULIAR		1.2		6.2		8.5		6.1				
INSTALLATION OF HARDWARE												
FY-98 1 KITS	[2]	3.7										
FY-99 1 KITS	[1]	2.5										
FY-00 1 KITS	[1]	0.6										
FY-01 1 KITS			[2]	3.1								
FY-03 0 KITS					[2]	3.1						
TOTAL INSTALL	4	6.8	2	3.1	2	3.1						
TOTAL COST (BP-1100)	4	40.2		13.2		11.6		6.1				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									4	7.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[14]	28.6
SUPPORT-EQUIP										
OGC										0.1
TRAINER PECULIAR										21.9
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[2]	3.7
FY-99 1 KITS									[1]	2.5
FY-00 1 KITS									[1]	0.6
FY-01 1 KITS									[2]	3.1
FY-03 0 KITS									[2]	3.1
TOTAL INSTALL									8	13.0
TOTAL COST (BP-1100)									4	71.1

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 24 Months

Follow-On Lead Time: 18 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)								09/99	08/00	09/01	09/02	11/02		
Delivery Date (Month/CY)								09/01	04/03	03/03	03/04	09/03		

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-12				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.387	\$0.386	\$5.769	\$19.504	\$6.192	\$0.897	\$0.437	\$0.445

This line item funds modifications to the C-12 aircraft, commercial equivalent 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 FY04 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-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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	6140	ELECTRONIC FLIGHT IN			5.3	19.2	5.6					30.1
	99999S	SERVICE BULLETINS	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.3		3.6
	99999X	LOW COST MODIFICATI	0.1	0.1	0.3	0.1	0.4	0.7	0.1	0.1		3.5
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			0.4	0.5	5.8	19.5	6.2	0.9	0.4	0.4	0.0	37.3
TOTAL FOR AIRCRAFT C-12			0.4	0.5	5.8	19.5	6.2	0.9	0.4	0.4	0.0	37.3

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: ELECTRONIC FLIGHT INSTRUMENTATION SYSTEM (EFIS) MN-6140

Models of Aircraft Affected: C-12C/D/F/J AIRCRAFT

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-12 Class P
PE 0401314F Team MOBIL

Description/Justification

The Electronic Flight Instrumentation System (EFIS) incorporates SECDEF-mandated Global Air Traffic Mangement (GATM), 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 communication, navigation, safety and GATM systems to meet these requirements. FY04 funds will be used for two kit-proofs, one C/D model, and one F model. FY05 funds will be used for one C-12J kit proof. Current FY05 installation funds will be used to install eight kits in FY05, and three kits in FY06.

Aircraft Breakdown: Active 26, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									11	2.2	4	0.8
KITS NONRECUR							2	1.4	1	0.7		
EQUIPMENT									[11]	13.2	[4]	4.8
EQUIP							[2]	2.4	[1]	1.2		
NONREC												
CHANGE ORDERS										0.2		
DATA								0.3		0.1		
SIM/TRAINER												
SUPPORT-EQUIP								0.5		0.2		
TRAINING								0.3				
OGC								0.1				
INSTALLATION OF HARDWARE												
FY-04 2 KITS							[2]	0.3				
FY-05 12 KITS									[8]	1.4	[3]	
FY-06 4 KITS												
TOTAL INSTALL							2	0.3	8	1.4	3	
TOTAL COST (BP-1100)							2	5.3	12	19.2	4	5.6

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									15	3.0
KITS NONRECUR									3	2.1
EQUIPMENT									[15]	18.0
EQUIP NONREC									[3]	3.6
CHANGE ORDERS										0.2
DATA										0.4
SIM/TRAINER										
SUPPORT-EQUIP										0.7
TRAINING										0.3
OGC										0.1
INSTALLATION OF HARDWARE										
FY-04 2 KITS									[2]	0.3
FY-05 12 KITS									[11]	1.4
FY-06 4 KITS										
TOTAL INSTALL									13	1.7
TOTAL COST (BP-1100)									18	30.1

(Totals may not add due to rounding)

Method of Implementation: CLS

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)	10/03	04/04	
Delivery Date (Month/CY)	04/04	10/04	

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>			
	1	2	3	4	1	2	3	4	1	2	3	4
Quarters												
Input		2			2	2	2	2	2	1		
Output				2	2	2	2	2	2	1		

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-18				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.001	\$0.771	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

This line item funds modifications to the C-18 aircraft. The C-18, a modified Boeing 707, is a long-range, four engine, jet transport aircraft. The C-18 is used to support space and missile missions.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS	0.1	0.7								1.1
	99999X	LOW COST MODIFICATI		0.1								5.6
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
TOTAL FOR AIRCRAFT C-18			0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-20				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.912	\$0.797	\$0.444	\$0.452	\$0.480	\$0.496	\$0.509	\$0.518

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 modifications in FY04 will enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	99999S	SERVICE BULLETINS	0.1	0.6	0.4	0.4	0.4	0.4	0.2	0.2		4.0
	99999X	LOW COST MODIFICATI	0.9	0.2	0.1	0.1	0.1	0.1	0.4	0.4		6.9
	Z88888	REPROGRAMMINGS		0.1								0.1
TOTAL FOR CLASS P			1.0	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.0	11.0
TOTAL FOR AIRCRAFT C-20			1.0	0.9	0.5	0.5	0.5	0.5	0.5	0.5	0.0	11.0

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: C-20A/B/H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-20 Class P
 PE 0401314F Team MOBIL

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

Description/Justification

C-20 is a FAA certified aircraft. Service bulletins are issued to correct FAA identified deficiencies and affect safety, product improvement, maintenance and reliability.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AIRCRAFT		1.6		0.0		0.6		0.4		0.4		0.4
TOTAL COST (BP-1100)	<hr/>		0.0		0.6		0.4		0.4		0.4	
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AWAITING BTR										
AIRCRAFT		0.4		0.2		0.2				4.0
TOTAL COST (BP-1100)		0.4		0.2		0.2				4.0

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-96

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C-20A/B/H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-20 Class P
 PE 0401314F Team MOBIL

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

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AWAITING BTR												
AIRCRAFT		4.7		0.9		0.2		0.1		0.1		0.1
TOTAL COST (BP-1100)		4.7		0.9		0.2		0.1		0.1		0.1
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AWAITING BTR										
AIRCRAFT		0.1		0.4		0.4				6.9
TOTAL COST (BP-1100)		0.1		0.4		0.4				6.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: VC-25A				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$13.819	\$79.303	\$69.857	\$28.221	\$0.962	\$0.991	\$1.018	\$1.036

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. FY04 modifications budgeted enhance operational capability while improving flight safety, reliability, and maintainability. The primary modification in FY04 is the Presidential Data System Mod. The specific modifications budgeted and programmed are listed below. In FY02, VC-25A received \$74M as part of the Defense Emergency Relief Fund (DERF). Funding was used to provide an interim direct broadcast service (receive only) capability on one aircraft, interim high speed transfer and direct broadcast service capability on the second aircraft, and initiate infrastructure and data distribution systems upgrades in support of operations ENDURING FREEDOM and NOBLE EAGLE. This funding is not reflected in the FY02 program total. In FY03, VC-25 anticipates receiving \$ 68.0 M from the Cost of War Transfer Account. These funds are not included in the FY03 Air Force baseline. Funding will be used to install passenger information and lighting system and passenger data system upgrades to one VC-25 presidential support aircraft.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	9331	PRESIDENTIAL DATA SY		68.0	67.0	27.3						162.3
	9709	GATM PHASE II	10.8	9.9	1.8							35.9
	99999S	SERVICE BULLETINS	1.2	0.8	0.8	0.8	0.9	1.0	1.0	1.0		9.1
	99999X	LOW COST MODIFICATI	1.3	0.3	0.3	0.1	0.1	0.1	0.1	0.1		3.3
	Z88888	REPROGRAMMINGS	0.5	0.3								0.9
TOTAL FOR CLASS P			13.8	79.3	69.9	28.2	1.0	1.1	1.1	1.1	0.0	211.4
TOTAL FOR AIRCRAFT C-25			13.8	79.3	69.9	28.2	1.0	1.1	1.1	1.1	0.0	211.4

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: PRESIDENTIAL DATA SYSTEM MN-9331
Models of Aircraft Affected: VC-25A

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-25 Class P
PE 0401314F Team MOBIL

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

Description/Justification

The VC-25A 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.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					5	9.2	3	10.0	1	7.5		
KITS NONRECUR						46.4		22.2				
EQUIPMENT					[5]	8.8	[3]	32.2	[1]	19.8		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						3.3		2.3				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
TRAINING												
FAA CERTIFICATION												
OTHER						0.3		0.3				
SOFTWARE NONREC												
INITIAL SPARES												
INSTALLATION OF HARDWARE												
FY-03 5 KITS					[3]			[2]				
FY-04 3 KITS								[2]		[1]		
FY-05 1 KITS										[1]		
TOTAL INSTALL					3		4		2			
TOTAL COST (BP-1100)					5	68.0	3	67.0	1	27.3		

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									9	26.8
KITS NONRECUR										68.6
EQUIPMENT									[9]	60.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										5.6
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
TRAINING										
FAA CERTIFICATION										
OTHER										0.6
SOFTWARE NONREC										
INITIAL SPARES										
INSTALLATION OF HARDWARE										
FY-03 5 KITS									[5]	
FY-04 3 KITS									[3]	
FY-05 1 KITS									[1]	
TOTAL INSTALL									9	
TOTAL COST (BP-1100)									9	162.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 17 Months

Follow-On Lead Time: 14 Months

Milestones

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

Installation Schedule

	<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4
Input				3				4				2
Output					3				4			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: GATM PHASE II MN-9709
Models of Aircraft Affected: VC-25A

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-25 Class P
PE 0401314F Team MOBIL

Description/Justification

Global Air Traffic Management (GATM) modifications are an ongoing requirement and will therefore be accomplished in phases. Phase I tested basic software to obtain FAA certification required for Future Air Navigation System (FANS)-1 flights (testing completed in FY99). Phase II will consist of a number of different kits to include the High Frequency Data Link (HFDL), SATCOM voice and datalink, Selective Availability Anti-Spoofing Module (SAASM), dual Communication Management Units (CMUs), Flight Management System (FMS) software upgrade, High Frequency radios with Automatic Linkage Establishments (HF/ALE) in the Mission Communications System (MCS). These modifications will be accomplished concurrently with depot maintenance input cycles to provide additional aircraft availability.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	2	2.8	4	2.2	4	3.9						
KITS NONRECUR		6.4		5.9		3.6						
EQUIPMENT	[2]	2.3	[4]	1.7	[4]	0.8						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.5		0.9								
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
SPARES		0.0										
TRAINING												
FAA CERTIFICATION												
OTHER		0.1		0.1		1.6		1.8				
SOFTWARE NONREC		1.3										
INSTALLATION OF HARDWARE												
FY-00 2 KITS					[2]							
FY-02 4 KITS					[2]		[2]					
FY-03 4 KITS					[1]		[1]		[2]			
TOTAL INSTALL					5		3		2			
TOTAL COST (BP-1100)	2	13.4	4	10.8	4	9.9		1.8				

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									10	8.9
KITS NONRECUR										15.9
EQUIPMENT									[10]	4.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.4
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
SPARES										0.0
TRAINING										
FAA CERTIFICATION										
OTHER										3.5
SOFTWARE NONREC										1.3
INSTALLATION OF HARDWARE										
FY-00 2 KITS									[2]	
FY-02 4 KITS									[4]	
FY-03 4 KITS									[4]	
TOTAL INSTALL									10	
TOTAL COST (BP-1100)									10	35.9

(Totals may not add due to rounding)

Method of Implementation: CLS

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

Installation Schedule

Quarters	<u>FY-98</u>			<u>FY-99</u>			<u>FY-00</u>			<u>FY-01</u>			<u>FY-02</u>			<u>FY-03</u>			<u>FY-04</u>			<u>FY-05</u>											
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4									
Input																																	
Output																2	3					3			3						2		

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: VC-25A

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-25 Class P
 PE 0401314F Team MOBIL

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

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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
(EXEMPT)												
SVC BULLETINS		1.6		1.2		0.8		0.8		0.8		0.9
TOTAL COST (BP-1100)		1.6		1.2		0.8		0.8		0.8		0.9
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INITIAL SPARES										
(EXEMPT)										
SVC BULLETINS		1.0		1.0		1.0				9.1
TOTAL COST (BP-1100)		1.0		1.0		1.0				9.1
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: VC-25A

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

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-25 Class P
 PE 0401314F Team MOBIL

Description/Justification

These are low cost modifications necessary to improve reliability, maintainability, safety and mission performance, and to reduce logistics costs.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INITIAL SPARES												
(EXEMPT)												
AIRCRAFT		1.1		1.3		0.3		0.3		0.1		0.1
AWAITING BTR		0.0										
TOTAL COST (BP-1100)		1.1		1.3		0.3		0.3		0.1		0.1
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INITIAL SPARES										
(EXEMPT)										
AIRCRAFT		0.0		0.0		0.0				3.2
AWAITING BTR										0.0
TOTAL COST (BP-1100)		0.0		0.0		0.0				3.3
(Totals may not add due to rounding)										

Method of Implementation: CLS

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-00

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

FY-00

Quarters	1	2	3	4
Input				
Output				

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-40				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.000	\$0.000	\$0.200	\$0.188	\$0.190	\$0.191	\$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.

<u>CLASS</u>	<u>MOD</u> <u>NR</u>	<u>MODIFICATION</u> <u>TITLE</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>COST</u> <u>TO GO</u>	<u>TOTAL</u> <u>PROG.</u>
P	99999S	SERVICE BULLETINS			0.1	0.1	0.1	0.1				0.4
	99999X	LOW COST MODIFICATI			0.1	0.1	0.1	0.1				0.4
TOTAL FOR CLASS P			0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.8
TOTAL FOR AIRCRAFT C-40			0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 48	PAGE NO. 1	
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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$59.841	\$156.220	\$195.737	\$168.462	\$277.647	\$349.434	\$404.365	\$536.315

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 FY04 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY04 are the Enhanced TCAS and Aerospace Rescue. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO		0.4	0.1	0.1	0.1	1.8	1.4	1.8	1.9	7.6
TOTAL FOR CLASS P-S			0.0	0.4	0.1	0.1	0.1	1.8	1.4	1.8	1.9	7.6
P	17605B	AUTOPILOT/GCAS	7.5	7.5	3.0	1.6						257.6
	18600B	ELECTRICAL SYSTEM U	1.2	6.2	4.0							99.8
	18603B	FUEL QTY SYS UPGRAD	1.2									17.3
	3353	HF AUTO COMM PROCE	0.1									48.5
	3455	AIRLIFT DEFENSIVE SY	6.9									118.4
	6040	ENGINES	0.1									7.3
	8109	ARMOR PLATING	1.1									9.3
	8220	ALR-69 (RWR)	0.9	8.2	19.5	14.4	33.6	33.0	36.7	36.4	30.7	261.0
	8385	AN/AAQ-22M (FLIR)	0.4	0.1								9.0
	8424	AEROSPACE RESCUE A	1.0	19.5	34.3	30.7	10.1					114.1
	8448	BLEED AIR DUCT REPL	0.4	0.5								6.4
	8455	INSTALLATION OF AN/A	8.7	0.4	7.0	0.7						40.1
	8517	C-130 AVIONICS MODER					111.6	156.9	247.3	424.3	2,265.9	3,208.2
	8520	NVIS	0.5	0.3								4.4
	8526	ENHANCED TCAS (TCA	8.7	22.9	28.3	9.3	18.6					165.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$59.841	\$156.220	\$195.737	\$168.462	\$277.647	\$349.434	\$404.365	\$536.315

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 FY04 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY04 are the Enhanced TCAS and Aerospace Rescue. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	8558	INSTALLATION OF 3 RE	0.1									0.5
	8561	SYNCHROPHASER WIR	4.5	3.3	4.7	3.3						21.8
	8562	C-130 GENERATOR DIS	2.1	1.6								6.0
	8577	ALE-47 CHAFF AND FLA	4.4	16.5	22.1							44.2
	8591	ALR-69 UPGRADE			9.7	10.2	10.9	11.2	11.6	11.7	1.6	67.0
	8626	C-130 SIMULATOR UPG	4.0	9.1								24.5
	8629	LARGE AIRCRAFT INFR		24.2	31.0	55.0	5.6	65.2				180.9
	8651	AAR-47 SENSOR UPGR			7.5	5.2	4.7					17.5
	8676	DUAL VHF RADIOS ON 3	0.2									2.2
	8677	HC-130P/N UNIVERSAL				14.3	18.2	27.7	28.0	28.5		116.7
	8726	USM-464 TESTER MODI			6.5							6.5
	9119	ARC-222 RADIOS		5.4								5.4
	9120	AIRBORNE FIRE FIGHTI	1.7									1.7
	9121	MC-130 AIR CONDITIONI			6.5	3.0						9.5
	9122	APN-241 RADAR - AFSO			2.3	1.0	6.5	7.3	10.2	8.8		36.1
	9123	AC-130 KILL CHAIN ARC-					3.0					3.0
	9124	CENTER WING BOX, AF						12.7	13.6			26.3
	9125	MC-130 CONVERSION M					20.4	17.8	41.6	10.6		90.3

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 2	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$59.841	\$156.220	\$195.737	\$168.462	\$277.647	\$349.434	\$404.365	\$536.315

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 FY04 is to enhance flight safety while improving reliability and maintainability. The primary modifications in FY04 are the Enhanced TCAS and Aerospace Rescue. The specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	9126	AC-130 LINK 16 GUNSHI				11.8	24.0					35.9
	99999M	MISC SIMULATOR UPDA		0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.9	1.9
	99999S	SERVICE BULLETINS			0.1	0.1	0.1	0.1	0.1	0.1	1.9	2.3
	99999X	LOW COST MODIFICATI	1.7	1.8	1.1	0.1	0.1	1.8	1.8	1.8	1.9	16.1
	CWREPL	SYSTEMS/STRUCTURE				4.5	6.9	10.7	12.2	12.3	45.1	91.7
	DC101	FM IMMUNITY	0.1									7.5
	SCOUT	ANG SENIOR SCOUT		8.6	8.2	3.2	3.3	3.4				26.6
	Z88888	REPROGRAMMINGS	2.5	19.9								29.8
TOTAL FOR CLASS P			60.1	156.0	195.9	168.6	277.8	347.8	403.1	534.7	2,349.1	5,238.9
TOTAL FOR AIRCRAFT C-130			60.1	156.4	196.0	168.7	277.9	349.6	404.6	536.5	2,351.0	5,246.6

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 49	PAGE NO. 3	
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Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	620	27.4										
KITS NONRECUR	11	8.1										
EQUIPMENT	[620]	75.4										
EQUIP	[11]	37.8										
NONREC												
CHANGE ORDERS		6.8										
DATA		11.1										
SIM/TRAINER	[16]	7.8										
SUPPORT-EQUIP		6.4										
OGC		0.0										
SOFTWARE		7.3										
WARRANTY		2.5										
FLT TEST		1.0										
T.O. Printing		0.1		0.1								
TRAINING												
ICS		0.6		0.3								
OTHER REPROG		0.1		0.3								
PMA		7.8		1.0		0.5		0.5				
INSTALLATION OF HARDWARE												
FY-92 1 KITS	[1]	0.0										
FY-94 111 KITS	[111]	5.0										
FY-96 148 KITS	[148]	14.2										
FY-97 116 KITS	[116]	8.8										
FY-98 65 KITS	[65]	3.7										
FY-99 79 KITS	[79]	5.4										
FY-00 111 KITS	[11]	0.9	[45]	5.8	[30]	7.0	[6]	2.5	[6]	1.6		
TOTAL INSTALL	531	38.0	45	5.8	30	7.0	6	2.5	6	1.6		
TOTAL COST (BP-1100)	631	238.1		7.5		7.5		3.0		1.6		

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									620	27.4
KITS NONRECUR									11	8.1
EQUIPMENT									[620]	75.4
EQUIP NONREC									[11]	37.8
CHANGE ORDERS										6.8
DATA										11.1
SIM/TRAINER									[16]	7.8
SUPPORT-EQUIP										6.4
OGC										0.0
SOFTWARE										7.3
WARRANTY										2.5
FLT TEST										1.0
T.O. Printing										0.2
TRAINING										
ICS										0.8
OTHER REPROG										0.4
PMA										9.9
INSTALLATION OF HARDWARE										
FY-92 1 KITS									[1]	0.0
FY-94 111 KITS									[111]	5.0
FY-96 148 KITS									[148]	14.2
FY-97 116 KITS									[116]	8.8
FY-98 65 KITS									[65]	3.7
FY-99 79 KITS									[79]	5.4
FY-00 111 KITS									[98]	17.8
TOTAL INSTALL									618	54.9
TOTAL COST (BP-1100)									631	257.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 24 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)	06/92		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-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>							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	1	8	8	8	7	16	17	16	17	10	10	10	10	11	18	17	18	17	38	38	34	33	33				
Output									1	1	8	8	8	7	16	17	16	17	10	10	10	10	11	18	17	18	17	38	38	34	33	33				
	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>															
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Input	26	26	26	26	18	18	19	19	11	11	11	12	8	8	7	7		2	2	2	2	2	2	2												
Output	26	26	26	26	18	18	19	19	11	11	11	12	8	8	7	7		2	2	2	2	2	2	2												

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ELECTRICAL SYSTEM UPGRADE MN-18600B
Models of Aircraft Affected: C-130E/H/N/P/U

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

This mod upgrades the C-130 electrical power system that was designed in the 1950's. Modern avionic systems are dependent on solid-state circuits and computer support which makes them more susceptible to disruptive electrical transients/spikes within the system. The C-130 will continue to be a viable part of the airlift forces into the next century and will need 'clean' electrical power for new avionics systems to operate properly and reliably. PMD 2264(2). AFSOC: 4E's ACC: 1E, 4ECE's, 15 ECH's, 11 HP's AETC: 3E's, 2 HP's AFRC: 24E's, 55H's, 4HN's, 6HP's, 3WH's AMC: 33E's, 29H's ANG: 42E's, 104H's, 3HN's, 3HP's, 7LH's PACAF: 13 E's, 18H's USAFE: 4E's. Total buy was 437; revised installation total is 388 based HQ AMC decision to not modify C-130E aircraft scheduled retirement.

Aircraft Breakdown: Active 137, Reserve 92, ANG 159

Development Status

N/A..

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	433	58.6										
KITS NONRECUR	4	2.6										
EQUIPMENT	[257]	6.3										
EQUIP												
NONREC												
CHANGE ORDERS		3.1				1.9		0.8				
DATA		2.9		0.2		0.2		0.1				
SIM/TRAINER												
SUPPORT-EQUIP		0.1										
FLIGHT TEST		0.1										
REFURB				0.3								
WARRANTY						0.2						
OGC		2.9		0.7		0.0		0.1				
OTHER						0.4		0.0				
PMA		0.6				1.4		1.1				
INSTALLATION OF HARDWARE												
FY-92 2 KITS	[2]	0.1										
FY-93 2 KITS	[2]	0.1										
FY-94 62 KITS	[62]	2.2										
FY-95 22 KITS	[22]	1.0										
FY-96 42 KITS	[42]	2.4										
FY-97 54 KITS	[54]	3.9										
FY-99 73 KITS	[37]	1.5			[36]	0.9						
FY-00 180 KITS					[44]	1.1	[87]	2.0				
TOTAL INSTALL	221	11.2			80	2.0	87	2.0				
TOTAL COST (BP-1100)	437	88.5		1.2		6.2		4.0				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									433	58.6
KITS NONRECUR									4	2.6
EQUIPMENT									[257]	6.3
EQUIP NONREC										
CHANGE ORDERS										5.7
DATA										3.5
SIM/TRAINER										
SUPPORT-EQUIP										0.1
FLIGHT TEST										0.1
REFURB										0.3
WARRANTY										0.2
OGC										3.7
OTHER										0.4
PMA										3.2
INSTALLATION OF HARDWARE										
FY-92 2 KITS									[2]	0.1
FY-93 2 KITS									[2]	0.1
FY-94 62 KITS									[62]	2.2
FY-95 22 KITS									[22]	1.0
FY-96 42 KITS									[42]	2.4
FY-97 54 KITS									[54]	3.9
FY-99 73 KITS									[73]	2.4
FY-00 180 KITS									[131]	3.1
TOTAL INSTALL									388	15.2
TOTAL COST (BP-1100)									437	99.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT

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>
Contract Date (Month/CY)	06/94	06/94	06/95	06/96	12/96			12/98	12/99	12/00	12/01	12/02	12/03
Delivery Date (Month/CY)	06/95	06/95	06/96	06/97	12/97			12/99	12/00	12/01	12/02	12/03	12/04

Installation Schedule

Quarters	<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>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input																																				
Output																	1	1							1	1	9	9	9	9	9		20	20	20	20

Installation Schedule Continued

		<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	20	20	21	21	28									8	24	24	24	24	24	15	
Output	20	20	21	21	28									8	24	24	24	24	24	15	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: FUEL QTY SYS UPGRADE ON C-130H MN-18603B
 Models of Aircraft Affected: EC-130H/C130H

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

Modification upgrades the fuel quantity system on early (FY73-74) E/C-130H aircraft by installing externally mounted fuel probes. These are the same probes installed on the later H-model aircraft, so no new development is required. Installation of the external probes is accomplished by installation of a new outer wing (when available from retiring E-models) which already have external probes. 12 EC-130H are also receiving digital fuel quantity indicators. Modification decreases maintenance hours approximately 90 hours per probe due to improved accessibility and increases MTBF of the fuel indicators to 3500 hours. PMD 2265(4), Appendix M. ACC: 12 ECH Compass Call; AMC: 29 H-1, 1 Prototype (H1 Wing); PACAF: 18 H-1

Aircraft Breakdown: Active 60, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	53	2.6	6	0.0								
KITS NONRECUR	1	0.9										
EQUIPMENT	[53]	2.3	[6]	0.0								
EQUIP	[1]	0.1										
NONREC												
CHANGE ORDERS												
DATA		0.0										
SIM/TRAINER												
SUPPORT-EQUIP												
SHIPPING FIXTURES		0.5		0.0								
OGC		0.2										
INSTALLATION OF HARDWARE												
FY-92 3 KITS	[3]	0.3										
FY-93 11 KITS	[11]	2.6										
FY-94 20 KITS	[20]	4.2										
FY-99 7 KITS	[7]	1.2										
FY-00 5 KITS	[3]	0.5	[2]	0.3								
FY-01 8 KITS	[4]	0.7	[4]	0.4								
FY-02 6 KITS			[6]	0.4								
TOTAL INSTALL	48	9.5	12	1.1								
TOTAL COST (BP-1100)	54	16.1	6	1.2								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									59	2.7
KITS NONRECUR									1	0.9
EQUIPMENT									[59]	2.4
EQUIP NONREC									[1]	0.1
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
SHIPPING FIXTURES										0.5
OGC										0.2
INSTALLATION OF HARDWARE										
FY-92 3 KITS									[3]	0.3
FY-93 11 KITS									[11]	2.6
FY-94 20 KITS									[20]	4.2
FY-99 7 KITS									[7]	1.2
FY-00 5 KITS									[5]	0.8
FY-01 8 KITS									[8]	1.0
FY-02 6 KITS									[6]	0.4
TOTAL INSTALL									60	10.6
TOTAL COST (BP-1100)									60	17.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 18 Months

Follow-On Lead Time: 6 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>
Contract Date (Month/CY)	03/92	03/93	03/94					12/98	12/99	12/00	12/01	
Delivery Date (Month/CY)	09/93	09/93	09/94					06/99	06/00	06/01	06/02	

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>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input													1	1	1	2					1	3	2	5	1	1	3	2	2	2	1	4	1			
Output													1				1	1	2						1	3	2	5	1	1	3	2	2	1	4	1
	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>																							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	2	2	2	1	3	1	5	1	4	3	3	2																								
Output	1	2	2	2	1	3	1	5	1	4	3	3	2																							

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: AIRLIFT DEFENSIVE SYSTEMS MN-3455
Models of Aircraft Affected: C-130, E, H, N/P, EC-130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

Description/Justification

The C-130 users has a long standing mission need for Airlift Defensive Systems ADS) which will improve aircrew survivability. The ADS consists of a missile warning system MWS) and a flare and chaff dispenser. Numerous aircraft configurations have resulted in the production of several kit types whose hardware and installation costs vary significantly. FY99/00 kits procured and some kits showing installation before delivery date, therefore, causing total installation time to take five quarters. The reason for this deviation is because a portion of these kits are smaller conversion kits used to convert AFRC acft from ALE-40 to ALE-47. Lead time and install time is very short compared to the full up kits. The 24-month lead time is based on the long-lead time for full up kits. Conversion/upgrade kits cost significantly less than the full-up kits. FY97 retrofit dollars is for additional hardware to retrofit 17 Snow Storm aircraft using full up ADS kits. FY99-00 Change order: fleet wide processor upgrade for AAR-47. HQ AMC/XR directed the SPO not to purchase 6 B kits in FY 00 for ANG aircraft as those kits would be pulled off of retiring ANG aircraft and installed on those aircraft remaining in the inventory.

PMD: 9246 (2) CMNS directed installation of the ALQ-131 pod and pylons on 19 C-130E (AWADS) and 10 AFRC C-130H aircraft. All ALQ-131 installs occurred in FY96/1. Initial kits for the program were accomplished under a CMNS for the 29 aircraft mentioned above. Follow-on full-up kit required longer lead time.

Funding was transferred from the ADS program for the commodity upgrade for the AAR-47 and placed on the AAR-47 Sensor Upgrade P3A MN-8651.

Aircraft Breakdown: Active 166, Reserve 113, ANG 150

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		2.3										
PROCUREMENT (3010)												
INSTALL KITS	429	15.7										
KITS NONRECUR	[1]	3.1										
EQUIPMENT	[423]	51.6										
EQUIP	[1]	0.1										
NONREC												
CHANGE ORDERS		2.5										
DATA		2.0										
SIM/TRAINER	[11]	0.3										
SUPPORT-EQUIP		6.8										
FLIGHT TEST		0.4										
OGC		2.2										
KIT REPLENISHMENT												
RETROFIT	[17]	1.0										
AWATING BTR												
T.O. Printing		0.4										

Projected Financial Plan Continued

		PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
		<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-92	18 KITS	[18]	1.7										
FY-93	30 KITS	[30]	2.2										
FY-94	102 KITS	[102]	6.1										
FY-95	8 KITS	[8]	0.5										
FY-96	12 KITS	[12]	1.3										
FY-97	81 KITS	[81]	5.3										
FY-98	46 KITS	[46]	2.6										
FY-99	81 KITS	[81]	5.3										
FY-00	51 KITS	[8]	0.4	[43]	6.9								
TOTAL INSTALL		386	25.3	43	6.9								
TOTAL COST (BP-1100)		429	111.5		6.9								

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										2.3
PROCUREMENT (3010)										
INSTALL KITS									429	15.7
KITS NONRECUR									[1]	3.1
EQUIPMENT									[423]	51.6
EQUIP NONREC									[1]	0.1
CHANGE ORDERS										2.5
DATA										2.0
SIM/TRAINER									[11]	0.3
SUPPORT-EQUIP										6.8
FLIGHT TEST										0.4
OGC										2.2
KIT REPLENISHMENT										
RETROFIT									[17]	1.0
AWAITING BTR										
T.O. Printing										0.4
INSTALLATION OF HARDWARE										
FY-92 18 KITS									[18]	1.7
FY-93 30 KITS									[30]	2.2
FY-94 102 KITS									[102]	6.1
FY-95 8 KITS									[8]	0.5
FY-96 12 KITS									[12]	1.3
FY-97 81 KITS									[81]	5.3
FY-98 46 KITS									[46]	2.6
FY-99 81 KITS									[81]	5.3
FY-00 51 KITS									[51]	7.3
TOTAL INSTALL									429	32.2
TOTAL COST (BP-1100)									429	118.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 9 Months

Follow-On Lead Time: 24 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>
Contract Date (Month/CY)	03/92	12/92	12/93	09/95	06/97	06/97	12/97	12/98	12/99	12/00	
Delivery Date (Month/CY)	12/92	12/93	12/94	03/96	12/97	06/98	12/99	12/00	12/01	12/02	

Installation Schedule

Quarters	<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>							
	1	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	5	5	5	8	8	7	7	12	12	12	13	24	5					6	6	6	6	17	17	16	16
Output				3	5	5	5	8	8	7	7	12	12	12	13	24	5					6	6	6	6	17	17	16	16

Installation Schedule Continued

		<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	
Input	23	22	22	22	20	20	20	21	11	11	21		
Output	23	22	22	22	20	20	21	11	11	21			

02/15/2003
 FY 2004 PBR
 Modification Title and No: ARMOR PLATING MN-8109
 Models of Aircraft Affected: C-130E, HC-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

Initial program installed armor plating on aircraft for protection from small arms fire during execution of Provide Promise. FY97 add-on equipped HC-130 aircraft with armor. This armor was needed in support of operation Southern Watch (OSW).

This mod was not originally funded in the FY01 PBR for FY01 and FY02; approval to restart this mod program in FY01 was requested and received via letters of notification to the four congressional committees.

Aircraft Breakdown: Active 69, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	61	8.0	8	1.1								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TESTING		0.2										
INSTALLATION OF H	[61]		[8]									
TOTAL COST (BP-1100)	61	8.2	8	1.1								
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>									
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS									69	9.1	
KITS NONRECUR											
EQUIPMENT											
EQUIP NONREC											
CHANGE ORDERS											
DATA											
SIM/TRAINER											
SUPPORT-EQUIP											
TESTING										0.2	
INSTALLATION OF H									[69]		
TOTAL COST (BP-1100)	<hr/>									69	9.3

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 3 Months

Follow-On Lead Time: 2 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>
Contract Date (Month/CY)	03/93				10/96	06/98			07/01	10/01
Delivery Date (Month/CY)	06/93				12/96	08/98			09/01	12/01

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ALR-69 (RWR) MN-8220
Models of Aircraft Affected: C-130E/H

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Center: WRALC Robins AFB GA

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-69U (commonly called PLAID). HQ AMC's requirement is to upgrade existing aircraft to the new ALR-69U configuration and modify the remainder of the fleet with this configuration. This new requirement required NRE funds for two trial installation kits and two kit proofs. Estimated NRE costs (FY03 dollars) are \$6M. Additionally, USAFE retired four C-130E aircraft in FY03 due to center wing spar corrosion. This added a requirement for four of the original ALR-69 kits to bring replacement aircraft up to the USAFE configuration. This added requirement is estimated at \$1.5M in FY03.

Aircraft Breakdown: Active 122, Reserve 112, ANG 216

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	85	4.5	2	0.3	2	1.0	35	4.2	23	3.1	74	10.1
KITS NONRECUR	2	4.1			2	1.2						
EQUIPMENT	[83]	16.2	[3]	0.5	[2]	1.4	[35]	8.6	[23]	5.8	[74]	19.0
EQUIP	[2]	0.6			[2]	1.4						
NONREC												
CHANGE ORDERS		2.1				1.5						
DATA		1.9				0.8						
SIM/TRAINER	[2]	2.8										
SUPPORT-EQUIP		8.2					1.8		2.0			1.9
OGC		0.1				0.4	0.4		0.4			0.4
FLT TEST		0.0										
BTR							4.0					
T.O. Printing		0.0				0.4						

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06		
	QTY	COST											
INSTALLATION OF HARDWARE													
FY-94	39	KITS	[39]	3.9									
FY-95	27	KITS	[27]	1.4									
FY-96	16	KITS	[16]	1.5									
FY-98	1	KITS	[1]	0.1									
FY-99	3	KITS	[2]	0.1	[1]	0.1							
FY-00	1	KITS					[1]	0.1					
FY-02	2	KITS							[2]	0.2			
FY-03	4	KITS							[4]	0.2			
FY-04	35	KITS									[35]	3.2	
FY-05	23	KITS										[23]	2.1
FY-06	74	KITS											
FY-07	59	KITS											
FY-08	69	KITS											
FY-09	64	KITS											
FY-10	26	KITS											
FY-11	7	KITS											
TOTAL INSTALL	85	7.0	1	0.1	1	0.1	6	0.3	35	3.2	23	2.1	
TOTAL COST (BP-1100)	87	47.6	2	0.9	4	8.2	35	19.5	23	14.4	74	33.6	

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	59	8.2	69	9.8	64	9.3	33	4.9	446	55.4
KITS NONRECUR									4	5.3
EQUIPMENT	[59]	15.5	[69]	18.4	[64]	17.4	[33]	9.2	[445]	112.1
EQUIP NONREC									[4]	2.0
CHANGE ORDERS								2.0		5.6
DATA										2.7
SIM/TRAINER									[2]	2.8
SUPPORT-EQUIP		1.8		2.2		2.3		3.8		24.1
OGC		0.4		0.5		0.5		0.5		3.6
FLT TEST										0.0
BTR										4.0
T.O. Printing										0.4
INSTALLATION OF HARDWARE										
FY-94 39 KITS									[39]	3.9
FY-95 27 KITS									[27]	1.4
FY-96 16 KITS									[16]	1.5
FY-98 1 KITS									[1]	0.1
FY-99 3 KITS									[3]	0.1
FY-00 1 KITS									[1]	0.1
FY-02 2 KITS									[2]	0.2
FY-03 4 KITS									[4]	0.2
FY-04 35 KITS									[35]	3.2
FY-05 23 KITS									[23]	2.1
FY-06 74 KITS	[74]	7.0							[74]	7.0
FY-07 59 KITS			[59]	5.8					[59]	5.8
FY-08 69 KITS					[69]	6.9			[69]	6.9
FY-09 64 KITS							[64]	6.6	[64]	6.6
FY-10 26 KITS							[26]	2.7	[26]	2.7
FY-11 7 KITS							[7]	1.1	[7]	1.1
TOTAL INSTALL	74	7.0	59	5.8	69	6.9	97	10.4	450	42.9
TOTAL COST (BP-1100)	59	33.0	69	36.7	64	36.4	33	30.7	450	261.0

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 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)	04/94	06/95	09/96		06/98					12/02	12/03	12/04	12/05	12/06	12/07
Delivery Date (Month/CY)	06/94	12/95	03/97		12/98					12/03	12/04	12/05	12/06	12/07	12/08

Milestones Continued

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

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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input		1	38							3	4	10	10	4	3	5	1	1	2		1	2											
Output		1	38							3	4	10	10	4	3	5	1	1	2		1	2											
		<u>FY-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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
Input	1				1				1	2	1	2	9	9	9	8	6	6	6	5	19	19	18	18	15	15	15	15					
Output	1				1				1	2	1	2	9	9	9	8	6	6	6	5	19	19	18	18	15	15	15	15					
		<u>FY-10</u>				<u>FY-11</u>				<u>FY-12</u>																							
Quarters	1	2	3	4	1	2	3	4	1	2	3	4																					
Input	16	16	16	16	7	7	6	6	3	3	1																						
Output	17	16	16	16	16	7	7	6	6	3	3	1																					

02/15/2003
 FY 2004 PBR
 Modification Title and No: AEROSPACE RESCUE AND RECOVERY MN-8424
 Models of Aircraft Affected: HC-130

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0207224F Team AIR

Description/Justification

ThisCSAF-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 LDHD 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 W-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. The program is funded as of the FY04 PB to accomplish 6 of the 10 additional conversions. This issue will be addressed in the FY05 APOM.

Aircraft Breakdown: Active 7, Reserve 1, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							2	15.9	1	8.1	1	4.5
KITS NONRECUR	2	8.4			1	11.6			1	9.7		
EQUIPMENT							[2]	13.5	[1]	6.7	[1]	3.0
EQUIP	[2]	6.7			[1]	5.5			[1]	3.2		
NONREC												
CHANGE ORDERS		0.1						1.8				
DATA		0.4		0.5		0.6		0.8		0.8		0.8
SIM/TRAINER												
SUPPORT-EQUIP						0.1		0.1		0.1		0.1
FLIGHT TEST		0.1				0.3		0.4		0.4		0.4
OGC		2.6		0.5		1.5		1.8		1.8		1.3
INSTALLATION OF HARDWARE												
FY-98 1 KITS												[1]
FY-99 1 KITS												[1]
FY-03 1 KITS						[1]						
FY-04 2 KITS								[2]				
FY-05 2 KITS										[2]		
FY-06 1 KITS												[1]
TOTAL INSTALL	2				1		2		2		1	
TOTAL COST (BP-1100)	2	18.5		1.0	1	19.5	2	34.3	2	30.7	1	10.1

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	28.5
KITS NONRECUR									4	29.7
EQUIPMENT									[4]	23.2
EQUIP NONREC									[4]	15.4
CHANGE ORDERS										2.0
DATA										4.0
SIM/TRAINER										
SUPPORT-EQUIP										0.2
FLIGHT TEST										1.6
OGC										9.5
INSTALLATION OF HARDWARE										
FY-98 1 KITS									[1]	
FY-99 1 KITS									[1]	
FY-03 1 KITS									[1]	
FY-04 2 KITS									[2]	
FY-05 2 KITS									[2]	
FY-06 1 KITS									[1]	
TOTAL INSTALL									8	
TOTAL COST (BP-1100)									8	114.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 18 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>
Contract Date (Month/CY)							03/03	09/04	10/04	05/06	
Delivery Date (Month/CY)							09/04	09/05	10/05	05/07	

Installation Schedule

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: INSTALLATION OF AN/APN-241 MN-8455
 Models of Aircraft Affected: C-130H, HC130P, LC-130H

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

Installation of Northrop/Grumman Low Power Color Radar (AN/APN-241) on 4 ANG LC-130H (FY97), 12 HC-130Ps at Moody AFB, 6 Tanker Conversion HC-130Ps aircraft (5 active, 1 AFRC), and 12 C-130H(2)s at Kulis and Reno. 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 Moddy 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 Kulis in FY01.

Aircraft Breakdown: Active 15, Reserve 1, ANG 16

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	17	2.0	8	1.2								
KITS NONRECUR	7	1.6										
EQUIPMENT	[17]	6.7	[8]	4.6								
EQUIP	[7]	6.2										
NONREC												
CHANGE ORDERS												
DATA		1.3		1.4								
SIM/TRAINER												
SUPPORT-EQUIP							6.9					
OGC		0.8		0.0		0.4	0.1					
PMA		0.2		0.0								
T.O. Printing		0.3		0.0								
ICS		2.7							0.7			
FLIGHT TEST		0.2		0.1								
INSTALLATION OF HARDWARE												
FY-97 4 KITS	[4]	0.2										
FY-99 2 KITS	[2]	0.1										
FY-00 12 KITS	[10]	1.0	[2]	0.2								
FY-01 6 KITS			[6]	0.6								
FY-02 8 KITS			[6]	0.6	[2]							
TOTAL INSTALL	16	1.2	14	1.4	2							
TOTAL COST (BP-1100)	24	23.3	8	8.7		0.4	7.0		0.7			

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									25	3.2
KITS NONRECUR									7	1.6
EQUIPMENT									[25]	11.3
EQUIP NONREC									[7]	6.2
CHANGE ORDERS										
DATA										2.7
SIM/TRAINER										
SUPPORT-EQUIP										6.9
OGC										1.4
PMA										0.2
T.O. Printing										0.4
ICS										3.4
FLIGHT TEST										0.2
INSTALLATION OF HARDWARE										
FY-97 4 KITS									[4]	0.2
FY-99 2 KITS									[2]	0.1
FY-00 12 KITS									[12]	1.2
FY-01 6 KITS									[6]	0.6
FY-02 8 KITS									[8]	0.6
TOTAL INSTALL									32	2.6
TOTAL COST (BP-1100)									32	40.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 14 Months

Follow-On Lead Time: 14 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>
Contract Date (Month/CY)	07/97		10/98	06/00				
Delivery Date (Month/CY)	03/98		06/99	02/01				

Installation Schedule

	Quarters	<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		1	2	1				1				1				3	2	3	2	3	4	3	4					2					
Output		1	2	1								1	1	1		3	2	3	2		3	4	3	4								2	

02/15/2003
 FY 2004 PBR
 Modification Title and No: ENHANCED TCAS (TCAS II) MN-8526
 Models of Aircraft Affected: C-130E, H, HCP, LCH

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

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.

Aircraft Breakdown: Active 117, Reserve 76, ANG 159

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	183	9.0	26	1.2	57	3.7	67	4.4	12	2.1		
KITS NONRECUR	4	4.4			1	0.3	1	1.8	1	1.7		
EQUIPMENT	[183]	41.7	[26]	6.1	[57]	10.1	[67]	11.9	[12]	0.8		
EQUIP	[4]	0.6			[1]	0.3	[1]	0.3	[1]	0.3		
NONREC												
CHANGE ORDERS		3.0										0.4
DATA		0.3				1.0		1.0		1.0		
SIM/TRAINER	[3]	2.3							[1]	2.0		
SUPPORT-EQUIP	[10]	0.5					[6]	0.3	[6]	0.3		
FLIGHT TEST		1.0				0.2		0.6		0.1		
OGC		4.7				0.5		0.5		0.2		
ICS												
AWATING BTR												15.0
RETROFIT						3.1		3.2				3.2
WARRANTY												
INSTALLATION OF HARDWARE												
FY-98 70 KITS	[70]	4.5										
FY-99 49 KITS	[49]	2.9										
FY-00 32 KITS	[32]	2.0										
FY-01 36 KITS	[36]	0.8										
FY-02 26 KITS			[26]	1.4								
FY-03 58 KITS					[58]	3.8						
FY-04 68 KITS							[68]	4.4				
FY-05 13 KITS									[13]	0.8		
TOTAL INSTALL	187	10.2	26	1.4	58	3.8	68	4.4	13	0.8		
TOTAL COST (BP-1100)	187	77.6	26	8.7	58	22.9	68	28.3	13	9.3		18.6

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									345	20.4
KITS NONRECUR									7	8.2
EQUIPMENT									[345]	70.5
EQUIP NONREC									[7]	1.4
CHANGE ORDERS										3.4
DATA										3.3
SIM/TRAINER									[4]	4.3
SUPPORT-EQUIP									[22]	1.1
FLIGHT TEST										1.9
OGC										5.9
ICS										
AWATING BTR										15.0
RETROFIT										9.5
WARRANTY										
INSTALLATION OF HARDWARE										
FY-98 70 KITS									[70]	4.5
FY-99 49 KITS									[49]	2.9
FY-00 32 KITS									[32]	2.0
FY-01 36 KITS									[36]	0.8
FY-02 26 KITS									[26]	1.4
FY-03 58 KITS									[58]	3.8
FY-04 68 KITS									[68]	4.4
FY-05 13 KITS									[13]	0.8
TOTAL INSTALL									352	20.6
TOTAL COST (BP-1100)									352	165.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 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)	06/98	12/98	10/99	10/00	10/01	10/02		
Delivery Date (Month/CY)	12/98	12/99	10/00	10/01	04/02	04/03		

Installation Schedule

Quarters	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Input					1	1			1	14	16	14	17	25	42	35	21	6	6	7	7	10	20	18	10	4	22	24	18	1	5	5	2			
Output									3	13	14	15	19	25	42	35	21	6	6	6	8	10	20	18	10	4	22	24	18	1	5	5	2			

02/15/2003
 FY 2004 PBR
 Modification Title and No: SYNCHROPHASER WIRE (C-130) MN-8561
 Models of Aircraft Affected: C-130E/H, H1, H2, H3

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

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.

Aircraft Breakdown: Active 240, Reserve 137, ANG 229

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	270	2.5	252	3.1			83	1.4				
KITS NONRECUR	1	0.4										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.5		0.6		0.0		0.1				
SIM/TRAINER			[1]	0.0								
SUPPORT-EQUIP		2.6										
FLIGHT TEST												
OGC		0.0										
INSTALLATION OF HARDWARE												
FY-00 1 KITS			[1]									
FY-01 270 KITS			[1]	0.8	[128]	3.2	[141]	0.7				
FY-02 252 KITS							[171]	2.5	[81]	1.8		
FY-04 83 KITS									[83]	1.5		
TOTAL INSTALL			2	0.8	128	3.2	312	3.2	164	3.3		
TOTAL COST (BP-1100)	271	6.0	252	4.5		3.3	83	4.7		3.3		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									605	7.0
KITS NONRECUR									1	0.4
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.1
SIM/TRAINER									[1]	0.0
SUPPORT-EQUIP										2.6
FLIGHT TEST										
OGC										0.0
INSTALLATION OF HARDWARE										
FY-00 1 KITS									[1]	
FY-01 270 KITS									[270]	4.7
FY-02 252 KITS									[252]	4.4
FY-04 83 KITS									[83]	1.5
TOTAL INSTALL									606	10.6
TOTAL COST (BP-1100)									606	21.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 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)	09/00	03/01	12/01	10/02		
Delivery Date (Month/CY)	03/01	01/02	10/02	08/03		

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									1	1			41	43	44	78	78	78	78	78	41	41	41	41
Output									1	1			41	43	44	78	78	78	78	78	41	41	41	41

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: C-130 GENERATOR DISCONNECT INSTALLATION WR-98-004 MN-8562

Models of Aircraft Affected: C-130/ EC-130E

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401115F Team MOBIL

Description/Justification

This mod will install a generator disconnect mechanism & switch as recommended by the C-130 Broad Area Review (15 Jan 98). In the event of generator failure, the disengage mechanism is required so that the failed generator does not adversely impact engine performance. Except for aircraft modified by T.O.1C-130-792, USAF active C-130 aircraft prior to tail number AF 6800225 do not have the external sandwich type generator disconnect installed. The disengage mechanism has been included in production aircraft after tail # AF 6800225. Completion of this permanent modification will implement the recommendation to install generator disconnects in all Electrical System Upgrade (ESU) aircraft. In addition to modifying the aircraft and installed engine QEC'S, engine QECs in storage and in repair will be modified.

Aircraft Breakdown: Active 55, Reserve 28, ANG 46

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	71	1.3	57	0.2								
KITS NONRECUR	1	0.0										
EQUIPMENT	[71]	0.7	[57]	0.8								
EQUIP	[1]	0.2										
NONREC												
CHANGE ORDERS						0.4						
DATA		0.1				0.4						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.0		0.4								
FLIGHT TEST												
MOD OF SPARES			[40]	0.2	[40]	0.2						
INSTALLATION OF HARDWARE												
FY-00 25 KITS			[2]	0.3				[23]				
FY-01 47 KITS				0.3	[47]	0.3						
FY-02 57 KITS					[11]	0.4		[46]				
TOTAL INSTALL			2	0.6	58	0.7		69				
TOTAL COST (BP-1100)	72	2.3	57	2.1		1.6						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									128	1.4
KITS NONRECUR									1	0.0
EQUIPMENT									[128]	1.5
EQUIP NONREC									[1]	0.2
CHANGE ORDERS										0.4
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.4
FLIGHT TEST										
MOD OF SPARES									[80]	0.3
INSTALLATION OF HARDWARE										
FY-00 25 KITS									[25]	0.3
FY-01 47 KITS									[47]	0.6
FY-02 57 KITS									[57]	0.4
TOTAL INSTALL									129	1.2
TOTAL COST (BP-1100)									129	6.0

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 14 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>
Contract Date (Month/CY)	09/00	12/01	08/02		
Delivery Date (Month/CY)	11/01	10/02	06/03		

Installation Schedule

	<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
Quarters																				
Input									1	1			19	19	20	17	17	17	18	
Output									2				19	19	20	17	17	17	18	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ALE-47 CHAFF AND FLARE DISPENSER MN-8577

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P

Models of Aircraft Affected: MC-130s, AC-130s & MH-53s

Center: ASC - Wright Patterson AFB, OH

PE 0404011F

Team INFO

Description/Justification

Upgrade the current ALE-40, Chaff and Flare Dispensers System with the AN/ALE-47 Countermeasures Dispensing System (CMDS). The ALE-47 is a programmable, threat adaptive dispensing system designed to enhance aircraft survivability in an IR/RF threat environment.

Aircraft Breakdown: Active 106, Reserve 14, ANG 4

Development Status

Contract Awarded 4QFY01.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			16	0.6	25	1.4	76	7.7				
KITS NONRECUR	1	0.3		1.1	3	3.4	3	0.5				
EQUIPMENT			[15]	0.8	[26]	1.9	[76]	4.4				
EQUIP	[2]	0.1			[3]	0.2	[2]	0.1				
NONREC												
CHANGE ORDERS				0.1		0.2		0.1				
DATA		0.5		0.7		3.7						
SIM/TRAINER			[1]	0.1	[2]	3.3	[2]	3.0				
SUPPORT-EQUIP				0.1								
FLIGHT TEST				0.1		0.3		0.2				
OGC				0.2		0.6		0.6				
SOFTWARE		0.2		0.5		0.4		0.1				
INSTALLATION OF HARDWARE												
FY-01 1 KITS		0.1	[1]									
FY-02 16 KITS			[1]	0.1	[15]	0.7						
FY-03 28 KITS					[8]	0.4	[20]	0.7				
FY-04 79 KITS							[34]	4.7	[45]			
TOTAL INSTALL		0.1	2	0.1	23	1.2	54	5.4	45			
TOTAL COST (BP-1100)	1	1.2	16	4.4	28	16.5	79	22.1				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									117	9.7
KITS NONRECUR									7	5.3
EQUIPMENT									[117]	7.1
EQUIP NONREC									[7]	0.4
CHANGE ORDERS										0.4
DATA										4.9
SIM/TRAINER									[5]	6.4
SUPPORT-EQUIP										0.1
FLIGHT TEST										0.5
OGC										1.4
SOFTWARE										1.2
INSTALLATION OF HARDWARE										
FY-01	1	KITS							[1]	0.1
FY-02	16	KITS							[16]	0.8
FY-03	28	KITS							[28]	1.2
FY-04	79	KITS							[79]	4.7
TOTAL INSTALL									124	6.8
TOTAL COST (BP-1100)									124	44.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 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)	01/01	11/01	11/02	11/03	
Delivery Date (Month/CY)	10/01	08/02	08/03	08/04	

Installation Schedule

	<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
Input					1	3	4	4	5	7	7	7	7	10	10	11	12	12	12	12
Output				1	1	3	4	4	5	7	7	7	7	10	10	10	12	12	12	12

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ALR-69 UPGRADE MN-8591
Models of Aircraft Affected: SOF C-130

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0207442F Team INFO

Center: WRALC Robins AFB GA

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 the inventory well beyond the year 2010. 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 ALR-69 system. This technology will improve ALR-69 emitter ranging capability, angle accuracy, and ambiguity resolution.

Aircraft Breakdown: Active 97, Reserve 9, ANG 0

Development Status

The RDT&E funds will be used for design/development activities associated with the modifications that are planned for the SOF ALR-69 installs. The funds will be obligated the First Quarter of each FY.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		12.4		5.3		20.1						
PROCUREMENT (3010)												
INSTALL KITS							[10]	2.2	[16]	3.5	[19]	4.2
KITS NONRECUR								1.4				
EQUIPMENT							10	5.7	16	4.8	19	4.9
EQUIP												
NONREC												
CHANGE ORDERS										0.3		0.3
DATA								0.3		0.3		0.3
SIM/TRAINER							[1]		[1]	0.4	[1]	
SUPPORT-EQUIP								0.1		0.1		
OTHER												
INSTALLATION OF HARDWARE												
FY-04 10 KITS									[10]	0.8		
FY-05 16 KITS											[16]	1.2
FY-06 19 KITS												
FY-07 19 KITS												
FY-08 20 KITS												
FY-09 22 KITS												
TOTAL INSTALL									10	0.8	16	1.2
TOTAL COST (BP-1100)							10	9.7	16	10.2	19	10.9

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										37.8
PROCUREMENT (3010)										
INSTALL KITS	[19]	4.2	[20]	4.4	[22]	4.8			[106]	23.3
KITS NONRECUR										1.4
EQUIPMENT	19	4.7	20	4.9	22	5.3			106	30.3
EQUIP NONREC										
CHANGE ORDERS		0.3		0.3						1.2
DATA		0.3		0.3		0.1				1.6
SIM/TRAINER									[3]	0.4
SUPPORT-EQUIP										0.2
OTHER		0.3		0.3						0.6
INSTALLATION OF HARDWARE										
FY-04 10 KITS									[10]	0.8
FY-05 16 KITS									[16]	1.2
FY-06 19 KITS	[19]	1.4							[19]	1.4
FY-07 19 KITS			[19]	1.4					[19]	1.4
FY-08 20 KITS					[20]	1.5			[20]	1.5
FY-09 22 KITS							[22]	1.6	[22]	1.6
TOTAL INSTALL	19	1.4	19	1.4	20	1.5	22	1.6	106	8.0
TOTAL COST (BP-1100)	19	11.2	20	11.6	22	11.7		1.6	106	67.0

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

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>	<u>FY-07</u>	<u>FY-08</u>	<u>FY-09</u>	<u>FY-10</u>	<u>FY-11</u>
Contract Date (Month/CY)				06/04	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-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
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input																																
Output																	4	6	4	4	4	4	4	4	5	5	5	4	5	5	5	4
																	4	6	4	4	4	4	4	4	5	5	5	4	5	5	5	4
Quarters	1	2	3	4	1	2	3	4	1	2	3	4																				
Input	5	5	5	5	5	5	6	5	6																							
Output	4	5	5	5	5	5	6	5	6																							

02/15/2003
 FY 2004 PBR
 Modification Title and No: C-130 SIMULATOR UPGRADE MN-8626
 Models of Aircraft Affected: C130E/H

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: OO-ALC - Hill AFB, UT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

FY00 funding resulted from a Congressional Appropriations Committee plus up. The Aero Upgrade, Visual System Upgrade, Instructor Operating System (IOS) and Digital Radar Landmass System (DRLMS) modifications are required to replace obsolete equipment which is 20+ years old with new state-the-art simulation technologies and include all enhancements needed for FAA Level C+ simulation. These modifications will greatly enhance the quality of training for all C-130 crew members.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	1		1		1							
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA												
SIM/TRAINER SUPPORT-EQUIP	[2]	11.4	[1]	4.0	[1]	9.1						
INSTALLATION OF HARDWARE												
FY-01 1 KITS	[1]											
FY-02 1 KITS			[1]									
FY-03 1 KITS						[1]						
FY-04 0 KITS								[1]				
TOTAL INSTALL	1		1		1		1					
TOTAL COST (BP-1100)	1	11.4	1	4.0	1	9.1						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>									
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS									3		
KITS NONRECUR											
EQUIPMENT											
EQUIP NONREC											
CHANGE ORDERS											
DATA											
SIM/TRAINER									[4]	24.5	
SUPPORT-EQUIP											
INSTALLATION OF HARDWARE											
FY-01 1 KITS									[1]		
FY-02 1 KITS									[1]		
FY-03 1 KITS									[1]		
FY-04 0 KITS									[1]		
TOTAL INSTALL	<hr/>									4	
TOTAL COST (BP-1100)	<hr/>									3	24.5

(Totals may not add due to rounding)

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)	03/00	01/01	01/02	01/03	
Delivery Date (Month/CY)	09/01	01/02	01/03	01/04	

Installation Schedule

	Quarters	<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				
Input										1	1							1							
Output										1	1														

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected: C-130H

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0401134F Team MOBIL

Description/Justification

The purpose of the Large Aircraft Infrared Countermeasures (LAIRCM) program is to protect transport and tanker aircraft from IR Man-Portable Air Defense System (MANPADS) missiles. The LAIRCM system is in source selection and as such, this P-3 will change to reflect the schedule and funding when the contract is awarded.

Once developed, LAIRCM will increase crew warning time, decrease false alarm rates and automatically counter advanced IR missile systems. The missile warning subsystem will use multiple sensors to provide full spatial coverage. The countermeasures subsystem will use lasers mounted in pointer-tracker turret assemblies. To meet AMC's immediate needs, Phase I of the program will equip 12 C-17 and 8 C-130 aircraft with currently available technology as a stop-gap measure. One of the C-130 kits will be bought with RDT&E funds.

Phase II will develop an advanced multi-spectral missile warning and laser-based countermeasures system to increase the affordability and effectiveness of the system for the AMC fleet requirement. Phase II will also equip an additional 59 aircraft which will complete the 79 aircraft (43 C-17s, 24 C-130s, & 12 KC-135s) needed to accomplish One Small Scale Contingency (1 SSC). Funding for the second SSC was added into FY09. Schedule and planning for the second SSC is still being accomplished and will adjust FY05-09.

The LAIRCM requirement is defined in the multi-command LAIRCM ORD 314-92, validated 3 Aug 98.

Note: Total RDT&E for this cross-cutting program is not shown here, but in the LAIRCM R-docs for PE 41134F. The RDT&E funding for the C-130 portion of the program is shown here.

Aircraft Breakdown: Active 32, Reserve 10, ANG 0

Development Status

LAIRCM is in development to meet AMC's immediate needs for an effective IR missile defense system. Phase I of the program will equip 20 aircraft (12 C-17s & 8 C-130s) with current available technology as a stop-gap measure. Phase II will develop an advanced multi-spectral missile warning and laser-based countermeasures system to increase the affordability and effectiveness of the system for the AMC fleet requirement. It also completes procurement of the 1 SSC's required 79 aircraft. LAIRCM was an FY01 NEW START for both the C-17 and C-130 aircraft. NEW START notifications and initial funding were completed in the FY01 C-17 RDT&E line (PE 41130F).

Beginning in FY02 all LAIRCM 3600 and 3010 funding has been moved from the C-17 (PE 41130F) and C-130 (PE 41115F) to PE 41134F, a new separate LAIRCM PE.

The LAIRCM Phase I contract was awarded in Sep 01. Trial kit installation on the first C-30 is planned for late FY03.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				18.6	[1]	22.6		10.0		1.3		2.0
PROCUREMENT (3010)												
INSTALL KITS					7	2.1	3	1.6	16	8.3		
KITS NONRECUR												
EQUIPMENT					[7]	21.3	[4]	24.2	[8]	37.6		
EQUIP												
NONREC												
CHANGE ORDERS												2.6
DATA						0.8		0.9		1.1		
SIM/TRAINER												
SUPPORT-EQUIP										3.1		
OTHER												

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-03 7 KITS							[4]	2.5				
FY-04 3 KITS							[3]	1.9				
FY-05 16 KITS									[8]	5.0	[8]	2.9
FY-07 16 KITS												
TOTAL INSTALL							7	4.3	8	5.0	8	2.9
TOTAL COST (BP-1100)					7	24.2	3	31.0	16	55.0		5.6
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)									[1]	54.5
PROCUREMENT (3010)										
INSTALL KITS	16	9.5							42	21.5
KITS NONRECUR										
EQUIPMENT	[16]	43.0							[35]	126.1
EQUIP NONREC										
CHANGE ORDERS										2.6
DATA		0.4								3.2
SIM/TRAINER										
SUPPORT-EQUIP										3.1
OTHER		0.4								0.4
INSTALLATION OF HARDWARE										
FY-03 7 KITS									[4]	2.5
FY-04 3 KITS									[3]	1.9
FY-05 16 KITS		1.9							[16]	9.7
FY-07 16 KITS	[16]	10.0							[16]	10.0
TOTAL INSTALL	16	11.9							39	24.1
TOTAL COST (BP-1100)	16	65.2							42	180.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input									1	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	4	3		
Output									1	2	2	2	2	2	2	2	2	2	2	4	4	4	4	4	3			

02/15/2003
 FY 2004 PBR
 Modification Title and No: AAR-47 SENSOR UPGRADE MN-8651
 Models of Aircraft Affected: C-130E/H/EC/HN/HP

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

This program represents the C-130 fair share of the commodity upgrade to the current AAR-47, Missile Warning System (MWS) with a new laser capability, sensors and processor. This program was initially funded under the ADS program and broken out under its own modification program.

Aircraft Breakdown: Active 106, Reserve 81, ANG 135

Development Status

This is a Navy managed program. The system is in the testing phase which should be completed by Mar 01. Production contract expected by 3rd quarter FY01.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							130	7.5	78	5.2	114	4.7
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
TOTAL COST (BP-1100)							130	7.5	78	5.2	114	4.7
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>									
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS											
KITS NONRECUR											
EQUIPMENT									322	17.5	
EQUIP NONREC											
CHANGE ORDERS											
DATA											
SIM/TRAINER											
SUPPORT-EQUIP											
SPARES											
TOTAL COST (BP-1100)	<hr/>									322	17.5
(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-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)	10/01	10/02	10/03	10/04	10/05	10/06	10/07
Delivery Date (Month/CY)	10/02	10/03	10/04	10/05	10/06	10/07	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: HC-130P/N UNIVERSAL AERIAL REFUELING RECEPTACLE SLIPWAY INSTALLATION
MN-8677

Models of Aircraft Affected: HC-130P/N

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P

PE 0207224F

Team AIR

Description/Justification

This mod provides receiver in-flight refueling capability on CSAR Tanker aircraft by installing the Universal Aerial Refueling Receptacle Installation (UARRSI) on the HC/MC-130 fleet. Modification will increase the speed of response, reduce the need for overseas base access, and allow alternate routing around denied areas. During theater employment, UARRSI will allow for greater geographical rescue coverage, sustained loiter, and increased offload capability in both numbers of receivers and fuel offloaded.

Also 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 GPGI 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 24, Reserve 5, ANG 9

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									7	7.0	6	6.2
KITS NONRECUR									1	3.0		
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS										2.7		0.1
DATA										0.8		0.8
SIM/TRAINER												
SUPPORT-EQUIP										0.2		
FLIGHT TEST										0.3		
OGC										0.3		0.3
INSTALLATION OF HARDWARE												
FY-05 8 KITS									[1]		[7]	7.5
FY-06 6 KITS											[3]	3.2
FY-07 8 KITS												
FY-08 8 KITS												
FY-09 8 KITS												
TOTAL INSTALL									1		10	10.8
TOTAL COST (BP-1100)									8	14.3	6	18.2

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	8	10.0	8	10.5	8	11.0			37	44.7
KITS NONRECUR EQUIPMENT									1	3.0
EQUIP NONREC										
CHANGE ORDERS		5.0		8.3		8.2				24.4
DATA										1.6
SIM/TRAINER										
SUPPORT-EQUIP										0.2
FLIGHT TEST										0.3
OGC		0.3		0.3						1.2
INSTALLATION OF HARDWARE										
FY-05 8 KITS									[8]	7.5
FY-06 6 KITS	[3]	3.4							[6]	6.6
FY-07 8 KITS	[8]	9.0							[8]	9.0
FY-08 8 KITS			[8]	8.9					[8]	8.9
FY-09 8 KITS					[8]	9.3			[8]	9.3
TOTAL INSTALL	11	12.3	8	8.9	8	9.3			38	41.4
TOTAL COST (BP-1100)	8	27.7	8	28.0	8	28.5			38	116.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

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

02/15/2003
 FY 2004 PBR
 Modification Title and No: USM-464 TESTER MODIFICATION MN-8726
 Models of Aircraft Affected: AFSOC Aircraft

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 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 18 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 18, Reserve 0, ANG 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-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							18					
KITS NONRECUR												
EQUIPMENT							[18]	5.1				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA								1.4				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 18 KITS							[18]					
TOTAL INSTALL							18					
TOTAL COST (BP-1100)							18	6.5				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									18	
KITS NONRECUR										
EQUIPMENT									[18]	5.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.4
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 18 KITS									[18]	
TOTAL INSTALL									18	
TOTAL COST (BP-1100)									18	6.5

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

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

02/15/2003
 FY 2004 PBR
 Modification Title and No: ARC-222 RADIOS MN-9119
 Models of Aircraft Affected: MC-130P & EC-130E

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0404011F Team INFO

Description/Justification

AFSOC MC-130 modification/installation of ARC-222 radios. The ARC-222 (SINGARS) is a tactical VHF radio that provides anti-jam communications to the battlefield. It is a replacement for the current VHF radio with the addition of a new antenna to the aircraft. It provides interoperability with conventional and special forces. ARC-222 is the airborne version of the SINGARS radio that has become the tactical battlefield standard for all US ground forces. ORD: 308-80-I/II-A R1, AF VHF Anti-jam Comm AN/ARC-222(SINGARS)

Aircraft Breakdown: Active 23, Reserve 0, ANG 7

Development Status

Radios are fully developed and on the shelf.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					30	0.6						
KITS NONRECUR					[2]	0.5						
EQUIPMENT						0.6						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						1.2						
SIM/TRAINER					[2]	1.3						
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 30 KITS					[30]	1.2						
TOTAL INSTALL					30	1.2						
TOTAL COST (BP-1100)					30	5.4						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									30	0.6
KITS NONRECUR									[2]	0.5
EQUIPMENT										0.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										1.2
SIM/TRAINER									[2]	1.3
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03 30 KITS									[30]	1.2
TOTAL INSTALL									30	1.2
TOTAL COST (BP-1100)									30	5.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

		<u>FY-03</u>				<u>FY-04</u>			
		1	2	3	4	1	2	3	4
Quarters	1								
Input		4	4	4	4	4	5	5	
Output		4	4	4	4	4	5	5	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR

Modification Title and No: AIRBORNE FIRE FIGHTING SYSTEM (AFFS) MN-9120

Models of Aircraft Affected:

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS				1.7								
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				1.7								
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										1.7
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									1.7
(Totals may not add due to rounding)										

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY) FY-02
 Delivery Date (Month/CY)

Installation Schedule

Quarters 1 FY-02 2 3 4
 Input
 Output

02/15/2003
 FY 2004 PBR
 Modification Title and No: MC-130 AIR CONDITIONING MN-9121
 Models of Aircraft Affected: MC-130P

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0404011F Team INFO

Description/Justification

The current environmental control system (ECS) configuration on the MC-130P is inadequate in BTU cooling capacity, distribution and reliability. The current ECS deficiencies are common to C-130Es, but the additional avionics required for the MC-130P exacerbates the problem and leads to poor avionics cooling, higher mean time between failures and crews flying low-level missions at temperatures exceeding 98F.

Aircraft Breakdown: Active 23, Reserve 0, ANG 4

Development Status

AFSOC is currently looking at a couple of different off the shelf replacement options for the MC-130P ECS.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							18	0.9	9	0.4		
KITS NONRECUR								0.5				
EQUIPMENT							[18]	2.5	[9]	1.3		
EQUIP								0.2				
NONREC												
CHANGE ORDERS										0.2		
DATA								0.5				
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 18 KITS							[18]	2.0				
FY-05 9 KITS									[9]	1.0		
TOTAL INSTALL							18	2.0	9	1.0		
TOTAL COST (BP-1100)							18	6.5	9	3.0		

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									27	1.3
KITS NONRECUR										0.5
EQUIPMENT									[27]	3.8
EQUIP NONREC										0.2
CHANGE ORDERS										0.2
DATA										0.5
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 18 KITS									[18]	2.0
FY-05 9 KITS									[9]	1.0
TOTAL INSTALL									27	3.0
TOTAL COST (BP-1100)									27	9.5

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

Milestones

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4
Quarters								
Input	6	6	6	2	3	3	1	
Output	6	6	6	2	3	3	1	

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: APN-241 RADAR - AFSOC MN-9122
 Models of Aircraft Affected: AC-130Hs & MC-130s

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0404011F Team INFO

Center: WRALC Robins AFB GA

Description/Justification

Replace the AN/APN-59 radars currently on AFSOC's AC-130H and MC-130P airframes. 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 windshear, reduced RF signature and a MTBF of 800 hours. The APN-241 radar will be the USAF radar for C-130s and is required for AMP.

Aircraft Breakdown: Active 31, Reserve 0, ANG 4

Development Status

APN-241 currently installed on USAF C-130H(3)s and C-130Js.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												5.0
PROCUREMENT (3010)												
INSTALL KITS											4	2.5
KITS NONRECUR							0.7		1.0		[2]	1.5
EQUIPMENT												0.8
EQUIP							[1]	1.1				
NONREC												
CHANGE ORDERS												0.5
DATA								0.5				0.5
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-06 4 KITS											[4]	0.8
FY-07 7 KITS												
FY-08 12 KITS												
FY-09 12 KITS												
TOTAL INSTALL											4	0.8
TOTAL COST (BP-1100)							2.3		1.0		4	6.5

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										5.0
PROCUREMENT (3010)										
INSTALL KITS	7	4.0	12	5.9	12	4.9			35	17.3
KITS NONRECUR									[2]	3.2
EQUIPMENT		1.0		1.4		1.1				4.3
EQUIP NONREC									[1]	1.1
CHANGE ORDERS		0.5				0.5				1.5
DATA										1.0
SIM/TRAINER			[1]	1.5	[1]	1.0			[2]	2.5
SUPPORT-EQUIP		0.5		0.4		0.3				1.2
INSTALLATION OF HARDWARE										
FY-06 4 KITS									[4]	0.8
FY-07 7 KITS	[7]	1.3							[7]	1.3
FY-08 12 KITS			[12]	1.0					[12]	1.0
FY-09 12 KITS					[12]	1.0			[12]	1.0
TOTAL INSTALL	7	1.3	12	1.0	12	1.0			35	4.0
TOTAL COST (BP-1100)	7	7.3	12	10.2	12	8.8			35	36.1

(Totals may not add due to rounding)

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)	02/04	02/05	02/06	02/07	02/08	02/09
Delivery Date (Month/CY)	04/04	04/05	04/06	04/07	04/08	04/09

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
Quarters																								
Input									2	2			3	4			4	4	4		4	4	4	
Output									2	2			3	4			4	4	4		4	4	4	

02/15/2003
 FY 2004 PBR
 Modification Title and No: AC-130 LINK 16 GUNSHIP MN-9126
 Models of Aircraft Affected: AC-130

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401839F Team AIR

Description/Justification

Develop, 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 25, Reserve 0, ANG 0

Development Status

Requirements definition to begin in FY06

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									[4]	10.8	[21]	21.0
KITS NONRECUR EQUIPMENT									[4]	1.0	[12]	3.0
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
TOTAL COST (BP-1100)										11.8		24.0
(Totals may not add due to rounding)												

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 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

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
REFURB OF EMD		1.8										
ASSETS												
AIRCRAFT		1.2		0.1		1.2		1.1		0.1		0.0
PLS		0.9		0.6		0.6						
OTHER				1.0								
TOTAL COST (BP-1100)				1.7		1.8		1.1		0.1		0.0

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
REFURB OF EMD ASSETS										1.8
AIRCRAFT		1.8		1.8		1.8		1.9		11.1
PLS										2.1
OTHER										1.0
TOTAL COST (BP-1100)		1.8		1.8		1.8		1.9		16.1
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR

Modification Title and No: SYSTEMS/STRUCTURE (PHASE II MODERNIZATION) MN-CWREPL

Models of Aircraft Affected: C-130H

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130 Class P
 PE 0401115F Team MOBIL

Description/Justification

Replaces the center wing on cargo H models whose center wing service life expires in 2005-2010. Aircraft will be retained in inventory until 2030.

Aircraft Breakdown: Active 25, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									2	4.5	3	6.9
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-05 2 KITS												
FY-06 3 KITS												
FY-07 3 KITS												
FY-08 3 KITS												
FY-09 4 KITS												
FY-10 5 KITS												
FY-11 3 KITS												
FY-12 2 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)									2	4.5	3	6.9

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	3	7.0	3	7.2	4	9.7	10	25.1	25	60.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-05 2 KITS	[2]	2.5							[2]	2.5
FY-06 3 KITS	[1]	1.2	[2]	2.5					[3]	3.7
FY-07 3 KITS			[2]	2.5	[1]	1.3			[3]	3.8
FY-08 3 KITS					[2]	1.3			[3]	2.6
FY-09 4 KITS							[4]	5.2	[4]	5.2
FY-10 5 KITS							[5]	6.6	[5]	6.6
FY-11 3 KITS							[3]	4.0	[3]	4.0
FY-12 2 KITS							[2]	2.8	[2]	2.8
TOTAL INSTALL	3	3.7	4	5.0	3	2.5	15	20.0	25	31.2
TOTAL COST (BP-1100)	3	10.7	3	12.2	4	12.3	10	45.1	25	91.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 Months

Milestones

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

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ANG SENIOR SCOUT MN-SCOUT
Models of Aircraft Affected: Multiple

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130 Class P
PE 0503115F Team INFO

Center: ASC - Wright Patterson AFB, OH

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 beginning in FY02 with installations completing in FY05. 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

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					[1]	8.6	[1]	8.2				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS										3.2		3.3
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)						8.6		8.2		3.2		3.3
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[2]	16.7
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS		3.4								9.8
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		3.4								26.6
(Totals may not add due to rounding)										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	Quarters	<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	
Input																		
Output																		

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-130J MODS				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.000	\$0.000	\$9.759	\$37.171	\$30.928	\$38.526	\$39.150	\$64.743

This line item funds modifications to the C130J aircraft, funds procurement and installation of aircraft defensive avionics system hardware and software upgrades for USAF C/CC/EC/WC-130J aircraft and aircrew training devices (ATDs). These upgrades enable aircraft survivability in hostile operating environments and preserve HW/SW commonality with other USAF aircraft with the same system. The primary modification for FY04 is Blk 5.4.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	_1377	BLOCK 5.4			9.6	11.3	3.9	3.8	3.8	0.7		33.0
	_1701	C-130J BLOCK 6.0 UPGR				23.9	25.1	14.1	8.9	1.1		73.0
	_2622	C-130J Low Cost Mods			0.2	2.0	2.0	2.0	2.0	2.0		10.1
	_5222	BLOCK 8.0								50.8	82.5	133.3
	_6298	C-130J BLOCK 7.0 UPGR						18.7	24.5	10.2	1.6	55.0
TOTAL FOR CLASS P			0.0	0.0	9.8	37.2	30.9	38.5	39.1	64.7	84.2	304.4
TOTAL FOR AIRCRAFT C-130J			0.0	0.0	9.8	37.2	30.9	38.5	39.1	64.7	84.2	304.4

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: BLOCK 5.4 MN-_1377
Models of Aircraft Affected: C-130J, CC-130J, WC-130J,
EC-130J

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-130J Class P
PE 0401132F Team MOBIL

Description/Justification

Funds the procurement and installation of aircraft defensive avionics system (ALR-56M, AAR-47, ALE-47) 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 hardware/software commonality with other USAF aircraft which use these systems.

Aircraft Breakdown: Active 26, Reserve 18, ANG 31

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							20	6.0	28	8.4	9	2.7
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER							[4]	1.2				
SUPPORT-EQUIP												
SPARES								0.9		1.3		0.4
ATD INTEGRATION							[4]	0.3				
INSTALLATION OF HARDWARE												
FY-04 20 KITS							[16]	1.2	[4]	0.3		
FY-05 28 KITS									[18]	1.4	[10]	0.8
FY-06 9 KITS												
FY-07 9 KITS												
FY-08 9 KITS												
TOTAL INSTALL							16	1.2	22	1.6	10	0.8
TOTAL COST (BP-1100)							20	9.6	28	11.3	9	3.9
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	9	2.7	9	2.7					75	22.5
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP									[4]	1.2
SPARES		0.4		0.4						3.4
ATD INTEGRATION									[4]	0.3
INSTALLATION OF HARDWARE										
FY-04 20 KITS									[20]	1.5
FY-05 28 KITS									[28]	2.1
FY-06 9 KITS	[9]	0.7							[9]	0.7
FY-07 9 KITS			[9]	0.7					[9]	0.7
FY-08 9 KITS					[9]	0.7			[9]	0.7
TOTAL INSTALL	9	0.7	9	0.7	9	0.7			75	5.6
TOTAL COST (BP-1100)	9	3.8	9	3.8		0.7			75	33.0

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 1 Month

Follow-On Lead Time: 1 Month

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)	10/03	10/04	10/05	10/06	10/07		
Delivery Date (Month/CY)	11/03	11/04	11/05	11/06	11/07		

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<u>FY-10</u>							
Quarters	1	2	3	4	1	2	3	4	1	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	5	6	6	5	3	3	2	2	3	2	2	2	3	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2
Output	4	4	4	4	5	6	6	5	3	3	2	2	3	2	2	2	3	2	2	2	3	2	2	2	3	2	2	2	2	2	2	2

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: C-130J BLOCK 6.0 UPGRADES MN-1701
 Models of Aircraft Affected: C-130J, CC-130J, WC-130J,
 EC-130J

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130J Class P
 PE 0401132F Team MOBIL

Description/Justification

Funds the procurement and installation of Global Air Traffic Management (GATM)/navigation safety and other aircraft hardware and software improvements on USAF C/CC/WC/EC-130J aircraft and associated training systems.

Aircraft Breakdown: Active 26, Reserve 18, ANG 31

Development Status

Development of the Block 6.0 upgrade begins in 2Q/FY03. Expect operational safety, suitability, and effectiveness (OSS&E) certification in 4Q/FY04.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)							[4]	2.8				
PROCUREMENT (3010)												
INSTALL KITS									26	18.2	27	18.9
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER									[4]	2.8		
SUPPORT-EQUIP												
SPARES										2.9		2.5
ATD INTEGRATION											[4]	0.5
INSTALLATION OF HARDWARE												
FY-05 26 KITS											[26]	3.3
FY-06 27 KITS												
FY-07 13 KITS												
FY-08 9 KITS												
TOTAL INSTALL											26	3.3
TOTAL COST (BP-1100)									26	23.9	27	25.1

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)									[4]	2.8
PROCUREMENT (3010)										
INSTALL KITS	13	9.1	9	6.3					75	52.5
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP									[4]	2.8
SPARES		1.6		0.9						7.9
ATD INTEGRATION									[4]	0.5
INSTALLATION OF HARDWARE										
FY-05 26 KITS									[26]	3.3
FY-06 27 KITS	[27]	3.4							[27]	3.4
FY-07 13 KITS			[13]	1.6					[13]	1.6
FY-08 9 KITS					[9]	1.1			[9]	1.1
TOTAL INSTALL	27	3.4	13	1.6	9	1.1			75	9.4
TOTAL COST (BP-1100)	13	14.1	9	8.9		1.1			75	73.0

(Totals may not add due to rounding)

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

Installation Schedule

	<u>FY-04</u>				<u>FY-05</u>				<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>				<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
Quarters																												
Input									6	6	7	7	7	7	6	4	3	3	3	3	2	2	2					
Output									6	6	7	7	7	7	7	6	4	3	3	3	3	2	2	2				

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: C-130J Low Cost Mods MN-_2622
 Models of Aircraft Affected: C-130J, CC-130J, WC-130J,
 EC-130J

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-130J Class P
 PE 0401132F Team MOBIL

Description/Justification

Funds the procurement and installation of low cost safety of flight modifications and contractor service bulletins necessary to maintain the airworthiness, capability, reliability, and maintainability of USAF C/CC/WC/EC-130J aircraft.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	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												
SVC BULLETINS							0.2		2.0			2.0
TOTAL COST (BP-1100)							0.2		2.0			2.0
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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										
SVC BULLETINS		2.0		2.0		2.0				10.1
TOTAL COST (BP-1100)		2.0		2.0		2.0				10.1

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

Contract Date (Month/CY)
 Delivery Date (Month/CY)

FY-04

Installation Schedule

		<u>FY-04</u>			
Quarters	1	2	3	4	
Input					
Output					

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-135				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$170.784	\$101.473	\$176.382	\$65.356	\$78.073	\$128.806	\$78.515	\$95.808

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY04 are the Global Air Traffic Management (GATM) and the C-135 Reengining modification. 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-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO		0.1	0.1	0.1	0.1	0.1				0.4
TOTAL FOR CLASS P-S			0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4
P	3009E	C-135 REENGINE	0.1		107.3							755.0
	3149F	FLIGHT DATA RECORDE	19.1	1.6								121.1
	3150PC	PACER CRAG (COMPAS	3.2									649.0
	3353	HF AUTO COMM PROCE	0.1									22.7
	4218	HIGH RELIABILITY MAIN	0.7									12.6
	4231	MULTIPOINT REFUELIN	2.0									81.6
	4310	INTERPHONE REPLACE	0.1									34.3
	6030	REDUCED VERTICAL SE	19.3									143.1
	8629	LARGE AIRCRAFT INFR						50.3				50.3
	9709	GATM PHASE II	90.0	86.5	58.6	59.3	68.4	66.9	78.5	95.8	370.5	1,059.7
	9737	ELECTROMAGNETIC PU	5.3	0.2								5.5
	9738	CONTROL COLUMN BR			6.0	5.0	9.0	11.0				31.0
	9810	LD/HD RIVET JOINT TRA	14.9									14.9
	9812	RADOME REPLACEMEN		3.4	3.5							6.9

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-135				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$170.784	\$101.473	\$176.382	\$65.356	\$78.073	\$128.806	\$78.515	\$95.808

This line item funds modifications to the C-135 and KC-135 aircraft. The C-135 is a four engine aircraft used for long range cargo and passenger airlift and to support theater commanders. The four engine KC-135 provides air refueling through either the refueling boom or drogue. As a cargo aircraft, the KC-135 can carry six standard 463-L pallets. The primary modifications budgeted in FY04 are the Global Air Traffic Management (GATM) and the C-135 Reengining modification. Other 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-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>COST TO GO</u>	<u>TOTAL PROG.</u>
	99999X	LOW COST MODIFICATI	1.3	0.6	1.0	1.0	0.6	0.5				14.0
	SIM135	SIMULATOR UPGRADE	3.6	1.3								58.1
	TAWS	TERRAIN AWARENESS	5.2									95.4
	Z88888	REPROGRAMMINGS	6.0	7.9								-3.4
TOTAL FOR CLASS P			170.9	101.5	176.4	65.3	78.0	128.8	78.5	95.8	370.5	3,151.9
TOTAL FOR AIRCRAFT C-135			170.9	101.6	176.5	65.4	78.1	128.9	78.5	95.8	370.5	3,152.3

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: C-135 REENGINE MN-3009E

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

Modifies KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) 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: reinforced floor, new strengthened main landing gear, reinforced wing structure, new struts, modified air cycle machine (ACM), revised nose wheel steering, strut bleed air overheat warning system, fuel temperature probe, Flight Control Augmentation System (FCAS), larger hydraulic lines in fin, new Air Data Computer (ADC), dual Auxiliary Power Units (APUs), new electrical power generation system, new fire detection and extinguishing system, Turbine Engine Monitoring System (TEMS), new nacelles/fairings/fan duct, modified throttle control system, and rearranged cockpit controls and displays. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload, greater loiter time, and reduced Operations and Maintenance costs. One kit on the equipment line equals 4 engines.

Active Duty aircraft completed modification in 1994. All funding documented in this P3A is from Congressional Add or OSD Plus-up. Two KC-135E aircraft were funded by FY98 NGREA 0350 account (Congressional Add) and are not included in the aircraft breakdown. FY00 & FY01 Congressional add fully funds the program through FY05 - install costs in FY02 and FY03 are part of FY00 and FY01 Congressional add. After considering the FY01 Congressional Add quantity, there are 16 AFRC and 84 ANG KC-135E remaining candidates for reengining.

The funding for installation is normally spent in the last year of its life. The reason being, there is a two year lead time between kit purchase and installation. Furthermore, actual inputs do not follow the 24 month leadtime due to the mix of other aircraft (RC-135 and FMS KC-135 sales) in the installation line. Also, the RC-135 Special Purpose aircraft take priority in the schedule due to the limited fleet size and high priority mission.

In FY03, the C-135 reengine anticipated receiving \$89M from the Cost of War Transfer Account, (no funds received as of Dec 02). These funds are not included in the FY03 Air Force baseline. Funding will be used to convert 3 KC-135E aircraft with more powerful, fuel efficient F108 (CFM-56) engines, allowing takeoff on shorter runways with higher gross weights. The modification includes upgrades to over 25 systems/sub-systems. The combination of these upgrades provides an aircraft with substantially greater capability: better fuel efficiency, greater fuel offload capability, greater loiter time, and reduced Operation and Maintenance costs.

Aircraft Breakdown: Active 0, Reserve 14, ANG 18

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	28	214.2					4	37.5				
KITS NONRECUR		3.5										
EQUIPMENT	[28]	367.0					[4]	56.8				
EQUIP												
NONREC												
CHANGE ORDERS		9.9						0.7				
DATA		10.3						0.8				
SIM/TRAINER												
SUPPORT-EQUIP		2.4						0.7				
OGC		0.4		0.0				0.0				

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-93 15 KITS	[15]	13.6										
FY-94 1 KITS	[1]	1.0										
FY-96 4 KITS	[4]	6.3										
FY-97 2 KITS	[2]	3.2										
FY-00 4 KITS		10.4	[4]									
FY-01 2 KITS		5.6			[2]							
FY-04 4 KITS								10.8				[4]
TOTAL INSTALL	22	40.1	4		2			10.8				4
TOTAL COST (BP-1100)	28	647.7		0.0			4	107.3				

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER MN-3149F

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

The Navigation and Safety Upgrade Program (Phase I) combines the C/KC-135 Navigation and Safety Upgrades on Air Force aircraft designated for passenger missions. These modifications includes Flight Data Recorder (FDR), Cockpit Voice Recorder (CVR), and Emergency Locator Transmitter (ELT). Acquisition through a system integration strategy with a common integration contract and concurrent installation is planned. Direction for implementation of AF Navigation and Safety Master Plan and Policy is contained in the 9 Sept 96 AF/XO. SAF/AQ memo 'SECDEF - Directed Navigation and Safety Modification', and policy guidance provided in a coordinated AF/XO, AF/SE, AF/XP, and SAF/AQ message, date Mar 97. The NRE in FY97, FY98 and FY99 are for KCR/T & KCE variants. FY01-02 NRE is for the DV/OSA/CINC/Special purpose aircraft variants, (CE/2ea, KCD/4ea, NKCB, NKCE/2ea, OCB/2ea, KCE). \$29.1M of the \$32M on the NRE line is for Special Purpose aircraft NRE. This phase was baselined with MN 3150PC/Pacer CRAG and Block 30 Upgrade (TAWS, MN 3149F/Nav Safety). Nav Safety program was delayed about one year as a result of blocking several mods for concurrent installation.

The Engine line (Phase II) was added to incorporate the Turbine Engine Monitoring System (TEMS), MN 9734, an RTOC initiative, which provides continuous in-flight monitoring and recording of selected aircraft and engine parameters required to evaluate engine performance trending, limited engine event detection, parts life tracking and mission profile data. Data is downloaded on the ground and is used to anticipate engine and associated component overhaul before an in-flight catastrophic engine failure occurs. The existing TEMS will be removed from the KCR/T model aircraft and the functionality added to the FDR.

Note: The Hard Landing System(HLS) and the Automated AFTO Form 76 was added to this Phase.

TEMS kits for Phase II were purchased in FY01 & FY02. FY01 initial kits of 207 purchased and for FY02 remainder of 246 kits purchased.

Engine Line Funding:

FY01 - 1.4M RTOC; \$4.05M Fuel Flow Signal Conditioning Unit (FFSCU); .496M Software Updates:

FY02 - 1.4M RTOC; 1.107 Software Updates; 4.0M Replace UDU with a new Display Data Transfer Unit (DDTU) w/PCMCIA capability.

Aircraft Breakdown: Active 293, Reserve 70, ANG 223

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	583	10.4	3	0.1								
KITS NONRECUR		21.0		2.9								
EQUIPMENT	[583]	33.8	[3]	0.3								
EQUIP		1.0										
NONREC												
CHANGE ORDERS		1.4										
DATA		5.2				0.8						
SIM/TRAINER												
SUPPORT-EQUIP		0.1										
OTHER REPROG												
ENGINE		5.9		7.8		0.6						
OGC		2.6		1.1		0.1						

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97 109 KITS	[109]	2.6										
FY-98 25 KITS	[25]	0.6										
FY-99 115 KITS	[115]	4.0										
FY-00 199 KITS	[164]	11.7	[35]	1.4								
FY-01 135 KITS			[135]	5.4								
FY-02 3 KITS			[3]	0.1								
TOTAL INSTALL	413	18.9	173	6.9								
TOTAL COST (BP-1100)	583	100.3	3	19.1		1.6						
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									586	10.5
KITS NONRECUR										23.9
EQUIPMENT									[586]	34.1
EQUIP NONREC										1.0
CHANGE ORDERS										1.4
DATA										6.0
SIM/TRAINER										
SUPPORT-EQUIP										0.1
OTHER REPROG										
ENGINE										14.3
OGC										3.9
INSTALLATION OF HARDWARE										
FY-97 109 KITS									[109]	2.6
FY-98 25 KITS									[25]	0.6
FY-99 115 KITS									[115]	4.0
FY-00 199 KITS									[199]	13.1
FY-01 135 KITS									[135]	5.4
FY-02 3 KITS									[3]	0.1
TOTAL INSTALL									586	25.8
TOTAL COST (BP-1100)									586	121.1

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 9 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>
Contract Date (Month/CY)	09/97	09/98	01/99	11/99	11/00	11/01
Delivery Date (Month/CY)	06/98	03/99	07/99	05/00	05/01	05/02

Installation Schedule

	Quarters	<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			
Input					4	4	1	10	51	51	51	51	47	47	48	48	51	51	51	20
Output					4	4	1	5	51	51	51	51	51	47	47	48	48	51	51	25

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: PACER CRAG (COMPASS, RADAR, AND GPS) MN-3150PC

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This cockpit modernization program replaces the existing compass and radar. It adds a GPS receiver (embedded GPS/inertial navigation unit) and TCAS integrated through a commercial off-the-shelf (COTS)/non-developmental item (NDI) flight management system which includes new multi-function displays. This program does not degrade the capability of the KC-135 in an NBC environment. The program is the foundation of the GATM modification. First three FY96 kit (prototype) installations funded by Kit NRE. FY96 and FY97 installs delayed due to additional requirements (ETCAS) with associated integration/testing. Although these activities forced delays, contracted annual kit buys were maintained to protect quantity buy cost breaks. This drove the use of partial prior year funding for installs in FY99-02. This also drives average installation costs to appear to fluctuate when actual install costs are about \$220K each. Increased kit per unit cost in FY01 is due to reduced total kit buy not qualifying for quantity discount. FY98 change orders reflect software upgrade to allow GPS use as primary means of navigation and provide GPS approach capability (Receiver Autonomous Integrity Monitoring (RAIM)/GATM requirement). FY99 change orders reflect software change to ETCAS to meet FY00 European requirement and GATM baseline. FY96 Sim/Trainer buy reflects Sim buy. FY97 Sim/Trainer buy reflects Tabletop Trainer buys. FY98 & 99 Sim/Trainer funds are for Block upgrade only on existing W/S Trainers. 24 of the fleet aircraft (RC, TC, WC, EC combination) require only a subset of Pacer CRAG hardware and will be installed by Big Safari in a configuration outside of the Pacer CRAG baseline. These aircraft (and corresponding kits and installations) are not included in installation totals. FY00/01 OGC includes FCF fuel for BAE Systems installations, engineering over and above, and SPO contractor funding. FY02 OGC includes FCF fuel and SPO contractor funding. FY 00/01 change orders include EGI upgrades, ECP-022/023 and save stat software packages, Block 31 software upgrade, and DADC retrofit. FY00-02 data includes Block 35 changes and enhancements to tech data troubleshooting matrices. ECP 22/23 was initiated to correct and add several user-requested enhancements to the avionics equipment software. It replaces 'NOGO' with 'DEGRADE' status, enhances split bus and stickmap operations, and improves zeroization function to meet NSA standards of information security for special ops support missions. Block 31 improvements include Radar Windshear upgrade (improves computer windshear callout accuracy), EGPWS software update, MFD blanking software (software fix to stop MFDs from blanking out during excessive power surges/spikes/disconnects), CDU RPID Limit Increase (increased memory capacity for navigation database), and Autopilot Monitoring (alerts crew that auto gyro is unreliable, autopilot may not perform as expected). FY00 non-recurring kits line includes Block 35 NRE kits. FY01 warranty is the extension to the current reliability warranty on Pacer CRAG line replaceable units. FY01/02 installations realize economies of scale through delivery orders under current installation. The FY01 installation funds line is significantly lower than those of prior years due to the use of prior year funding for installations. This was accomplished to achieve installation economies of scale and to account for the lack of installation funds in FY02. These are the last contract options for Pacer CRAG. Beginning Oct 99, this modification became part of Block 30 and is baselined with RVSM (6030), Nav/Safety (3149F), TAWS (3368), and High Reliability Maintenance Free Battery (KC4218). In addition, it is part of the Block 35 installation on special purpose C-135 aircraft and D-model tankers.

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	559	51.9										
KITS NONRECUR	4	18.3										
EQUIPMENT	[559]	319.0										
EQUIP	[4]	6.9										
NONREC												
CHANGE ORDERS		69.8		2.3								
DATA		10.7		0.5								
SIM/TRAINER	[44]	28.7										
SUPPORT-EQUIP												
RETROFIT		3.0										
OGC		10.7		0.4								
WARRANTY		8.9										

Projected Financial Plan Continued

		PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
		<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE													
FY-95	6 KITS	[6]	1.4										
FY-96	44 KITS	[44]	17.5										
FY-97	101 KITS	[101]	24.7										
FY-98	115 KITS	[115]	27.9										
FY-99	81 KITS	[81]	16.2										
FY-00	175 KITS	[175]	27.5										
FY-01	41 KITS	[25]	2.7	[16]									
TOTAL INSTALL		547	117.9	16									
TOTAL COST (BP-1100)		563	645.8		3.2								

(Totals may not add due to rounding)

02/15/2003
 FY 2004 PBR
 Modification Title and No: MULTIPOINT REFUELING MN-4231
 Models of Aircraft Affected: C/KC-135

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Install drogue/hose reels on aircraft to provide multipoint refueling capability to support U.S. Navy, Marine, and Allies aircraft equipped with probe refueling equipment. Each set of equipment kits equals two (2) pods. Total aircraft of 20 will not equal total funded with 3010 because the 1st kit was procured with 3600 funds 'FY95' prototype install funded with 3600 funds. FY01-02 Change Order funding required for additional flight testing and Engineering Change Proposals (ECP).

Aircraft Breakdown: Active 20, Reserve 0, ANG 0

Development Status

Completed.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)	[1]	33.5										
PROCUREMENT (3010)												
INSTALL KITS	19	15.5										
KITS NONRECUR												
EQUIPMENT	[19]	33.6										
EQUIP												
NONREC												
CHANGE ORDERS		2.9		1.8								
DATA		1.3										
SIM/TRAINER												
SUPPORT-EQUIP		4.6										
MILSTRIP		3.0										
WARRANTY		1.8										
OGC		1.3		0.3								
INSTALLATION OF HARDWARE												
FY-96 3 KITS	[3]	4.0										
FY-97 11 KITS	[11]	8.4										
FY-98 5 KITS	[5]	3.2										
TOTAL INSTALL	19	15.7										
TOTAL COST (BP-1100)	19	79.6		2.0								

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)						5.6	[1]	15.1	[1]	33.5
PROCUREMENT (3010)										
INSTALL KITS									19	15.5
KITS NONRECUR										
EQUIPMENT									[19]	33.6
EQUIP NONREC										
CHANGE ORDERS										4.6
DATA										1.3
SIM/TRAINER										
SUPPORT-EQUIP										4.6
MILSTRIP										3.0
WARRANTY										1.8
OGC										1.6
INSTALLATION OF HARDWARE										
FY-96 3 KITS									[3]	4.0
FY-97 11 KITS									[11]	8.4
FY-98 5 KITS									[5]	3.2
TOTAL INSTALL									19	15.7
TOTAL COST (BP-1100)									19	81.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 11 Months

Follow-On Lead Time: 11 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>
Contract Date (Month/CY)			06/96	10/96	01/98			01/01	01/02	01/03	01/04	01/05	01/06	01/07
Delivery Date (Month/CY)			05/97	09/97	12/98			12/01	12/02	12/03	12/04	12/05	12/06	12/07

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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input														1	2			1	1	2	2			3	1	1	2	2	1				
Output																1	1	1					3	1	2	2	2	2		1	2	1	
Quarters	1	2	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

02/15/2003
FY 2004 PBR

Modification Title and No: REDUCED VERTICAL SEPARATION MINIMA MN-6030

Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

This modification installs precision altitude measuring equipment to allow KC-135 aircraft to operate in premium reduced vertical separation ICAO airspace. RVSM meets oceanic vertical requirements and allows aircraft to operate between FL290 to FL410 preventing operation in non-optimum regimes. FY97-98 NRE is for KC-135R model's design. FY99 NRE is for KC-135E model's design. FY00 NRE is for unique, R/T's design and KC-135E model completion. FY01 and FY02 Kits NRE contains funding for Block 35 Mods (Special Purpose Aircraft Mod). FY97-98 installs for prototypes were accounted for in FY97-98 NRE. FY01 Equipment NRE ensures KC-135 nuclear biological, chemical (NBC) environments not degraded. This modification is part of Block 30 and is baselined with mod Pacer CRAG (3150PC), Nav/Safety (3149), and TAWS.

Aircraft Breakdown: Active 270, Reserve 70, ANG 223

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	535	7.2	28	0.2								
KITS NONRECUR		30.9		2.6								
EQUIPMENT	[535]	49.1	[28]	2.6								
EQUIP	[1]	1.0										
NONREC												
CHANGE ORDERS		3.0		2.1								
DATA		2.2		0.3								
SIM/TRAINER	[20]	5.1										
SUPPORT-EQUIP		2.3		0.4								
WARRANTY		1.4		0.0								
OGC		7.5		2.1								
INSTALLATION OF HARDWARE												
FY-97 1 KITS	[1]											
FY-98 6 KITS	[6]											
FY-99 122 KITS	[122]	5.0										
FY-00 202 KITS	[202]	8.3										
FY-01 204 KITS	[20]	0.8	[184]	7.9								
FY-02 28 KITS			[28]	1.2								
TOTAL INSTALL	351	14.1	212	9.1								
TOTAL COST (BP-1100)	535	123.8	28	19.3								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									563	7.4
KITS NONRECUR										33.5
EQUIPMENT									[563]	51.7
EQUIP NONREC									[1]	1.0
CHANGE ORDERS										5.1
DATA										2.5
SIM/TRAINER									[20]	5.1
SUPPORT-EQUIP										2.7
WARRANTY										1.4
OGC										9.6
INSTALLATION OF HARDWARE										
FY-97 1 KITS									[1]	
FY-98 6 KITS									[6]	
FY-99 122 KITS									[122]	5.0
FY-00 202 KITS									[202]	8.3
FY-01 204 KITS									[204]	8.7
FY-02 28 KITS									[28]	1.2
TOTAL INSTALL									563	23.2
TOTAL COST (BP-1100)									563	143.1

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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>
Contract Date (Month/CY)	12/97	06/98	03/99	11/99	12/00	12/01	
Delivery Date (Month/CY)	06/98	12/98	09/99	05/00	06/01	06/02	

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input				1				6				42	44	46	44	42	44	40	42	54	55	54	49					
Output					1						6				42	44	46	44	42	44	40	42	54	55	54	49		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: GATM PHASE II MN-9709
Models of Aircraft Affected: C/KC-135

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
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 CMUs prevent a single point of failure in the ATC data link system. Kit NRE contains funds for KC-135 R/T GATM prototypes and outyear NRE for E Model unique variants. Funds for kits and installation for annual aircraft lots being obligated in the same fiscal year, as required by the GATM contract. Mod Prep includes the cost of circuit breakers (CB) and transformer rectifiers (TR) Kits.

Aircraft Breakdown: Active 203, Reserve 72, ANG 215

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	0.9	50	10.0	40	7.3	30	5.8	30	5.8	34	6.6
KITS NONRECUR		9.1										
EQUIPMENT	[4]	2.1	[50]	29.1	[40]	23.8	[30]	19.0	[30]	19.5	[34]	23.3
EQUIP		27.2										
NONREC												
CHANGE ORDERS		7.4		7.0		16.6		3.6		3.9		3.7
DATA		3.4		0.5								
SIM/TRAINER		10.1		2.0		3.1	[2]	4.5	[4]	4.3	[5]	5.5
SUPPORT-EQUIP		0.5		2.8		0.1		0.1		0.1		0.6
MILSTRIP		2.2		2.6		2.8		2.6		2.6		3.0
MOD Prep		6.6		2.4		2.1		3.1		3.3		3.4
WARRANTY		0.2		2.2		1.9		1.3		1.3		1.5
AWATING BTR						2.9						
OGC		5.9		2.4		2.1		2.3		2.4		2.5

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-99	1	3.2										
FY-00	3	4.3										
FY-01	0	2.0										
FY-02	50		[50]	28.9								
FY-03	40				[40]	23.8						
FY-04	30						[30]	16.3				
FY-05	30								[30]	16.1		
FY-06	34										[34]	18.3
FY-07	38											
FY-08	45											
FY-09	53											
FY-10	43											
FY-11	45											
FY-12	42											
FY-13	36											
TOTAL INSTALL	4	9.6	50	28.9	40	23.8	30	16.3	30	16.1	34	18.3
TOTAL COST (BP-1100)	4	85.2	50	90.0	40	86.5	30	58.6	30	59.3	34	68.4

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	38	7.5	45	9.0	53	11.2	166	38.9	490	103.2
KITS NONRECUR								14.0		23.1
EQUIPMENT	[38]	22.8	[45]	27.2	[53]	33.2	[166]	110.7	[490]	310.4
EQUIP NONREC										27.2
CHANGE ORDERS		4.4		4.6		5.3		35.6		91.9
DATA										3.9
SIM/TRAINER									[11]	29.5
SUPPORT-EQUIP		0.4		0.2		1.0		1.6		7.4
MILSTRIP		3.3		3.9		4.6		17.0		44.7
MOD Prep		3.6		3.8		4.0		18.2		50.6
WARRANTY		1.7		2.0		2.5		10.1		24.7
AWATING BTR										2.9
OGC		2.5		3.2		3.5		22.2		49.1
INSTALLATION OF HARDWARE										
FY-99 1 KITS									[1]	3.2
FY-00 3 KITS									[2]	4.3
FY-01 0 KITS									[1]	2.0
FY-02 50 KITS									[50]	28.9
FY-03 40 KITS									[40]	23.8
FY-04 30 KITS									[30]	16.3
FY-05 30 KITS									[30]	16.1
FY-06 34 KITS									[34]	18.3
FY-07 38 KITS	[38]	20.7							[38]	20.7
FY-08 45 KITS			[45]	24.6					[45]	24.6
FY-09 53 KITS					[53]	30.6			[53]	30.6
FY-10 43 KITS							[43]	24.7	[43]	24.7
FY-11 45 KITS							[45]	27.0	[45]	27.0
FY-12 42 KITS							[42]	26.5	[42]	26.5
FY-13 36 KITS							[36]	23.9	[36]	23.9
TOTAL INSTALL	38	20.7	45	24.6	53	30.6	166	102.1	490	291.0
TOTAL COST (BP-1100)	38	66.9	45	78.5	53	95.8	166	370.5	490	1059.7

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 32 Months

Follow-On Lead Time: 15 Months

Milestones

	FY-99	FY-00	FY-01	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	FY-10	FY-11	FY-12	FY-13
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	03/13
Delivery Date (Month/CY)	06/02	08/02	03/03	09/03	06/04	06/05	06/06	06/07	06/08	06/09	06/10	06/11	06/12	06/13	06/14

Milestones Continued

	<u>FY-14</u>	<u>FY-15</u>	<u>FY-16</u>
Contract Date (Month/CY)	03/14		
Delivery Date (Month/CY)	06/15		

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>		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input									1	1		2		2	12	12	12	12	11	11	11	10	8	8	8
Output												4		2	12	12	12	12	11	11	11	10	8	8	8
		<u>FY-07</u>			<u>FY-08</u>			<u>FY-09</u>			<u>FY-10</u>			<u>FY-11</u>			<u>FY-12</u>			<u>FY-13</u>			<u>FY-14</u>		
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	8	6	10	10	10	9	8	8	8	8	9	9	9	10	10	11	11	11	10	10	10	10	10	10	
Output	8	8	6	10	10	10	9	8	8	8	8	9	9	9	10	10	11	11	11	10	10	10	10	10	
		<u>FY-15</u>			<u>FY-16</u>																				
Quarters	1	2	3	4	1	2	3	4																	
Input	10	10	10	10	2																				
Output	10	10	10	10	10	2																			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: ELECTROMAGNETIC PULSE MN-9737
 Models of Aircraft Affected: C/KC-135

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

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

Description/Justification

This modification incorporates the Interphone (MN 4310) and RVSM (MN 6030) modifications which are both on-going Global Air Traffic Management (GATM) communication/navigation requirements. The NREs were accomplished through the sustaining engineering contract. STRATCOM's annual Planning Factor Update highlighted system vulnerability to EMP threat environment associated with the KC-135 incorporation of digital technology. For aircraft having a single integrated operation plan (SIOP) mission, any GATM modification must maintain the same level of electromagnetic pulse protection as the system it replaces. The incorporation of this modification ensures the KC-135 Interphone and RVSM modifications do not degrade the capability of the KC-135 in a nuclear, biological, and chemical (NBC) environment. Only 482 kits funded due to the impending FY04 - FY06 retirement of 61 KC-135E models (The 7 KC-135Es that will remain in BAI will receive this modification).

Aircraft Breakdown: Active 253, Reserve 68, ANG 222

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			205	4.7	277							
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.6		0.2						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC						0.0						
TOTAL COST (BP-1100)			205	5.3	277	0.2						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									482	4.7
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.8
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.0
TOTAL COST (BP-1100)	<hr/>								482	5.5
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: CONTROL COLUMN BREAK (CCB) MN-9738
 Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Description/Justification

A control column actuated stabilizer brake system is required to prevent stabilizer movement in the opposite direction of control column movement. FY07 kits installed in FY08. NRE and prototype funded with FY02 and FY03 Sustaining Engineering (583) funds.

Aircraft Breakdown: Active 228, Reserve 72, ANG 215

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[122]	1.5	[90]	1.1	[176]	2.1
KITS NONRECUR												
EQUIPMENT							122	4.4	90	3.2	176	6.3
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.1		0.0		0.1
INSTALLATION OF HARDWARE												
FY-04 122 KITS									[122]	0.7		
FY-05 90 KITS											[90]	0.5
FY-06 176 KITS												
FY-07 127 KITS												
TOTAL INSTALL									122	0.7	90	0.5
TOTAL COST (BP-1100)							122	6.0	90	5.0	176	9.0

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[127]	1.5							[515]	6.2
KITS NONRECUR										
EQUIPMENT	127	4.6							515	18.6
EQUIP NONREC										
CHANGE ORDERS		0.7								0.7
DATA		2.5								2.5
SIM/TRAINER										
SUPPORT-EQUIP										
OGC		0.1								0.4
INSTALLATION OF HARDWARE										
FY-04 122 KITS									[122]	0.7
FY-05 90 KITS									[90]	0.5
FY-06 176 KITS	[176]	1.6							[176]	1.6
FY-07 127 KITS			[127]						[127]	
TOTAL INSTALL	176	1.6	127						515	2.7
TOTAL COST (BP-1100)	127	11.0							515	31.0

(Totals may not add due to rounding)

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

Installation Schedule

	<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					30	30	30	32	23	22	23	22	39	45	46	46	43	31	30	23
Output					28	30	31	31	23	23	23	22	38	45	45	46	45	30	30	25

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LD/HD RIVET JOINT TRAINER MN-9810
 Models of Aircraft Affected: RC-135 Rivet Joint

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0305207F Team INFO

Center: ASC - Wright Patterson AFB, OH

Description/Justification

Procures one new LD/HD Rivet Joint pilot simulator. Increased investment in weapon system simulators will reduce demand on LD/HD aircraft where PERSTEMPO and OPTEMPO pressures are most acute.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	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]	14.9								
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				14.9								
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER									[1]	14.9
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									14.9
(Totals may not add due to rounding)										

Method of Implementation: COMBINATION

Initial Lead Time: 24 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

		<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				
		1	2	3	4	1	2	3	4	1	2	3	4	
Quarters	1													
Input	1													
Output									1					

02/15/2003
 FY 2004 PBR
 Modification Title and No: RADOME REPLACEMENT MN-9812

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

Models of Aircraft Affected:

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

Description/Justification

Replaces current radome at field level (2 hrs) with a new NORDAM compressed foam core radome which is more resistant to impact and water damage. (R-TOC initiative). Initial spares and RSP requirements as computed in the Mar 02 D200A Computation will be funded with budgeted 1600 funds as follows: FY03 (3 spares/24 RSP) and FY04 (5 spares). Reduced application to 492 aircraft. Removed 61 each KC-135E model aircraft as of FY04 POM. Install schedule extends into FY05.

Aircraft Breakdown: Active 205, Reserve 72, ANG 215

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					252	3.0	240	3.0				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA						0.3		0.5				
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
OGC						0.0		0.0				
TOTAL COST (BP-1100)					252	3.4	240	3.5				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									492	6.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.8
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										
OGC										0.1
TOTAL COST (BP-1100)	<hr/>								492	6.9

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: C/KC-135

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: C-135 Class P
 PE 0401218F Team MOBIL

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

Description/Justification

These are low cost modifications. Mods are accomplished per the direction and priorities of the lead command, based on available resources.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		9.0		1.3		0.6		1.0		1.0		0.6
TOTAL COST (BP-1100)		9.0		1.3		0.6		1.0		1.0		0.6

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		0.5								14.0
TOTAL COST (BP-1100)		0.5								14.0
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: SIMULATOR UPGRADE MN-SIM135
Models of Aircraft Affected: KC-135 SIMULATORS

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401897F Team MOBIL

Center: OO-ALC - Hill AFB, UT

Description/Justification

KC-135 Simulator upgrade program will add new, state-of-the-art Visual Upgrade Enhancement (VUE) systems, motion bases, and Distributed Mission Training (DMT). Funds will upgrade 22 Simulators (19 R-model Operational Flight Trainer (OFT), 1 E-model Weapon System Trainer (WST), and 2 Boom Operator Part Task Trainer (BOPTT)). The 45 kits are installed as upgrades on the 19 OFTs at different times. Kits consist of 19 VUE kits, 14 Motion kits, 5 Retrofit Motion kits, 2 BOPTT Kits, 10 VUE configuration Kits, and 5 DMT kits making FY kit procurement unique. That is why funded kits exceed the number of Simulators. Kit costs per year are driven by quantity/kit types being purchased. For example; in FY00, 17 kits were purchased. 5 VUE kits at \$1,780,321 each, 9 New Motion Production/DCL kits at \$947,127 each, and 3 Retrofit Motion Production/DCL kits at \$353,919 each. Motion kit installs are included in the overall kit price, however, the VUE kit installs are priced separately from the VUE kits. VUE installations are purchased with prior year funds due to lead time delivery and cost savings to the government. For example; FY02 installations are purchased with FY01 funds resulting in approximately 500K/30% cost savings with no risk to the government. These upgrades will allow AMC to move flying proficiency training from the more expensive aircraft to the simulator. The two NRE FY99 purchases are for one new motion prototype and one retrofit motion prototype. The three NRE in FY02 purchases 2 prototype BOPTT kits and 1 prototype DMT kit, with HLA certification at Altus AFB. In FY03 the NRE turns the DMT prototype into one of two kits to install at Fairchild AFB, with two additional kits going to Grand Forks AFB. This program supports AMC C-MNS 001-93, MNS AMC 021-93, and ORD AMC 021-93 I/II/III. In FY04 the NRE is to provide standard configuration on the evolved VUE installations.

Aircraft Breakdown: Active 16, Reserve 1, ANG 5

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	36	33.0			3	0.5						
KITS NONRECUR	2	3.6	3	3.5	1	0.4	10					
EQUIPMENT		3.8										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		3.8										
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF H	[19]	8.6			[4]	0.5						
OGC		0.3		0.2								
TOTAL COST (BP-1100)	38	53.2	3	3.6	4	1.3	10					
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL		
	<u>QTY</u>	<u>COST</u>									
RDT&E (3600)											
PROCUREMENT (3010)											
INSTALL KITS									39	33.4	
KITS NONRECUR									16	7.5	
EQUIPMENT										3.8	
EQUIP NONREC											
CHANGE ORDERS											
DATA										3.8	
SIM/TRAINER											
SUPPORT-EQUIP											
INSTALLATION OF H									[23]	9.1	
OGC										0.5	
TOTAL COST (BP-1100)	<hr/>									55	58.1

(Totals may not add due to rounding)

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: TERRAIN AWARENESS & WARNING SYS (TAWs) MN-TAWs

Models of Aircraft Affected: C/KC-135

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: C-135 Class P
PE 0401218F Team MOBIL

Description/Justification

The Terrain Awareness and Warning System (formerly known as the Ground Collision Avoidance System - Mod 3368) is a congressionally-mandated system that alerts aircrews to flight profiles that project an impact with the ground. It implements the Enhanced Ground Proximity Warning System and uses data from existing aircraft sensors to project the aircraft flight path forward in time and avoid controlled flight into terrain incidents. This mod is part of Block 30 and is baselined with Pacer CRAG (3150PC), Nav/Safety (3149), and RVSM (6030). The program is also part of the Block 35 installation on special purpose C-135 aircraft and D-model tankers. Higher installation cost per unit in FY01-02 is due to higher expected costs of retrofits at BAE Systems and for higher cost of Block 35 installations. FY02 installs paid with FY01 funds.

Aircraft Breakdown: Active 271, Reserve 70, ANG 222

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	559	18.4										
KITS NONRECUR	4	10.0										
EQUIPMENT	[559]	27.9										
EQUIP	[4]	0.3										
NONREC												
CHANGE ORDERS		1.0										
DATA		8.4										
SIM/TRAINER	[20]	3.4										
SUPPORT-EQUIP												
OGC		1.9		4.8								
AWAITING BTR				0.4								
TRAINING		0.4										
INSTALLATION OF HARDWARE												
FY-96 15 KITS	[15]	0.6										
FY-97 226 KITS	[226]	11.1										
FY-98 25 KITS	[25]	1.0										
FY-99 81 KITS	[81]	3.1										
FY-00 175 KITS	[175]	2.8										
FY-01 41 KITS			[41]									
TOTAL INSTALL	522	18.6	41									
TOTAL COST (BP-1100)	563	90.2		5.2								

(Totals may not add due to rounding)

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: C-29				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.000	\$0.000	\$0.000	\$16.061	\$3.754	\$0.000	\$0.000	\$0.000

This line item funds modifications to the C-29A, commercial equivalent to the Bombardier Challenger 600 series aircraft. The C-29A 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).

<u>CLASS</u>	<u>MOD</u>	<u>MODIFICATION</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>COST</u>	<u>TOTAL</u>
P	C2901	CFIN A/C ATCALs				16.1	3.8				TO GO	PROG.
TOTAL FOR CLASS P			0.0	0.0	0.0	16.1	3.8	0.0	0.0	0.0	0.0	19.8
TOTAL FOR AIRCRAFT C-29			0.0	0.0	0.0	16.1	3.8	0.0	0.0	0.0	0.0	19.8

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 52	PAGE NO. 1	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: CFIN A/C ATCAL5 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 4, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06			
	<u>QTY</u>	<u>COST</u>												
RDT&E (3600)														
PROCUREMENT (3010)														
INSTALL KITS														
KITS NONRECUR									3	16.1	1	3.8		
EQUIPMENT														
EQUIP														
NONREC														
CHANGE ORDERS														
DATA														
SIM/TRAINER														
SUPPORT-EQUIP														
INSTALLATION OF HARDWARE														
FY-05 3 KITS											[3]			
FY-06 1 KITS														
TOTAL INSTALL											3			
TOTAL COST (BP-1100)											3	16.1	1	3.8
(Totals may not add due to rounding)														

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR									4	19.8
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-05 3 KITS									[3]	
FY-06 1 KITS			[1]						[1]	
TOTAL INSTALL			1						4	
TOTAL COST (BP-1100)									4	19.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

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

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-3				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$90.069	\$28.394	\$53.467	\$54.372	\$63.475	\$147.600	\$192.268	\$179.056

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 FY04 is the Radar System Improvement program. Other modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	3150	NAVSTAR GLOBAL POSI	0.9									68.4
	3403	HF MESSENGER	2.6	1.1								3.8
	50001P	PDMA	0.7	3.7	2.4	0.5	4.9	1.9	1.5	1.6		33.2
	50001T	BLOCK 40/45 UPGRADE						68.1	138.7	118.1		324.8
	70001C	INTEGRATED BROADCA	1.4	1.1								18.2
	7266	RADAR SYSTEM IMPRO	84.4	22.2	17.8	2.8						533.3
	7267	NAVWAR/AVIONICS MO						3.9	3.4	6.2		13.5
	7268	INTEGRATED DAMA GA			2.3	6.4	24.0	27.3	5.5			65.6
	8662	AETC MTD UPGRADES-					0.1	0.5				0.6
	9707	RM&A MODS			30.9	28.1	28.7	44.7	37.1	47.1		216.7
	99999X	LOW COST MODIFICATI		0.1	0.1	0.1	0.1	0.1				0.1
	T007	C2ISR TACTICAL DATA				16.5	5.8	1.1	6.0	6.1		35.5
	Z88888	REPROGRAMMINGS		0.3								0.4
TOTAL FOR CLASS P			90.1	28.5	53.6	54.5	63.6	147.7	192.3	179.1	0.0	1,314.0
TOTAL FOR AIRCRAFT E-3			90.1	28.5	53.6	54.5	63.6	147.7	192.3	179.1	0.0	1,314.0

Totals may not add due to rounding.

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02/15/2003
 FY 2004 PBR
 Modification Title and No: HF MESSENGER MN-3403
 Models of Aircraft Affected: E-3 B/C

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P
 PE 0207417F Team INFO

Description/Justification

The HF Messenger system provides a low cost, quick to field, airborne, worldwide, and secure e-mail transmission/receive capability to E-3's through the High Frequency (HF) radio using automatic link establishment. It is installed organically at the wing at no investment cost to the appropriation. HF Messenger allows the transfer of command and control, time critical data in almost any file format. Funding for 32 Operational Aircraft.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

n/a

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			17	0.9	15	0.5						
KITS NONRECUR				0.4								
EQUIPMENT			[17]	0.9	[15]	0.5						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.2								
SIM/TRAINER												
SUPPORT-EQUIP				0.1								
ICS												
CONTRACTOR												
SUPPORT												
OGC												
PROGRAM MNGMT				0.2		0.2						
INSTALLATION OF HARDWARE												
FY-02 17 KITS					[17]							
FY-03 15 KITS					[15]							
TOTAL INSTALL					32							
TOTAL COST (BP-1100)			17	2.6	15	1.1						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									32	1.4
KITS NONRECUR										0.4
EQUIPMENT									[32]	1.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										0.1
ICS										
CONTRACTOR SUPPORT										
OGC										
PROGRAM MNGMT										0.4
INSTALLATION OF HARDWARE										
FY-02 17 KITS									[17]	
FY-03 15 KITS									[15]	
TOTAL INSTALL									32	
TOTAL COST (BP-1100)									32	3.8

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 4 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	1	<u>FY-01</u>			1	<u>FY-02</u>			1	<u>FY-03</u>		
		2	3	4		2	3	4		2	3	4
Quarters												
Input										17	15	
Output										17	15	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: PDMA MN-50001P
Models of Aircraft Affected: E-3

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

Programmed Depot Maintenance Activity (PDMA) modifications 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. The modifications and support to the trainers, support equipment and infrastructure include 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 baselined with MN-50001C. These modifications are necessary to sustain the weapon system until 2035.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		6.8										
PROCUREMENT (3010)												
INSTALL KITS	1	0.2										
KITS NONRECUR	1	2.9										
EQUIPMENT	[63]	1.5										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		2.5										
SIM/TRAINER						0.2		0.1		0.1		0.1
SUPPORT-EQUIP						0.4		0.3				3.3
ICS						1.4		0.6				
CONTRACTOR		2.9		0.6		0.9		0.9		0.3		0.8
SUPPORT												
PROGRAM MNGMT		0.4		0.0		0.6		0.2		0.1		0.5
GFP												0.1
OGC		0.7		0.1		0.1		0.1		0.1		0.1

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-95	1											
FY-96	1	0.1										
FY-98	0	1.2										
FY-99	0	2.1										
FY-00	0	1.3										
FY-01	0	0.3										
FY-03	0					0.1		0.1				
TOTAL INSTALL		4.9				0.1		0.1				
TOTAL COST (BP-1100)	2	16.0		0.7		3.7		2.4		0.5		4.9

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										6.8
PROCUREMENT (3010)										
INSTALL KITS									1	0.2
KITS NONRECUR									1	2.9
EQUIPMENT									[63]	1.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										2.5
SIM/TRAINER		0.1		0.1		0.1				0.9
SUPPORT-EQUIP		0.4		0.2		0.2				4.8
ICS										2.0
CONTRACTOR SUPPORT		1.0		1.0		1.1				9.4
PROGRAM MNGMT		0.1		0.0		0.1				2.0
GFP		0.1								0.3
OGC		0.1		0.2		0.2				1.7
INSTALLATION OF HARDWARE										
FY-95 1 KITS										
FY-96 1 KITS										0.1
FY-98 0 KITS										1.2
FY-99 0 KITS										2.1
FY-00 0 KITS										1.3
FY-01 0 KITS										0.3
FY-03 0 KITS										0.1
TOTAL INSTALL										5.0
TOTAL COST (BP-1100)		1.9		1.5		1.6			2	33.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 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)		12/95	12/96							
Delivery Date (Month/CY)		09/96	09/97							

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
Quarters	1																																
Input										1				1	1	1	1	1	2			1	1	1	1	1	1	1	1	1	1	1	1
Output										1						1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
Quarters	1																																
Input	1	1	1	1	1	1	1	1																									
Output	1	1	1	1	1	1	1	1																									

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: INTEGRATED BROADCAST SERVICE MN-70001C
Models of Aircraft Affected: E-3

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

The Integrated Broadcast Service Stand-Alone Terminal provides US AWACS aircraft the capability to receive and display near-real time intelligence data broadcast via satellite networks (TIBS and TDDS). The program procures antennas, filters and receivers for 33 aircraft (32 Operational and 1 Test Aircraft) and carry-on processor-displays for up to 8 aircraft (only 8 aircraft will have IBS capability at any one time). This is a stand-alone system that is not integrated with the mission system. IBS will be integrated into the AWACS mission system during Block 40/45 (MN-50001T). TS-3's antennas, filters and receivers were installed by Boeing during pre-production. The program also procures six ground support terminals. In FY98 the original installation plan to have Contractor Field Team Installation accomplished in one year (thus the kits were bought in one year) was changed due to the fact LD/HD issues limit the amount and time operational E-3 aircraft can be removed from the fleet for modernization, which stretched the program out to FY03 (based on PDM install).

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Complete. Initial Operational Capability declared April 2001

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		1.1										
PROCUREMENT (3010)												
INSTALL KITS	32	5.0										
KITS NONRECUR		1.5										
EQUIPMENT	[8]	2.4										
EQUIP		0.4										
NONREC												
CHANGE ORDERS												
DATA		2.3										
SIM/TRAINER	[2]	0.3										
SUPPORT-EQUIP	[4]	0.6										
ENG SUPPORT				0.1								
CONTRACTOR		1.7		0.6		0.3						
SUPPORT												
ICS		0.3		0.1								
PROGRAM MNGMT		0.1		0.1		0.2						
OGC		0.1		0.1								
INITIAL SPARES												
INSTALLATION OF HARDWARE												
FY-97 32 KITS	[18]	1.0	[8]	0.4	[5]	0.6						
TOTAL INSTALL	18	1.0	8	0.4	5	0.6						
TOTAL COST (BP-1100)	32	15.7		1.4		1.1						

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										1.1
PROCUREMENT (3010)										
INSTALL KITS									32	5.0
KITS NONRECUR										1.5
EQUIPMENT									[8]	2.4
EQUIP NONREC										0.4
CHANGE ORDERS										
DATA										2.3
SIM/TRAINER									[2]	0.3
SUPPORT-EQUIP									[4]	0.6
ENG SUPPORT										0.1
CONTRACTOR SUPPORT										2.6
ICS										0.4
PROGRAM MNGMT										0.4
OGC										0.2
INITIAL SPARES										
INSTALLATION OF HARDWARE										
FY-97 32 KITS									[31]	2.1
TOTAL INSTALL									31	2.1
TOTAL COST (BP-1100)									32	18.2

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 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)				01/97	06/98					
Delivery Date (Month/CY)				07/97	12/98					

Installation Schedule

		<u>FY-94</u>				<u>FY-95</u>				<u>FY-96</u>				<u>FY-97</u>				<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1																																
Input																																	
Output														1								2	1	2	2	2	2	2	2	2	2	2	2
														1								2	1	2	2	2	2	2	2	2	2	2	2
Quarters	1																																
Input	3	2	2	1		1	2	2																									
Output	3	2	2	1		1	2	2																									

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: RADAR SYSTEM IMPROVEMENT PROGRAM MN-7266

Models of Aircraft Affected: E-3B/C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P
PE 0207417F Team INFO

Description/Justification

Funds concurrent acquisition and retrofit of the Radar System Improvement Program (RSIP) to enhance radar detection, Electronic Protection, and improve/expand radar maintenance capabilities. Total of 33 Aircraft required--32 Operational and 1 Test. Due to the FY03 Depot Rate Increase, current program funding will only complete 27 operational aircraft.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

Complete. IOT&E Date: October 1996

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	23	4.8	9	1.5								
KITS NONRECUR		6.8										
EQUIPMENT	[23]	264.4	[9]	53.5								
EQUIP		20.2										
NONREC												
CHANGE ORDERS						0.7		0.3				
DATA		2.0		0.7		0.1		0.2				
SIM/TRAINER	[2]	23.2										
SUPPORT-EQUIP		10.8		11.2								
COMMODITY MOD		1.9		0.3		0.3		0.3		0.1		
DMS (Diminished		5.8		0.4		0.4						
Manufacturing Sources)												
ENG SUPPORT		6.1		5.3		5.0		5.4		0.8		
DEPOT		4.4		0.7		0.4						
ICS		15.3		0.2		0.2						
OGC		5.2		0.1		0.1		0.1		0.1		
CONTRACTOR		9.3		2.1		1.4		1.5		0.4		
SUPPORT												
PROGRAM MNGMT		8.7		5.7		3.6		1.7		0.4		
GFE		4.8		0.4		0.1						

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-96 2 KITS	[2]	6.9										
FY-97 2 KITS	[2]	0.9										
FY-98 4 KITS	[4]	2.5										
FY-99 5 KITS	[3]	2.0	[2]	2.1								
FY-00 2 KITS			[1]	0.3	[1]	1.4						
FY-01 8 KITS					[6]	8.6	[2]	2.1				
FY-02 9 KITS							[3]	6.2	[1]	1.0		
TOTAL INSTALL	11	12.3	3	2.3	7	10.0	5	8.3	1	1.0		
TOTAL COST (BP-1100)	23	406.0	9	84.4		22.2		17.8		2.8		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									32	6.3
KITS NONRECUR										6.8
EQUIPMENT									[32]	317.9
EQUIP NONREC										20.2
CHANGE ORDERS										1.0
DATA										3.0
SIM/TRAINER									[2]	23.2
SUPPORT-EQUIP										22.0
COMMODITY MOD										2.8
DMS (Diminished Manufacturing Sources)										6.6
ENG SUPPORT										22.6
DEPOT										5.6
ICS										15.7
OGC										5.6
CONTRACTOR SUPPORT										14.7
PROGRAM MNGMT										20.1
GFE										5.2
INSTALLATION OF HARDWARE										
FY-96 2 KITS									[2]	6.9
FY-97 2 KITS									[2]	0.9
FY-98 4 KITS									[4]	2.5
FY-99 5 KITS									[5]	4.1
FY-00 2 KITS									[2]	1.7
FY-01 8 KITS									[8]	10.6
FY-02 9 KITS									[4]	7.3
TOTAL INSTALL									27	33.9
TOTAL COST (BP-1100)									32	533.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 24 Months

Follow-On Lead Time: 24 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>
Contract Date (Month/CY)				03/96	12/96	12/97	12/98	12/99	12/00	12/01	12/02		
Delivery Date (Month/CY)				03/98	12/98	12/99	12/00	12/01	12/02	12/03	12/04		

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>					
Quarters	1	2	3	4	1	2	3	4	1	2	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-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>																	
Quarters	1	2	3	4	1	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	1		2	2	1	2	1	2	1	1	1																			
Output	1	1	2	1	1	1	1	1	2	2	1	2	1	2	1	1	1																		

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: INTEGRATED DAMA GATM MN-7268
 Models of Aircraft Affected: E-3 B/C

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P
 PE 0207417F Team INFO

Center: ESC - Hanscom AFB, MA

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 CJCS-mandated Ultra High Frequency (UHF) satellite communications upgrade consisting of two new UHF DAMA terminals and new 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 an FAA/International Civil Aviation Organization (ICAO)/EUROCONTROL mandated upgrade that consists of new VHF radios with 8.33kHz channel spacing, Aircraft Collision Avoidance System (ACAS)/Mode-S IFF 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 and 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 18 of the required 32 production kits. Total of 33 Aircraft required - 32 Operational and 1 Test (TS-3 is modified under the SD&D effort). This modification will be installed on 2 Operational Flight Crew Trainers (OFTs) and 1 Field Training Device (FTD). This mod consolidates Mod # T8135 - SATCOM DAMA and Mod # 3404 - ATC Compliance.

The MILSATCOM SPO provides \$6.608M in FY04 and \$13.373M in FY05 for the Airborne Integrated Terminal Group A and Group B Recurring hardware.

Aircraft Breakdown: Active 32, Reserve 0, ANG 0

Development Status

Development contract awarded 4/02.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)				7.7		23.8		27.0				
PROCUREMENT (3010)												
INSTALL KITS									1	0.9	7	6.5
KITS NONRECUR										0.2		0.1
EQUIPMENT										0.8		5.6
EQUIP												
NONREC												
CHANGE ORDERS							0.2			0.4		
DATA							0.7			0.4		0.5
SIM/TRAINER											[1]	1.7
SUPPORT-EQUIP							0.6			0.1		
PROGRAM MNGMT							0.2			1.0		2.3
CONTRACTOR							0.5			0.7		1.3
SUPPORT												
GFE										0.9		2.5
ICS							0.1			0.5		0.8
OGC										0.0		0.1

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-05	1								[1]	0.4		
FY-06	7										[7]	2.8
FY-07	8											
FY-08	2											
TOTAL INSTALL									1	0.4	7	2.8
TOTAL COST (BP-1100)							2.3		1	6.4	7	24.0
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										58.5
PROCUREMENT (3010)										
INSTALL KITS	8	7.4	2	1.8					18	16.6
KITS NONRECUR		0.1								0.4
EQUIPMENT		6.4		1.6						14.4
EQUIP NONREC										
CHANGE ORDERS										0.6
DATA										1.5
SIM/TRAINER	[2]	3.3							[3]	5.0
SUPPORT-EQUIP										0.7
PROGRAM MNGMT		1.1		0.2						4.8
CONTRACTOR SUPPORT		0.7		0.5						3.5
GFE		4.7		0.4						8.6
ICS		0.5		0.2						2.1
OGC		0.0		0.0						0.1
INSTALLATION OF HARDWARE										
FY-05 1 KITS									[1]	0.4
FY-06 7 KITS									[7]	2.8
FY-07 8 KITS	[8]	3.2							[8]	3.2
FY-08 2 KITS			[2]	0.8					[2]	0.8
TOTAL INSTALL	8	3.2	2	0.8					18	7.2
TOTAL COST (BP-1100)	8	27.3	2	5.5					18	65.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

Installation Schedule

Quarters	<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																																

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: RM&A MODS MN-9707

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-3 Class P

Models of Aircraft Affected:

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 COMACC mandated MC rate of 85%. 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 Buss Input Power, Fuel Override Pump Replacement, Fuel Boost Pump Replacement, Dual Refresh Channel LVPS, Fuel Quantity Indication System Improvement, Solid State Trigger Pulse Amplifier, SSHPA 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, IDG CSD Generator, Fuselage BS 259.5 Bulkhead Mod, ARC-169 UHF Low Power Filter, Low Amp Mixer Pre-Amp, Integration Engineering to proactively solve DMS problems, and Pinpoint Tester to replace the legacy system. There's a total of 33 aircraft required - 32 operational and 1 test.

Aircraft Breakdown: Active 33, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[207]	0.5	[109]	0.6	[36]	0.6
KITS NONRECUR												
EQUIPMENT							207	16.2	109	17.1	36	18.3
EQUIP								1.6				
NONREC												
CHANGE ORDERS												
DATA								1.5		1.5		0.0
SIM/TRAINER												
SUPPORT-EQUIP								5.1		1.5		3.4
OGC								0.1		0.1		0.1
CONTRACTOR								1.5		1.4		1.5
SUPPORT												
PROGRAM MNGMT								3.0		4.4		2.7
DMS (Diminished								1.4		1.5		1.5
Manufacturing Sources)												
INSTALLATION OF HARDWARE												
FY-04 207 KITS												
FY-05 109 KITS												
FY-06 36 KITS											[36]	0.6
FY-07 44 KITS												
FY-08 36 KITS												
FY-09 45 KITS												
TOTAL INSTALL											36	0.6
TOTAL COST (BP-1100)							207	30.9	109	28.1	36	28.7

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[44]	1.1	[36]	0.9	[45]	1.0			[477]	4.7
KITS NONRECUR										
EQUIPMENT	44	33.1	36	28.6	45	31.8			477	145.1
EQUIP NONREC		1.7								3.3
CHANGE ORDERS										
DATA		0.7		0.6		0.7				5.0
SIM/TRAINER										
SUPPORT-EQUIP		1.3		1.0		5.5				17.7
OGC		0.1		0.1		0.1				0.4
CONTRACTOR SUPPORT		2.5		2.0		2.6				11.5
PROGRAM MNGMT		1.7		1.2		1.7				14.8
DMS (Diminished)		1.6		1.6		1.6				9.2
Manufacturing Sources)										
INSTALLATION OF HARDWARE										
FY-04 207 KITS										
FY-05 109 KITS										
FY-06 36 KITS									[36]	0.6
FY-07 44 KITS	[6]	1.0							[6]	1.0
FY-08 36 KITS			[6]	1.1					[6]	1.1
FY-09 45 KITS					[14]	2.2			[14]	2.2
TOTAL INSTALL	6	1.0	6	1.1	14	2.2			62	4.9
TOTAL COST (BP-1100)	44	44.7	36	37.1	45	47.1			477	216.7

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

	<u>FY-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)						

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>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Input									11	11	12	2	2	2	2	2	2	2	2	2	4	4	4	2
Output									11	11	11	1	2	2	2	2	2	1	1	2	2	2	4	4

02/15/2003
 FY 2004 PBR
 Modification Title and No: C2ISR TACTICAL DATA LINK (TDL) MN-T007
 Models of Aircraft Affected: E-3

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-3 Class P
 PE 0207417F Team INFO

Description/Justification

This modification will add/upgrade Link 16 capability in Command, Control, Intelligence, Surveillance and Reconnaissance (C2ISR) aircraft. Link 16 provides a jam-resistant, secure digital data transfer network capability with a standardized waveform and data format allowing intra and inter-flight communications. Link 16 will increase mission effectiveness, provide situational awareness, provide positive identification of aircraft in the network, correlate on and off-board sensor data sharing target and threat information.

These funds will be allocated IAW the Air Force Tactical Data Links Roadmap. This allocation will occur in the FY04 POM.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Development will begin in FY05.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
*** See Remarks ***										16.5		5.8
TOTAL COST (BP-1100)										16.5		5.8
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
*** See Remarks ***		1.1		6.0		6.1				35.5
TOTAL COST (BP-1100)		1.1		6.0		6.1				35.5
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-4				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$42.864	\$37.699	\$58.708	\$26.966	\$78.243	\$69.144	\$23.099	\$0.614

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 FY04 is the Block 5A. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below. In FY02, E-4 received \$20.0 M as part of the Defense Emergency Relief Fund (DERF). The E-4B weapon system received \$18.2 M of these funds, which were used toward the following projects: Senior Leadership Communication System (SLCS) study (\$0.3M) and procurement (\$5.0M), Defense Message System (DMS) (\$0.4M), Global Air Traffic Management Phase II (GATM II) (\$3.8 M), and the E-4B depot maintenance work (\$8.7M). The remaining \$1.8M was provided to the NAOC Ground Command Communications Network (PE 0302052F). All the E-4B related DERF funds were spent in support of Operation Noble Eagle. This funding is not reflected in the FY02 program total.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	3149F	FLIGHT DATA RECORDER	0.5									1.6
	3149T	TRAFFIC ALERT & COLL	0.7									7.5
	3150	NAVSTAR GLOBAL POSI	2.3									38.7
	3410	NPES (NC2AIS) E-4B	0.8	0.5	0.5	0.5	0.6	0.6	0.6	0.6		5.8
	3505	MODIFIED MINIATURE R	7.5	4.7								32.9
	4381	E-4B NATIONAL AIRBOR			28.5	18.8	34.3	20.8				102.4
	4381B	E-4B NATIONAL AIRBOR					13.9	38.7	22.5			75.1
	4382	UHF SATCOM RADIO RE	1.9	1.7								3.6
	4383	MESSAGE PROCESSIN	7.0									7.0
	4384	DEFENSE MESSAGING	1.4									1.4
	4386	SURVIVABLE EMERGEN	4.6									4.6
	4387	SENIOR LEADERS COM	5.0	25.8	21.0	1.5	21.9	1.8				77.0
	4388	VHF/FM		1.0	1.0							2.0
	9709	GATM PHASE II			3.5	3.0	4.5	3.3				14.2

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 1	
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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-4				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$42.864	\$37.699	\$58.708	\$26.966	\$78.243	\$69.144	\$23.099	\$0.614

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 FY04 is the Block 5A. Other modifications are budgeted to enhance operational capability while improving flight safety, reliability, and maintainability. The specific modifications budgeted and programmed are listed below. In FY02, E-4 received \$20.0 M as part of the Defense Emergency Relief Fund (DERF). The E-4B weapon system received \$18.2 M of these funds, which were used toward the following projects: Senior Leadership Communication System (SLCS) study (\$0.3M) and procurement (\$5.0M), Defense Message System (DMS) (\$0.4M), Global Air Traffic Management Phase II (GATM II) (\$3.8 M), and the E-4B depot maintenance work (\$8.7M). The remaining \$1.8M was provided to the NAOC Ground Command Communications Network (PE 0302052F). All the E-4B related DERF funds were spent in support of Operation Noble Eagle. This funding is not reflected in the FY02 program total.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
	99999S	SERVICE BULLETINS	7.5	2.0	2.3	1.2	1.1	2.0				36.6
	99999X	LOW COST MODIFICATI	1.9	2.0	2.0	2.0	2.0	2.0				19.3
	TAWS	TERRAIN AWARENESS	0.3									5.3
	Z88888	REPROGRAMMINGS	1.4	0.1								1.4
TOTAL FOR CLASS P			42.9	37.8	58.7	27.0	78.2	69.1	23.1	0.6	0.0	436.5
TOTAL FOR AIRCRAFT E-4			42.9	37.8	58.7	27.0	78.2	69.1	23.1	0.6	0.0	436.5

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 55	PAGE NO. 2	
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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: NAVSTAR GLOBAL POSITIONING SYSTEM MN-3150

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

PE 0302015F Team INFO

Description/Justification

This is a Navigation Safety modification. The Navstar Global Positioning System (GPS) provides worldwide three-dimensional positioning/navigation for military aircraft. Satellites broadcast high accuracy data signals which are received by user equipment to compute platform position/velocity and provide steering vectors to target locations. This mod will include a 'glass cockpit', new Flight Management System (FMS) and replaces the Delco Carousel IV-AT Inertial Navigation System (INS) with the LTN-92 ring laser gyro INS. Kits were purchased to install earlier but technical problems in program and problems with FAA certification delayed the program and increased cost. The prototype installation was completed in Aug 97, but was fielded with operational restrictions to Supplemental Type Certificate (STC). FY97 Change Order funded corrections to lift these operational flight restrictions. Installation of these corrections were completed in May 00. Mod is baselined with 3149F, 3149T, TAWS & 4374. \$535K of FY02 funding transferred from NAVSTAR GPS, Mod #3150, to MMRT, Mod #3505, to compensate for MMRT project cost growth.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	4	2.0										
KITS NONRECUR		3.2										
EQUIPMENT	[4]	5.7										
EQUIP		3.1										
NONREC												
CHANGE ORDERS		13.1										
DATA		3.3										
SIM/TRAINER												
SUPPORT-EQUIP												
OGC		0.2										
INSTALLATION OF HARDWARE												
FY-94 1 KITS	[1]	0.8										
FY-99 1 KITS	[1]	0.9										
FY-01 2 KITS	[1]	4.2	[1]	2.3								
TOTAL INSTALL	3	5.9	1	2.3								
TOTAL COST (BP-1100)	4	36.4		2.3								

(Totals may not add due to rounding)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: NPES (NC2AIS) E-4B MN-3410

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P

Models of Aircraft Affected: E-4B

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

PE 0101316F

Team INFO

Description/Justification

Provides Nuclear Planning and Execution System (NPES) capability on the E-4B. Implements MOA dated 13 Dec 95, 'Transition of Management for the NPES and successor, Nuclear Command and Control Automated Information System (NC2AIS)'. This will provide commonality with all nuclear C2 in support of the President, Secretary of Defense, Joint Staff, and nuclear Combatant Commanders. Funds will provide equipment and software for ADP (Automated Data Processing) systems technologies and capabilities on 4 A/C.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	2	1.1	1	0.8	1	0.5	1	0.5	1	0.5	1	0.6
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-00 1 KITS	[1]											
FY-01 1 KITS	[1]											
FY-02 1 KITS			[1]									
FY-03 1 KITS					[1]							
FY-04 1 KITS							[1]					
FY-05 1 KITS									[1]			
FY-06 1 KITS											[1]	
FY-07 1 KITS												
FY-08 1 KITS												
FY-09 1 KITS												
TOTAL INSTALL	2		1		1		1		1		1	
TOTAL COST (BP-1100)	2	1.1	1	0.8	1	0.5	1	0.5	1	0.5	1	0.6

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[3]	28.5
PROCUREMENT (3010)										
INSTALL KITS									3	1.2
KITS NONRECUR									[1]	0.2
EQUIPMENT									[75]	20.1
EQUIP NONREC									[1]	0.2
CHANGE ORDERS										
DATA									[2]	1.5
SIM/TRAINER										
SUPPORT-EQUIP									[3]	3.9
SPARES									[14]	2.8
INSTALLATION OF HARDWARE										
FY-00 2 KITS									[2]	2.1
FY-01 1 KITS									[1]	0.9
TOTAL INSTALL									3	3.0
TOTAL COST (BP-1100)									3	32.9

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 7 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>
Contract Date (Month/CY)			11/00	12/01			
Delivery Date (Month/CY)			06/01	03/03			

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																												
Input													1								1							
Output																	1								1			

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR

Modification Title and No: E-4B NATIONAL AIRBORNE OPERATION CENTER (NAOC) BLOCK 5A UPDATE MN-4381

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 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 multiplexer, and new telephone devices. Prototype kit procured and installed with RDT&E funds. This modification is fully funded for kit purchase/installation on 3 (1 prototype kit and 2 production kits) of the four aircraft E-4B fleet. Kit/install for the final aircraft will be addressed in outyear budgets.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

Preliminary design review was held in FY02. Critical design review will be complete in FY03 with install of prototype in FY04. Install will be along with GATM II and Senior Leadership Communication System (SLCS) (part of Mod Block 1).

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		36.1		16.8	[1]	39.2		34.2				
PROCUREMENT (3010)												
INSTALL KITS							1	3.4			1	3.4
KITS NONRECUR												
EQUIPMENT							[1]	25.1			[1]	30.9
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-04 1 KITS									[1]	18.8		
FY-06 1 KITS												
TOTAL INSTALL									1	18.8		
TOTAL COST (BP-1100)							1	28.5		18.8	1	34.3
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[1]	126.3
PROCUREMENT (3010)										
INSTALL KITS									2	6.8
KITS NONRECUR										
EQUIPMENT									[2]	56.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	18.8
FY-06 1 KITS			[1]	20.8					[1]	20.8
TOTAL INSTALL			1	20.8					2	39.6
TOTAL COST (BP-1100)				20.8					2	102.4

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 15 Months

Follow-On Lead Time: 15 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>
Contract Date (Month/CY)						11/03		10/05		
Delivery Date (Month/CY)						02/05		01/07		

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: UHF SATCOM RADIO REPLACEMENT MN-4382
 Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

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

Description/Justification

UHF SATCOM radio provides full duplex voice communications in support of the primary mission of the National Airborne Operations Center (NAOC). Current UHF SATCOM radio (USC 42 V1) installed on Mod #4374 has become obsolete. Will retrofit and replace current radio installed on two aircraft (73-1676 & 74-0787) with USC 42 V2.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			1	0.3	1	0.3						
KITS NONRECUR EQUIPMENT			[1]	0.8	[1]	0.8						
EQUIP NONREC CHANGE ORDERS DATA				0.1								
SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 1 KITS			[1]	0.7								
FY-03 1 KITS					[1]	0.7						
TOTAL INSTALL			1	0.7	1	0.7						
TOTAL COST (BP-1100)			1	1.9	1	1.7						

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	0.5
KITS NONRECUR										
EQUIPMENT									[2]	1.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-02 1 KITS									[1]	0.7
FY-03 1 KITS									[1]	0.7
TOTAL INSTALL									2	1.3
TOTAL COST (BP-1100)									2	3.6

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 5 Months

Follow-On Lead Time: 4 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)			04/02	02/03	
Delivery Date (Month/CY)			09/02	06/03	

Installation Schedule

	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>			
Quarters	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					

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: MESSAGE PROCESSING SYSTEM MN-4383

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

Description/Justification

The existing Message Processing System (MPS) is a computer based system became unsupported during FY01 due lack of a manufacturing base. Many of the components became non-reparable as the OEMs (Original Equipment Manufacturers) dropped support for their long out-of-production products. This modification replaces an existing system with one that retains the same capabilities but uses COTS-based components that are in production and expected to be supportable for the foreseeable future. The MPS serves as the interface between interior and exterior battle staff communication on- and off-board the E-4B, via four operator terminals. MPS provides the capability to receive and generate all types of message traffic required for the NAOC mission, including Emergency Action Messages (EAMs), force direction and status messages, Tactical Warning and Attack Assessment (TW/AA), and Combatant Commander networks, at all classification levels and compartments.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			4	0.2								
KITS NONRECUR				2.1								
EQUIPMENT			[4]	1.5								
EQUIP				0.3								
NONREC												
CHANGE ORDERS												
DATA				0.2								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 4 KITS				2.8		[4]						
TOTAL INSTALL				2.8		4						
TOTAL COST (BP-1100)			4	7.0								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	0.2
KITS NONRECUR										2.1
EQUIPMENT									[4]	1.5
EQUIP NONREC										0.3
CHANGE ORDERS										
DATA										0.2
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-02 4 KITS									[4]	2.8
TOTAL INSTALL									4	2.8
TOTAL COST (BP-1100)									4	7.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 15 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	1	<u>FY-02</u>			1	<u>FY-03</u>		
		2	3	4		2	3	4
Quarters								
Input						2	2	
Output						2	2	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: DEFENSE MESSAGING SYSTEM MN-4384

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

Defense Messaging Service (DMS) provides a fully integrated, supportable, secure, accountable, and completely commercial-off-the-shelf multi-media capability for Non-secure Internet Protocol Router (NIPRNET) and Secret Internet Protocol Router (SIPRNET) E-mail. DMS replaces Automatic Digital Network (AUTODIN) as the principal DoD-wide message format architecture by FY03. This modification will include new servers, displays, routers, Local Area Network (LAN), and other associated computer networking equipment.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

In FY02 and early FY03, \$0.3M of Defense Emergency Relief Funding (DERF--not reflected in FY02 program total) was used to examine E-4B DMS requirements, implementation issues, and solutions. This study concluded that the DMS architecture to the E-4B program does not adequately address E-4B requirements and DMS implementation on E-4B would be unwise at this time. Additionally, a low cost interim modification to provide DMS-like capability to the E-4B was implemented using Low Cost Modification (Mod #99999X) funds. DMS project funds will be re-aligned toward other E-4B efforts and future DMS funds will be programmed when the external DMS architecture is adequate to handle E-4B mission requirements.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR				1.4								
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			1.4									
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										1.4
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									1.4
(Totals may not add due to rounding)										

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 1 Month

Milestones

Contract Date (Month/CY) FY-02
 Delivery Date (Month/CY)

Installation Schedule

	<u>FY-02</u>			
Quarters	1	2	3	4
Input				
Output				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: SURVIVABLE EMERGENCY CONFERENCING NETWORK MN-4386

Models of Aircraft Affected: E-4B

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

PE 0302015F Team INFO

Description/Justification

Survivable Emergency Conferencing Network (SECN) formerly known as National Command Authority (NCA) Conferencing, provides secure voice communications over 4 MILSTAR networks simultaneously. DoD-wide President of the United States (POTUS) and Secretary of Defense (SECDEF) connectivity architecture incorporates POTUS and SECDEF Conferencing requirements by FY03. E-4B fleet must have this capability to remain an effective node in the Senior Leadership connectivity master-plan. Group B was furnished to contractor as GFE (developed and manufactured under a DISA contract).

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			4	2.5								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.1								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-02 4 KITS			[4]	2.0								
TOTAL INSTALL			4	2.0								
TOTAL COST (BP-1100)			4	4.6								

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	2.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-02 4 KITS									[4]	2.0
TOTAL INSTALL									4	2.0
TOTAL COST (BP-1100)									4	4.6

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 3 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

		<u>FY-02</u>				<u>FY-03</u>			
		1	2	3	4	1	2	3	4
Quarters									
Input			1	3					
Output				3				1	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: SENIOR LEADERS COMMUNICATION SYSTEM (SLCS) MN-4387

Models of Aircraft Affected:

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

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P

PE 0302015F Team INFO

Description/Justification

The SLCS Wideband Modification will provide the capability for Direct Broadcast Service (DBS), Global Broadcast System, 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 is fully funded for kit purchase/installation on 3 (1 prototype kit and 2 production kits) of the four aircraft E-4B fleet. Kit/install for the final aircraft will be addressed in outyear budgets.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

Completion of FY02 DERF funded studies during FY02 concluded that the technical solution to the SLCS requirements will not require research and development. The SLCS modification will be funded with Aircraft Procurement modification funds. Accordingly, \$5.0M of FY02 Defense Messaging System (DMS), Mod #4383, funds were transferred to the SLCS project. FY03 efforts will complete integration analysis and first installation will begin in FY04 as part of Mod Blk 1 (with AIU (formerly called Block 5A) and GATM II).

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					1	10.7	1	7.7			1	8.0
KITS NONRECUR				2.5								
EQUIPMENT					[1]	13.6	[1]	11.6			[1]	13.9
EQUIP				2.5								
NONREC												
CHANGE ORDERS												
DATA						1.6						
SIM/TRAINER												
SUPPORT-EQUIP												
OGC												
INSTALLATION OF HARDWARE												
FY-03 1 KITS							[1]	1.6				
FY-04 1 KITS									[1]	1.5		
FY-06 1 KITS												
TOTAL INSTALL							1	1.6	1	1.5		
TOTAL COST (BP-1100)				5.0	1	25.8	1	21.0		1.5	1	21.9

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									3	26.4
KITS NONRECUR										2.5
EQUIPMENT									[3]	39.1
EQUIP NONREC										2.5
CHANGE ORDERS										
DATA										1.6
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										
INSTALLATION OF HARDWARE										
FY-03 1 KITS									[1]	1.6
FY-04 1 KITS									[1]	1.5
FY-06 1 KITS			[1]	1.8					[1]	1.8
TOTAL INSTALL			1	1.8					3	5.0
TOTAL COST (BP-1100)				1.8					3	77.0

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 7 Months

Follow-On Lead Time: 7 Months

Milestones

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

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>			
	1	2	3	4	1	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											

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: VHF/FM MN-4388
Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-4 Class P
PE 0302015F Team INFO

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

Description/Justification

Current system must be modified to meet National Telecommunications and Information Administration (NTIA) requirement for 12.5 KHz channel spacing. Must be compatible with White House Communications Agency (WHCA)/White House Military Office (WHMO) OPLANS/requirements to maintain connectivity and coordination with senior leadership.

Aircraft Breakdown: Active 4, Reserve 0, ANG 0

Development Status

none

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS					2	0.3	2	0.3				
KITS NONRECUR EQUIPMENT					[2]	0.3	[2]	0.3				
EQUIP NONREC CHANGE ORDERS DATA SIM/TRAINER SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-03 2 KITS					[2]	0.5						
FY-04 2 KITS							[2]	0.5				
TOTAL INSTALL					2	0.5	2	0.5				
TOTAL COST (BP-1100)					2	1.0	2	1.0				

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									4	0.5
KITS NONRECUR										
EQUIPMENT									[4]	0.5
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-03 2 KITS									[2]	0.5
FY-04 2 KITS									[2]	0.5
TOTAL INSTALL									4	1.0
TOTAL COST (BP-1100)									4	2.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	<u>FY-03</u>				<u>FY-04</u>			
	1	2	3	4	1	2	3	4
Quarters								
Input				2			1	1
Output					2		1	1

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: GATM PHASE II MN-9709
 Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

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

Description/Justification

GATM addresses the Communication, Navigation and Surveillance (CNS) and Free Flight concepts requirement. GATM Phase II provides Controller Pilot Data Link Communication over VHF, HF and INMARSAT; and Aircraft System On/Off capability. Includes 2003 and some 2005 requirements. This modification is fully funded for kit purchase/installation on 3 (1 prototype kit and 2 production kits) of the four aircraft E-4B fleet. Kit/install for the final aircraft will be addressed in outyear budgets.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

Prototype design has been completed with Critical Design Review held in Dec 02. In FY03 manufacturing of kit and planning for install will be accomplished. Prototype install is scheduled for FY04 as part of Mod Blk 1 (with AIU (formerly called Block 5A) and SLCS).

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		3.5		1.8	[1]	7.3		9.0				
PROCUREMENT (3010)												
INSTALL KITS							1	1.7			1	1.9
KITS NONRECUR												
EQUIPMENT							[1]	1.8			[1]	2.6
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 1 KITS									[1]	3.0		
FY-06 1 KITS												
TOTAL INSTALL									1	3.0		
TOTAL COST (BP-1100)							1	3.5		3.0	1	4.5

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)									[1]	21.6
PROCUREMENT (3010)										
INSTALL KITS									2	3.6
KITS NONRECUR										
EQUIPMENT									[2]	4.4
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	3.0
FY-06 1 KITS	[1]	3.3							[1]	3.3
TOTAL INSTALL	1	3.3							2	6.2
TOTAL COST (BP-1100)		3.3							2	14.2

(Totals may not add due to rounding)

Method of Implementation: CLS

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 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)					10/04	06/06		
Delivery Date (Month/CY)					03/05	11/06		

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE BULLETINS MN-99999S
 Models of Aircraft Affected: E-4B

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

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

Description/Justification

There are numerous miscellaneous modifications (service bulletins) anticipated for incorporation on the E-4 . These service bulletins affect safety, product improvement, maintenance and reliability. Service bulletins are issued to keep the weapon system in compliance with FAA standards/certification. FY02 increase due to Service Bulletin requirements for two (2) PDM aircraft and Airworthiness Directive (AD) 2000-14-11, Thrust Reverser Third Lock, design integration; FY03/04 increase to fund kit and installation effort for Thrust Reverser AD 2000-14-11.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		20.6		7.5		2.0		2.3		1.2		1.1
TOTAL COST (BP-1100)		20.6		7.5		2.0		2.3		1.2		1.1

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		2.0								36.6
TOTAL COST (BP-1100)		2.0								36.6
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-90

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: E-4

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-4 Class P
 PE 0302015F Team INFO

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

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 0, Reserve 0, ANG 0

Development Status

None

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP		0.2										
AIRCRAFT		7.2		1.9		2.0		2.0		2.0		2.0
TOTAL COST (BP-1100)		7.4		1.9		2.0		2.0		2.0		2.0

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										0.2
AIRCRAFT		2.0								19.1
TOTAL COST (BP-1100)		2.0								19.3

(Totals may not add due to rounding)

Method of Implementation:

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: E-8B				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$71.200	\$18.598	\$36.017	\$45.608	\$16.254	\$23.463	\$55.356	\$32.634

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 FY04 is the COmputer Replacement Program (CRP). Other modifications budgeted and programmed are listed below. The FY 2002 E-8C mod is understated by \$2.006M due to administrative error.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	38200	RELIABILITY, MAINTAIN	24.5	2.3	5.2	5.1	1.2	4.3	3.7	4.4		50.8
	38201	CRP (COMPUTER REPL	41.4	13.2	13.2							169.0
	38202	SATCOM (SATELLITE C		0.4	5.4	34.9	9.3					49.9
	38203	KILL CHAIN ENHANCEM	3.5	2.6	1.1	1.1	3.9	4.6	6.1	6.5		29.4
	38204	ABCCC MIGRATION			4.2	4.5	1.7					10.4
	38205	AUTOMATIC TARGET R								5.6		5.6
	38206	JOINT STARS GATM					0.1	14.5	45.6	16.2		76.4
	8662	AETC MTD UPGRADES-			7.0							7.0
	Z88888	REPROGRAMMINGS	1.8	0.1								0.1
TOTAL FOR CLASS P			71.2	18.6	36.0	45.6	16.3	23.5	55.4	32.6	0.0	398.6
TOTAL FOR AIRCRAFT E-8C			71.2	18.6	36.0	45.6	16.3	23.5	55.4	32.6	0.0	398.6

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: RELIABILITY, MAINTAINABILITY, AVAILABILITY (RMA) and FLEET RETROFIT MODS
MN-38200

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P

PE 0207581F Team INFO

Description/Justification

Aircraft and Prime Mission Equipment (PME) RMA modifications are required to achieve and maintain the warfighter requirements for Mission Capability rates and aircraft availability levels. These modifications arise from several sources: (1) aircraft systems, especially RMA -oriented Engineering Change Proposals or retrofit items, including fuel systems, transmitter/indicators, and engine build up components (2) Diminishing Manufacturing Sources (DMS) not corrected through major block upgrade programs, (3) implementation of Boeing service bulletins (SB), FAA airworthiness directives (AD), and Northrop Grumman program alert orders (PAOs) and (4) correction of Category 1 deficiency reports (DR) or Class A mishaps which are urgent in nature. Significant FY02 efforts included Fuel Tank Re-seal/De-seals, T-1 (flight crew training aircraft) cockpit upgrade and Improved Data Modem (IDM) ECP. FY03 efforts include IDM retrofits, PL2 Security, etc. FY04 efforts include Fuel Tank Re-seal/De-seal, IDM retrofits, and PL-2 security.

Aircraft Breakdown: Active 17, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT				24.5		2.3		5.2		5.1		1.2
TOTAL COST (BP-1100)				24.5		2.3		5.2		5.1		1.2
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT		4.3		3.7		4.4				50.8
TOTAL COST (BP-1100)		4.3		3.7		4.4				50.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

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>
Contract Date (Month/CY)	12/01	11/02	11/03	11/04	11/05	11/06
Delivery Date (Month/CY)	09/02	09/03	09/04	09/05	09/06	09/07

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input																								
Output																								

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: CRP (COMPUTER REPLACEMENT PROGRAM) MN-38201

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P
PE 0207581F Team INFO

Description/Justification

Retrofit required due to actual/potential Diminishing Manufacturing Sources/parts obsolescence. This modification replaces items such as the current Militarized General Purpose Computers, Operator Work Stations, Programmable Signal Processors, and Radar Control Units/Pulse Compression Units with COTS equivalents. This modification is the baseline for all future upgrades. Kit and install costs negotiated and reflected in the 'B Tables' of the contract. Efforts to be accomplished through a combination of modifications and in-line production. This line also addresses items such as ECP's, etc., required to accomplish the program and meet the User's (ACC) operational requirements. P1 through P10 will be retrofit. P11 and on will receive CRP in the production line.

Aircraft Breakdown: Active 10, Reserve 0, ANG 0

Development Status

The contract for the Engineering and Manufacturing Development (EMD) effort was awarded in May 1997. DD250 for the CRP EMD baseline was signed 31 Oct 00. Insertion of the CRP baseline into the Joint STARS production line and retrofit modification activities for the currently fielded Joint STARS aircraft are nearly complete. Retrofit modifications occur using a kit and install approach. The install schedule is dependent upon the 116th ACW (formerly the 93rd ACW) maintenance planning and may change as a result of future maintenance activities (i.e. WSIP and Fuel Cell Reseal) and unplanned flying hour activity (i.e. contingencies).

Any ECPs required have historically been funded out of the program ECO line as these aircraft moved through production. As the program has matured, the ECP kits and installation efforts have shifted focus from production line assets to operational assets. A modification (BP11) line for Retrofit ECPs was not originally laid into the program. For FY01 and prior the Air Force will use its reprogramming flexibility to realign funds between BP10 (Procurement) and BP11 (Modification) to support fleet mods resulting from approved ECPs. This will provide greater mission capability, higher mission reliability, and maximize aircraft availability in support of the user's (ACC) mission.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		93.9										
PROCUREMENT (3010)												
INSTALL KITS	7	6.1	3	2.6								
KITS NONRECUR												
EQUIPMENT	[7]	76.2	[3]	30.1								
EQUIP												
NONREC												
CHANGE ORDERS		1.3										
DATA		0.7										
SIM/TRAINER												
SUPPORT-EQUIP												
INTEGRATION		9.9										
PMA		3.5		2.2		0.7		3.5				
INSTALLATION OF HARDWARE												
FY-99 3 KITS	[1]	3.5	[2]	6.5								
FY-00 2 KITS					[2]	6.3						
FY-01 2 KITS					[2]	6.3						
FY-02 3 KITS							[3]	9.6				
TOTAL INSTALL	1	3.5	2	6.5	4	12.5	3	9.6				
TOTAL COST (BP-1100)	7	101.2	3	41.4		13.2		13.2				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										93.9
PROCUREMENT (3010)										
INSTALL KITS									10	8.8
KITS NONRECUR										
EQUIPMENT									[10]	106.3
EQUIP NONREC										
CHANGE ORDERS										1.3
DATA										0.7
SIM/TRAINER										
SUPPORT-EQUIP										
INTEGRATION										9.9
PMA										9.9
INSTALLATION OF HARDWARE										
FY-99 3 KITS									[3]	10.0
FY-00 2 KITS									[2]	6.3
FY-01 2 KITS									[2]	6.3
FY-02 3 KITS									[3]	9.6
TOTAL INSTALL									10	32.1
TOTAL COST (BP-1100)									10	169.0

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 22 Months

Follow-On Lead Time: 22 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)	10/99	11/99	11/00	11/01	10/02	11/03		
Delivery Date (Month/CY)	08/01	09/01	02/03	09/03	09/04	09/05		

Installation Schedule

	<u>FY-98</u>				<u>FY-99</u>				<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>				<u>FY-03</u>				<u>FY-04</u>				<u>FY-05</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																																
Input													1	1							2	2			1	1			1			
Output																	1								2	2			2	1		

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: SATCOM (SATELLITE COMMUNICATIONS) MN-38202
 Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: E-8C Class P
 PE 0207581F Team INFO

Description/Justification

Modification required to retrofit sixteen (15) operational Joint STARS aircraft with new basic Satellite Communications (SATCOM) capability. Plans are to accomplish the 16th and 17th aircraft in-line. This modification provides for data transmit and receive via Demand Assigned Multiple Access (DAMA) in order to satisfy the User's (ACC) operational requirements. Modification allows the E-8C to transmit and receive UHF SATCOM voice and digital data such as Synthetic Aperture Radar (SAR) and Moving Target Indicator (MTI)/Fixed Target Indicator (FTI) messages to beyond line-of-sight locations, such as Common Ground Stations (CGSs). This modification requires CRP (MN-38201) baseline. This line covers all items necessary to field the SATCOM capability and meet interoperability requirements to accomplish the program, and meet the User's (ACC) operational requirements. SATCOM and ABCCC mods will be accomplished as a single, integrated effort.

Funding purchases 12 kits, with P-17 accomplished during production. Remaining 3 kits will be addressed in future budget requests.

Aircraft Breakdown: Active 12, Reserve 0, ANG 0

Development Status

The RDT&E contract was awarded 26 MAR 99 for the Engineering and Manufacturing Development (EMD) effort to integrate the DAMA SATCOM Prime Mission Equipment (PME) into the Joint STARS configuration baseline. A System Design and Requirements TIM occurred on 18 AUG 99, the Initial Design TIM occurred 28 MAR 00 and the Final Design TIM in JAN 01. Due to the late and deficient Government Furnished Equipment (GFE) AITG radio, the program was restructured with the Contractor Furnished Equipment (CFE) ARC-231 radio in lieu of the GFE AITG radio. The schedule extension to the contract due to the restructure with the ARC-231 radio is ten (10) additional months. Radio interoperability testing, Army protocol development, and other connectivity efforts will complete the system of systems interoperability requirement. This development program is executable within the approved R&D funding. EMD projected to complete 2nd QTR, FY03.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		48.4		20.8		6.5						
PROCUREMENT (3010)												
INSTALL KITS							1	0.6	11	6.1		
KITS NONRECUR												
EQUIPMENT							[1]	3.4	[11]	24.3		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PMA						0.4	1.4		1.4			1.5
TEST												
INSTALLATION OF HARDWARE												
FY-04 1 KITS									[1]	0.8		
FY-05 11 KITS									[3]	2.3	[8]	7.9
TOTAL INSTALL									4	3.1	8	7.9
TOTAL COST (BP-1100)						0.4	1	5.4	11	34.9		9.3

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										75.7
PROCUREMENT (3010)										
INSTALL KITS									12	6.6
KITS NONRECUR										
EQUIPMENT									[12]	27.7
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
PMA										4.7
TEST										
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	0.8
FY-05 11 KITS									[11]	10.2
TOTAL INSTALL									12	11.0
TOTAL COST (BP-1100)									12	49.9

(Totals may not add due to rounding)

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)					04/03	11/03	11/04	11/05
Delivery Date (Month/CY)					04/04	11/04	11/05	11/06

Installation Schedule

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: KILL CHAIN ENHANCEMENT MODIFICATIONS MN-38203

Models of Aircraft Affected: E-8C

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P
PE 0207581F Team INFO

Description/Justification

To proceed from enemy identification to destruction (executing the 'kill chain'), the warfighter must find, fix, track, target and engage enemy threats, as well as assess the overall battlespace. Joint STARS will support warfighter execution of the kill chain by continuously looking for relatively low-cost emerging technologies that greatly increase system and system-of-systems capability.

The FY02 funding of \$3.5M was a Congressional plus-up for Joint Service Workstations (JSWS) for the initial Air Operations Center (AOC) program.

Current FY03 efforts include a Tracker Performance Improvement program, trainer mods, Reduced Vertical Separation Minimums (RVSM) kit buys, Airborne Battlefield Command and Control Center (ABCCC), and other related costs. The Tracker Performance Improvement program is a software modification that will provide the airborne operator additional data on the status of a track and improve the operator's ability to fuse sensor data and external data. This will allow the shooter to receive a more accurate picture of enemy threats to engage. Modification to the Trainer will allow JSTARS to train in a collaborative manner with other Air Force sensors and shooters as well as Army ground nodes to simulate a mission (mission rehearsal). The anticipated kit buys to support the RVSM effort are predicated on the kits being installed by Air Force personnel. RVSM installations will allow JSTARS access to currently denied Air Traffic Management air space. In FY04 RVSM will need additional funding to complete RVSM kit installations on the remainder of the JSTARS fleet. ABCCC develops a radio and software package to allow communication with ground units while simultaneously sending voice or data over the satellite radios--this enables exploitation of other kill chain enhancements. Post-FY03 ABCCC funding is described in its own P-3A document.

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 17, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)				2.9		1.2		1.3		1.4		1.5
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
PMA						0.3		0.3		0.3		0.3
INTEGRATION				3.5		2.3		0.8		0.8		3.6
TOTAL COST (BP-1100)				3.5		2.6		1.1		1.1		3.9

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>										
PROCUREMENT (3010) Continued												
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	COST	QTY	COST	QTY	COST	QTY	COST	QTY	<u>COST</u>
RDT&E (3600)		1.5		1.8		1.5				13.1
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
PMA		0.3		0.3		0.3				2.0
INTEGRATION		4.3		5.8		6.1				27.4
TOTAL COST (BP-1100)		4.6		6.1		6.5				29.4

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

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

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input																								
Output																								

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: ABCCC MIGRATION MN-38204
Models of Aircraft Affected: E-8B

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P
PE 0207581F Team INFO

Center: ESC - Hanscom AFB, MA

Description/Justification

Modification is required due to Air Force initiative to distribute the Airborne Battlefield Command and Control Center (ABCCC) capability and reduce USAF's inventory by one mission series (EC-130E/ABCCC). This modification will add one satellite radio and ABCCC mission management software to the E-8C Joint STARS.

The ABCCC platform was retired in October 2002 and Joint STARS was tasked with 10 of 14 primary ABCCC roles. These roles include Alternate Air Support Operations Center (ASOC), Allocation of Resources, Immediate Close Air Support (CAS), Strike Control Forward Line of Own Troops (FLOT) to Fire Support Coordination Line (FSCL), Special Ops, (limited) Alternate Air Operations Center (AOC), Air Interdiction, Suppression of Enemy Air Defense (SEAD), Threat Assessment and Combat Search and Rescue (CSAR). To describe how the ABCCC functionality will be migrated, HQ/ACC/DOY created an ABCCC Migration CONOPS approved by COMACC on 21 May 02. To minimize cost and aircraft downtime for mods, the SATCOM mod (2 satellite radios) and ABCCC mod (1satellite radio) will be executed as a single integrated program. FY04 funding is attributable to realignment of funds from the MILSATCOM PE (#33601F).

Funding supports 9 kits/installs on operational jets. AF will address the remaining 7 kits in future budget requests. Plans are to modify the 17th aircraft in-line.

Aircraft Breakdown: Active 9, Reserve 0, ANG 0

Development Status

EMD scheduled for completion in first quarter FY04.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						5.6		8.1				
PROCUREMENT (3010)												
INSTALL KITS							5	0.4	4	0.5		
KITS NONRECUR												
EQUIPMENT							[5]	1.8	[4]	1.4		
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												0.1
SIM/TRAINER												
SUPPORT-EQUIP												
PMA								0.2		0.2		0.3
INSTALLATION OF HARDWARE												
FY-04 5 KITS							[3]	1.8	[2]	1.2		
FY-05 4 KITS									[2]	1.2	[2]	1.3
TOTAL INSTALL							3	1.8	4	2.5	2	1.3
TOTAL COST (BP-1100)							5	4.2	4	4.5		1.7

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										13.7
PROCUREMENT (3010)										
INSTALL KITS									9	0.9
KITS NONRECUR										
EQUIPMENT									[9]	3.1
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
PMA										0.7
INSTALLATION OF HARDWARE										
FY-04 5 KITS									[5]	3.0
FY-05 4 KITS									[4]	2.5
TOTAL INSTALL									9	5.6
TOTAL COST (BP-1100)									9	10.4

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

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

Installation Schedule

	<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
Quarters																
Input							3				4				2	
Output							3				4				2	

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

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

Models of Aircraft Affected:

Center: ESC - Hanscom AFB, MA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: E-8C Class P
PE 0809731F Team AIR

Description/Justification

The Maintenance Training Device (MTD) supports Joint STARS training requirements caused by implementation of commercial-off-the-shelf computers (COTS) on the Joint STARS aircraft. The Joint STARS Computer Replacement Program (CRP) upgrade will create a new aircraft configuration, Block 20, while the previous Block 10 aircraft and training systems are still fielded. Until the entire Joint STARS fleet of 17 operational aircraft and one mission simulator are upgraded, training will have to account for two simultaneous Joint STARS configurations. Until the training devices are upgraded to Block 20, operational aircraft will have to bear a majority of the Block 20 training burden.

An upgraded trainer will release operational aircraft from initial and remedial Block 20 training. As a result, an annual equivalent of one E-8C Joint STARS aircraft will be freed for MAJCOM employment.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT							[1]	7.0				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)								7.0				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									[1]	7.0
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									7.0
(Totals may not add due to rounding)										

Method of Implementation:

Initial Lead Time: 13 Months

Follow-On Lead Time: 0 Months

Milestones

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

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: H-1				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$2.768	\$0.470	\$3.367	\$1.102	\$1.818	\$1.872	\$1.925	\$1.958

This line item funds modifications to the UH-1N aircraft. The two engine UH-1N is a light-lift, utility helicopter primarily used for missile site and range support and distinguished visitor airlift support. The primary modification in FY04 is the H-1 Seats. Specific modifications budgeted and programmed are listed below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	8748	UH-1N TAIL BOOM MODI	2.5									2.5
TOTAL FOR CLASS P-S			2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
P	_2747	H-1 SEATS			2.1							2.1
	99999X	LOW COST MODIFICATI	0.2	0.5	1.3	1.1	1.8	1.9	1.9	2.0		11.7
TOTAL FOR CLASS P			0.2	0.5	3.4	1.1	1.8	1.9	1.9	2.0	0.0	13.8
TOTAL FOR AIRCRAFT H-1			2.8	0.5	3.4	1.1	1.8	1.9	1.9	2.0	0.0	16.3

Totals may not add due to rounding.

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02/15/2003
 FY 2004 PBR
 Modification Title and No: H-1 SEATS MN-_2747
 Models of Aircraft Affected: UH-1N

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: H-1 Class P
 PE 0101235F Team SPACE

Description/Justification

This modification procures 59 H-1 seats to replace fleet per AF Safety Board findings. It is a FY04 New Start effort.
 Aircraft Breakdown: Active 59, Reserve 0, ANG 0

Development Status

None required

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							59	2.1				
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA								0.0				
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)							59	2.1				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									59	2.1
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.0
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								59	2.1
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 14 Months

Follow-On Lead Time: 0 Months

Milestones

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

02/15/2003
 FY 2004 PBR
 Modification Title and No: UH-1N TAIL BOOM MODIFICATION MN-8748
 Models of Aircraft Affected: UH-1N

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: H-1 Class P-S
 PE 0101235F Team SPACE

Description/Justification

This modification will install the Bell Spar Cap and modify station 227 bulkhead
 Aircraft Breakdown: Active 61, Reserve 0, ANG 0

Development Status

NRE and kitproof completed as of July 02

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[61]	0.4								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA				0.3								
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALL			[61]	1.8								
OGC				0.0								
TOTAL COST (BP-1100)				2.5								
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[61]	0.4
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.3
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALL									[61]	1.8
OGC										0.0
TOTAL COST (BP-1100)	<hr/>									2.5
(Totals may not add due to rounding)										

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 2 Months

Follow-On Lead Time: 0 Months

Milestones

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

Installation Schedule

	1	<u>FY-02</u>		4	1	<u>FY-03</u>		4
		2	3			2	3	
Quarters								
Input				19	19	19	4	
Output				14	14	14	14	5

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST MODIFICATIONS MN-99999X
 Models of Aircraft Affected: LOW COST MODIFICATIONS

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: H-1 Class P
 PE 0101235F Team SPACE

Description/Justification

Low cost modifications (under \$900K). Includes transmission fifth mount for the UH-IN.
 Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		1.1		0.2		0.5		1.3		1.1		1.8
TOTAL COST (BP-1100)		1.1		0.2		0.5		1.3		1.1		1.8
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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		1.9		1.9		2.0				11.7
TOTAL COST (BP-1100)		1.9		1.9		2.0				11.7
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

FY-93

Contract Date (Month/CY)

Delivery Date (Month/CY)

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: H-60				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$25.871	\$39.137	\$44.723	\$104.058	\$50.015	\$6.601	\$4.524	\$1.729

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 overall goal of the modifications budgeted in FY04 is to install the -701 engine in the HH-60 and provide enhanced communications capability. The primary modification budgeted in FY04 is the Upgrade Communications and AN/AAQ-168 FLIR modification. Specific modifications budgeted and programmed are listed below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	_5321	SITUATIONAL DATALINK			2.0	17.8	7.6					27.3
	6590	INSTALLATION OF SELF	6.2	9.3	3.2	1.0						34.2
	8258	FLIR			12.9	16.4	2.1					46.8
	8494	UPGRADE CDU TO 486	0.9									2.5
	8560	SERVICE LIFE EXTENSI	0.1	0.1	1.9	3.1	2.5					10.8
	99999S	SERVICE BULLETINS	0.1									0.1
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.3	0.4	0.1	0.1	0.1		1.6
	ARR	701C ENGINE AND GEA				37.9	18.0	1.8				79.3
	T8415	UPGRADE COMMUNICA	17.8	28.7	24.7	27.6	19.4	4.8	4.5	1.6		155.3
	Z88888	REPROGRAMMINGS	1.0	1.1								2.2
TOTAL FOR CLASS P			26.2	39.3	44.7	104.1	50.0	6.7	4.6	1.7	0.0	360.1
TOTAL FOR AIRCRAFT HH-60			26.2	39.3	44.7	104.1	50.0	6.7	4.6	1.7	0.0	360.1

Totals may not add due to rounding.

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02/15/2003
 FY 2004 PBR
 Modification Title and No: SITUATIONAL DATALINK MN-_5321
 Models of Aircraft Affected: HH60G

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 improve situational awareness for the HH60G Combat Search and Rescue (CSAR) HH-60G helicopter. This program modifies 105 HH-60G aircraft with a Situational Data link system to provide the aircrew with improved situational awareness. It provides the ability to quickly acquire the battle space picture and act on the information. Provides real-time C41 data link information in the cockpit to provide rapid transfer of accurate data during rescue operations. The system links on-board aircraft and off-board sensors to provide a comprehensive view of the battle space to all CSAR operators.

Aircraft Breakdown: Active 64, Reserve 23, ANG 18

Development Status

No development will be required for Group B equipment.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06		
	QTY	COST											
RDT&E (3600)													
PROCUREMENT (3010)													
INSTALL KITS									74	12.1	30	3.9	
KITS NONRECUR							1	2.0					
EQUIPMENT									[74]	4.8	[30]	1.9	
EQUIP													
NONREC													
CHANGE ORDERS										0.5		0.4	
DATA													
SIM/TRAINER													
SUPPORT-EQUIP													
FLIGHT TEST										0.5		0.3	
INSTALLATION OF HARDWARE													
FY-04 1 KITS										[1]			
FY-05 74 KITS										[74]		0.7	
FY-06 30 KITS											[30]	0.3	
TOTAL INSTALL										75	30	1.0	
TOTAL COST (BP-1100)								1	2.0	74	17.8	30	7.6
(Totals may not add due to rounding)													

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									104	16.0
KITS NONRECUR									1	2.0
EQUIPMENT									[104]	6.7
EQUIP NONREC										
CHANGE ORDERS										0.8
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
FLIGHT TEST										0.8
INSTALLATION OF HARDWARE										
FY-04 1 KITS									[1]	
FY-05 74 KITS									[74]	0.7
FY-06 30 KITS									[30]	0.3
TOTAL INSTALL									105	1.0
TOTAL COST (BP-1100)									105	27.3

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 15 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>
Contract Date (Month/CY)			12/03	12/04	12/05	
Delivery Date (Month/CY)			03/05	03/05	03/06	

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input													38	37					15	15				
Output													38	37					15	15				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: INSTALLATION OF SELF PROTECTION SYSTEM MN-6590

Models of Aircraft Affected: HH60

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 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.

Aircraft Breakdown: Active 64, Reserve 0, ANG 18

Development Status

Development is complete.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	42	6.0	18	2.2	16	2.5	6	0.9				
KITS NONRECUR		0.2										
EQUIPMENT	[42]	3.9	[18]	1.9	[16]	1.5	[6]	0.6				
EQUIP												
NONREC												
CHANGE ORDERS						3.2						
DATA		0.2		0.1				0.1		0.3		
SIM/TRAINER												
SUPPORT-EQUIP		1.1		0.2		0.2						
OGC		0.5		0.0		0.2				0.1		
FLIGHT TEST												
INSTALLATION OF HARDWARE												
FY-99 8 KITS	[8]	0.9										
FY-00 16 KITS	[16]	1.6										
FY-01 18 KITS			[18]	1.8								
FY-02 18 KITS					[18]	1.8						
FY-03 16 KITS							[16]	1.6				
FY-04 6 KITS									[6]	0.6		
TOTAL INSTALL	24	2.5	18	1.8	18	1.8	16	1.6	6	0.6		
TOTAL COST (BP-1100)	42	14.5	18	6.2	16	9.3	6	3.2		1.0		

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									82	11.6
KITS NONRECUR										0.2
EQUIPMENT									[82]	7.9
EQUIP NONREC										
CHANGE ORDERS										3.2
DATA										0.7
SIM/TRAINER										
SUPPORT-EQUIP										1.5
OGC										0.7
FLIGHT TEST										
INSTALLATION OF HARDWARE										
FY-99 8 KITS									[8]	0.9
FY-00 16 KITS									[16]	1.6
FY-01 18 KITS									[18]	1.8
FY-02 18 KITS									[18]	1.8
FY-03 16 KITS									[16]	1.6
FY-04 6 KITS									[6]	0.6
TOTAL INSTALL									82	8.3
TOTAL COST (BP-1100)									82	34.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACT FIELD TEAM

Initial Lead Time: 6 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>
Contract Date (Month/CY)	01/00	01/00	10/00	10/01	10/02	10/03	10/04
Delivery Date (Month/CY)	07/00	01/01	10/01	10/02	10/03	10/04	10/05

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	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	5	5	4	4	5	5	4	4	4	4	4	3	3	
Output								8	4	4	4	4	4	4	5	5	4	4	5	4	4	4	4	4	4	4	3	3

02/15/2003
 FY 2004 PBR
 Modification Title and No: FLIR MN-8258
 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

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.

Aircraft Breakdown: Active 17, Reserve 16, ANG 15

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT	17	13.1					13	12.7	16	16.2	2	2.1
EQUIP												
NONREC												
CHANGE ORDERS							0.2		0.2			
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
ICS		2.3										
TOTAL COST (BP-1100)	17						13	12.9	16	16.4	2	2.1
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									48	44.1
EQUIP NONREC										
CHANGE ORDERS										0.3
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
ICS										2.3
TOTAL COST (BP-1100)									48	46.8
(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-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

02/15/2003
 FY 2004 PBR
 Modification Title and No: SERVICE LIFE EXTENSION PROGRAM MN-8560
 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 established a requirement for HH-60G helicopters to extend use as their primary Combat Search and Rescue (CSAR) helicopter through CY2015. This established the need for a Service Life Extension Program (SLEP) to assure a helicopter structural useful life up to 35 years. In establishing a conservative SLEP up to 10,000 flight hours are assured for each aircraft. Current in Service estimates indicate the helicopter structure will become increasingly maintenance intensive at approximately 7,000 hours of operation. This modification requirement is to SLEP the 10 oldest HH60G's, which were procured in FY81 and FY82. Funding for the installation of the trial install kit is paid for in the NRE line. First production installs will be in FY05. With past program budget cuts, inflation cost and scope of mod increases, current funding profile will only accomplish 3 aircraft with SLEP modifications.

Aircraft Breakdown: Active 3, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS									2	2.2		
KITS NONRECUR	1	3.1										
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS								0.2		0.5		0.3
DATA		0.1						0.1				0.1
SIM/TRAINER												
SUPPORT-EQUIP												
FLIGHT TEST										0.3		
OGC		0.1		0.0		0.0		1.5		0.2		0.2
INSTALLATION OF HARDWARE												
FY-01 1 KITS								[1]				
FY-05 2 KITS											[2]	1.9
TOTAL INSTALL								1			2	1.9
TOTAL COST (BP-1100)	1	3.3		0.0		0.0		1.9	2	3.1		2.5

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	2.2
KITS NONRECUR									1	3.1
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										0.9
DATA										0.4
SIM/TRAINER										
SUPPORT-EQUIP										
FLIGHT TEST										0.3
OGC										2.0
INSTALLATION OF HARDWARE										
FY-01 1 KITS									[1]	
FY-05 2 KITS									[2]	1.9
TOTAL INSTALL									3	1.9
TOTAL COST (BP-1100)									3	10.8

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 18 Months

Follow-On Lead Time: 6 Months

Milestones

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

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>			
Quarters	1	2	3	4	1	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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: 701C ENGINE AND GEARBOX UPGRADE MN-ARR
 Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: HH-60 Class P
 PE 0207224F Team AIR

Description/Justification

701C Engine and Gearbox Description/Justification

This program modifies 35 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 (16 in FY05 and six in FY06). Additionally, six 1991 transition aircraft were produced with T701C engines and improved gearbox but require rotor-brake modification (all six in FY05). 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 105 that require this modification. Completion will standardize the fleet.

Aircraft Breakdown: Active 28, Reserve 0, ANG 13

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	13	0.2							22	15.1	6	4.7
KITS NONRECUR		0.7										
EQUIPMENT	[13]	4.9										
EQUIP												
NONREC												
CHANGE ORDERS												
DATA										0.1		
SIM/TRAINER												
SUPPORT-EQUIP		0.1										
ENGINE	[22]	12.9							[32]	22.3	[12]	8.7
OGC		0.9								0.4		0.3
INSTALLATION OF HARDWARE												
FY-98 6 KITS	[6]	0.7										
FY-99 7 KITS	[7]	1.1										
FY-05 22 KITS											[22]	4.4
FY-06 6 KITS												
TOTAL INSTALL	13	1.8									22	4.4
TOTAL COST (BP-1100)	13								22	37.9	6	18.0

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									41	19.9
KITS NONRECUR										0.7
EQUIPMENT									[13]	4.9
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.1								0.2
SIM/TRAINER										
SUPPORT-EQUIP										0.1
ENGINE									[66]	43.9
OGC		0.2								1.7
INSTALLATION OF HARDWARE										
FY-98 6 KITS									[6]	0.7
FY-99 7 KITS									[7]	1.1
FY-05 22 KITS									[22]	4.4
FY-06 6 KITS	[6]	1.5							[6]	1.5
TOTAL INSTALL	6	1.5							41	7.8
TOTAL COST (BP-1100)		1.8							41	79.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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>
Contract Date (Month/CY)	09/98	06/99						11/04	11/05	
Delivery Date (Month/CY)	09/99	06/00						11/05	11/06	

Installation Schedule

	1	<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>		
		2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Quarters																									
Input							6	2	2	2	1														
Output							6	2	2	2	1														
Quarters																									
Input		12	6	4	1	2	3	4																	
Output		12	6	4		6																			

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: UPGRADE COMMUNICATIONS AND NAVIGATION/INTEGRATED E MN-T8415

Models of Aircraft Affected: HH-60G

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: HH-60 Class P
PE 0207224F Team AIR

Description/Justification

Modifies the HH60G fleet with upgraded communications and navigation systems and integrated electronic warfare systems through a four phase sequential approach (also known as Block 152 upgrade). The HH60G Self Protection System (Mod 6590) is a prerequisite. Phase A adds SATCOM over-the-horizon communications (FY00-FY05). i486 CDU upgrade (Mod 8494) is a prerequisite to Phase B which adds HAVE CSAR for near-real-time threat/survivor awareness (FY01-FY05). Phase C provides external mounting of weapons systems (FY02-FY07). Phase D adds next generation radar warning receiver, corrects night vision goggle (NVG) interior/exterior lighting deficiencies, and adds NVG helmet mounted heads-up display (FY03-FY09). This modification corrects human factors, safety, and mission equipment deficiencies dating back to Operation DESERT STORM and significantly increases survivability. Due to the limited availability of these Low Density/High Demand aircraft, down time will be minimized by concurrent phase installations as much as possible. Installations are conducted by multiple methods (contractor facility or contractor field team) depending on phase. Initial and follow-on lead times as well as kit costs vary depending on phase and equipment complexity. See remarks section for background information regarding FY00 program restructure.

Aircraft Breakdown: Active 64, Reserve 23, ANG 18

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-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	65	1.1	91	1.3	96	8.9	50	7.2	48	8.4	48	8.5
KITS NONRECUR	[3]	6.5	[1]	10.5	[1]	1.2						
EQUIPMENT	[41]	4.6	[36]	3.7	[36]	7.5	[24]	12.5	[26]	17.1	[27]	8.7
EQUIP	[2]	3.3			[1]	1.2						
NONREC												
CHANGE ORDERS		1.8		0.0	[1]	0.2		0.4		0.2		0.1
DATA		0.3		0.1		1.0		0.2		0.1		0.1
SIM/TRAINER	[2]	2.3	[1]		[1]	2.1		1.6		0.1		0.1
SUPPORT-EQUIP		0.3		0.1		3.3		0.1		0.1		0.1
ICS												
OGC		1.8		0.8		1.7		1.1		0.7		0.9
FLIGHT TEST		3.5		0.5		0.3		0.1		0.1		0.1

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-00 23 KITS	[23]	0.6										
FY-01 42 KITS			[42]	0.8								
FY-02 91 KITS					[91]	1.3						
FY-03 96 KITS							[96]	1.6				
FY-04 50 KITS									[50]	0.9		
FY-05 48 KITS											[48]	1.0
FY-06 48 KITS												
FY-07 9 KITS												
FY-08 6 KITS												
FY-09 3 KITS												
TOTAL INSTALL	23	0.6	42	0.8	91	1.3	96	1.6	50	0.9	48	1.0
TOTAL COST (BP-1100)	65	26.2	91	17.8	96	28.7	50	24.7	48	27.6	48	19.4

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	9	0.3	6	0.2	3	0.1			416	35.8
KITS NONRECUR									[5]	18.2
EQUIPMENT	[9]	2.9	[6]	3.5	[3]	1.0			[208]	61.5
EQUIP NONREC									[3]	4.5
CHANGE ORDERS									[1]	2.8
DATA		0.1								1.9
SIM/TRAINER		0.0		0.1					[4]	6.2
SUPPORT-EQUIP		0.1								3.9
ICS										
OGC		0.4		0.5		0.2				8.0
FLIGHT TEST		0.1								4.6
INSTALLATION OF HARDWARE										
FY-00 23 KITS									[23]	0.6
FY-01 42 KITS									[42]	0.8
FY-02 91 KITS									[91]	1.3
FY-03 96 KITS									[96]	1.6
FY-04 50 KITS									[50]	0.9
FY-05 48 KITS									[48]	1.0
FY-06 48 KITS	[48]	1.0							[48]	1.0
FY-07 9 KITS			[9]	0.3					[9]	0.3
FY-08 6 KITS					[6]	0.2			[6]	0.2
FY-09 3 KITS					[3]	0.1			[3]	0.1
TOTAL INSTALL	48	1.0	9	0.3	9	0.3			416	7.8
TOTAL COST (BP-1100)	9	4.8	6	4.5	3	1.6			416	155.3

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 24 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>
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-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													12	11	10	10	10	10	12	23	23	23	22	24	24	24	24	24	13	13	12	12
Output																	12	11	10	10	10	12	23	23	23	22	24	24	24	24	13	13

Installation Schedule Continued

		<u>FY-06</u>				<u>FY-07</u>				<u>FY-08</u>				<u>FY-09</u>			
Quarters	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
Input	12	12	12	12	12	12	12	12	3	2	2	2	5	4			
Output	12	12	12	12	12	12	12	12	12	3	2	2	2	5	4		

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Other				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$47.217	\$52.645	\$69.706	\$54.139	\$31.431	\$135.357	\$507.758	\$592.036

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than \$2 million per year. The overall goal of the modifications budgeted in FY04 is to enhance capability and improve reliability and maintainability. The primary modifications budgeted in FY04, UHF SATCOM upgrade and Precision Attack Systems. Other modifications budgeted and programmed are listed shown below.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P-S	99999A	LOW COST SAFETY MO	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2		1.7
TOTAL FOR CLASS P-S			0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.0	1.7
P	14212B	SUPPORT EQUIPMENT	0.1	0.1	0.1							9.0
	4501	EHF SATCOM					12.8	72.2	92.6	98.0	56.3	332.0
	8600	MISSILE LAUNCHER MO	0.6	0.5	0.5							1.6
	8666	PRECISION ATTACK SY	13.8	19.9	26.3	14.9	0.8	0.8	0.8	0.9		88.2
	8727	MH-53 IFF APX-118			3.9							3.9
	9860	JOINT TACTICAL RADIO							321.2	326.8		648.0
	9861	AIRBORNE ELECTRONI							39.3	77.0		116.2
	99999J	MISCELLANEOUS LOW	0.1	0.1								3.2
	99999U	LOW COST RETROFIT M	1.1									1.9
	99999X	LOW COST MODIFICATI	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		5.0
	CMWS	COMMON MISSILE WAR	0.1	0.1	0.1	0.2	0.2	0.3				0.8
	E900	E-9A TELEMETRY SYST			5.7	5.3	0.3	0.1	0.1	0.1		11.6
	STNGR7	F-16 STING R7 POD UP				13.7	15.7	5.1				34.5
	T8137	UHF SATCOM UPGRAD	31.3	30.6	33.0	19.8	1.4	0.9				205.8
	TC100	TRANSFORMATION CO						55.6	53.4	89.0	170.0	368.0

Totals may not add due to rounding.

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Other				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$47.217	\$52.645	\$69.706	\$54.139	\$31.431	\$135.357	\$507.758	\$592.036

This line item funds modifications that apply to multiple weapon systems and weapon systems funded at less than \$2 million per year. The overall goal of the modifications budgeted in FY04 is to enhance capability and improve reliability and maintainability. The primary modifications budgeted in FY04, UHF SATCOM upgrade and Precision Attack Systems. Other modifications budgeted and programmed are listed shown below.

<u>CLASS</u>	<u>MOD NR</u>	<u>MODIFICATION TITLE</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>COST TO GO</u>	<u>TOTAL PROG.</u>
	Z88888	REPROGRAMMINGS	0.1	1.3								8.6
TOTAL FOR CLASS P			47.3	52.7	69.7	54.0	31.3	135.2	507.6	591.9	226.3	1,838.2
TOTAL FOR AIRCRAFT OTHER			47.5	52.9	69.9	54.2	31.5	135.5	507.8	592.0	226.3	1,839.9

Totals may not add due to rounding.

	P-1 SHOPP LIST ITEM NO. 59	PAGE NO. 2	
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02/15/2003
 FY 2004 PBR
 Modification Title and No: MISSILE LAUNCHER MODIFICATION MN-8600
 Models of Aircraft Affected: MULTI

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P
 PE 0207161F Team AIR

Description/Justification

Modification to Air Force missile launchers (LAU-12X series). The requirement was identified during developmental flight test launches of the AIM-9X. All current Air Force launchers have a 'fin retention assembly' (FRA) designed to support previous versions of the AIM-9 missile (not required by AIM-9X). The intent of the FRA is to minimize the amount of vibration/movement of the AIM-9M forward fins prior to launch. During AIM-9X DT launches, interference between the current FRA and the AIM-9X missile would be possible. This modification incorporates minor changes to the shape and location of the FRA which eliminates the interference issue and allows the launcher to be utilized by all AIM-9 missiles.

Aircraft Breakdown: Active 5372, Reserve 316, ANG 2156

Development Status

The TCTO has been developed and tested at WRALC prior to sending to field units for installation. Contract #F09603-02-C-0236 was awarded in the amount of \$425,280 to Cliffdale Manufacturing for 1920 kits. A follow-on contract obligated the remaining \$136K, as well as, the outyear requirements. Deliveries scheduled to start in Oct 02.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			2,220	0.6	2,289	0.5	2,236	0.5				
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)			2,220	0.6	2,289	0.5	2,236	0.5				
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									6,745	1.6
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>								6,745	1.6
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 5 Months

Follow-On Lead Time: 5 Months

Milestones

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

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR

Modification Title and No: PRECISION ATTACK SYSTEMS PROCUREMENT MN-8666

Models of Aircraft Affected: LANTIRN SE for F-15E and F-16C/D

Center: WRALC Robins AFB GA

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
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 targeting pod is the core of the Combat Air Forces (CAF) precision guided munitions (PGM) capability, the heart of F-15E and F-16Blk40 operations. The mission capable rate 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.

Congressional add of \$5500 in FY01 for Situational Awareness Data Link (SADL) for the Air National Guard (ANG) for the A-10, C-130 and KC-135 aircraft. Funds will be distributed during the FY02 President's Budget cycle.

Aircraft Breakdown: Active 20, Reserve 0, ANG 1

Development Status

Engineering development for upgrade of LANTIRN Intermediate Automatic Test Equipment (LIATE) and Electro-Optical Test Station (EOTS) is in progress and funded under the Commercial Operations and Support Savings Initiative (COSSI) program with completion scheduled for Oct 00. RDT&E funding (3600) is required in FY01 and 02 for any further development and for completion of technical data and drawings.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		4.0		6.0								
PROCUREMENT (3010)												
INSTALL KITS	3	10.0	3	13.8	5	19.9	7	26.3	3	14.9		
KITS NONRECUR EQUIPMENT EQUIP NONREC CHANGE ORDERS DATA												0.8
SIM/TRAINER SUPPORT-EQUIP CONGRESSIONAL												
INSTALLATION OF HARDWARE												
FY-01 3 KITS			[3]									
FY-02 3 KITS					[3]							
FY-03 5 KITS							[5]					
FY-04 7 KITS									[7]			
FY-05 3 KITS											[3]	
TOTAL INSTALL			3		3		5		7		3	
TOTAL COST (BP-1100)	3	10.0	3	13.8	5	19.9	7	26.3	3	14.9		0.8

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										10.0
PROCUREMENT (3010)										
INSTALL KITS									21	84.8
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA		0.8		0.8		0.9				3.4
SIM/TRAINER										
SUPPORT-EQUIP										
CONGRESSIONAL										
INSTALLATION OF HARDWARE										
FY-01 3 KITS									[3]	
FY-02 3 KITS									[3]	
FY-03 5 KITS									[5]	
FY-04 7 KITS									[7]	
FY-05 3 KITS									[3]	
TOTAL INSTALL									21	
TOTAL COST (BP-1100)		0.8		0.8		0.9			21	88.2

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

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

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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters																								
Input					1	1	1		1	1	1		1	2	1	1	2	2	1	1	1	1		
Output						1	1	1		1	1	1		1	2	1	1	1	2	2	1	1	1	1

02/15/2003
 FY 2004 PBR
 Modification Title and No: MH-53 IFF APX-118 MN-8727
 Models of Aircraft Affected: MH-53J/M

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT
 Center: WRALC Robins AFB GA

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P
 PE 0404011F Team INFO

Description/Justification

The MH-53J/M is the sole remaining user of the (APX-64) the oldest IFF in the Air Force. The APX-64 does not meet the FY03 Global Air Traffic Management (GATM) requirements for Eastern Europe. In order for the MH-53 to continue operations in both high threat and dense air operations environments, the APX-64 must be replaced with a modern, interoperable, off the shelf system, APX-118.

Aircraft Breakdown: Active 36, Reserve 0, ANG 0

Development Status

The APX-118 is a modern, off the shelf system, Air Force common system.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							35	0.9				
KITS NONRECUR							1	0.2				
EQUIPMENT							[35]	1.7				
EQUIP							[1]	0.2				
NONREC												
CHANGE ORDERS								0.1				
DATA								0.1				
SIM/TRAINER												
SUPPORT-EQUIP												
OGC								0.1				
INSTALLATION OF HARDWARE												
FY-04 36 KITS							[36]	0.6				
TOTAL INSTALL							36	0.6				
TOTAL COST (BP-1100)							36	3.9				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									35	0.9
KITS NONRECUR									1	0.2
EQUIPMENT									[35]	1.7
EQUIP NONREC									[1]	0.2
CHANGE ORDERS										0.1
DATA										0.1
SIM/TRAINER										
SUPPORT-EQUIP										
OGC										0.1
INSTALLATION OF HARDWARE										
FY-04 36 KITS									[36]	0.6
TOTAL INSTALL									36	0.6
TOTAL COST (BP-1100)									36	3.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 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)	02/04			
Delivery Date (Month/CY)	02/05			

Installation Schedule

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

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: LOW COST RETROFIT MODS MN-99999U
 Models of Aircraft Affected: MH-53J

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: OTHER Class P
 PE 0404011F Team INFO

Center: WRALC Robins AFB GA

Description/Justification

This is an FY01 new start. This modification will upgrade the AAR-47 IR missile warning systems on the MH-53J Special Operations Forces (SOF) helicopters. The USAF is procuring the upgrade kits for the AFSOC MH-53Js and other USAF platforms but the Navy is leading development of the sensor upgrade. The upgrade will increase IR detection sensitivity and add a laser warning capability. It will also improve system life with a 15 year warranty. The modification will upgrade 47 AAR-47 shipsets which includes 37 MH-53J helicopters and 10 spares. FY00 funding for GATM and is a Congressional add--not a new start. FY01 funding for GATM is an OSD add of \$583K, which will continue to modify SOF aircraft ANR-147 VOR/ILS receivers for FM Immunity. For FY01, \$1.831M was paid to the Judgement Fund and \$583K was paid to FM Immunity.

Aircraft Breakdown: Active 47, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT			14	0.8								
EQUIP												
NONREC												
CHANGE ORDERS												
DATA		0.6										
SIM/TRAINER												
SUPPORT-EQUIP												
AIRCRAFT		0.2										
INSTALLATION OF HARDWARE												
FY-01 0 KITS			[33]	0.2								
FY-02 14 KITS			[14]	0.1								
TOTAL INSTALL			47	0.3								
TOTAL COST (BP-1100)		0.8	14	1.1								

(Totals may not add due to rounding)

Fact Sheet: OTHER MN-99999U LOW COST RETROFIT MODS
(Continued)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS										
KITS NONRECUR										
EQUIPMENT									14	0.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										0.6
SIM/TRAINER										
SUPPORT-EQUIP										
AIRCRAFT										0.2
INSTALLATION OF HARDWARE										
FY-01 0 KITS									[33]	0.2
FY-02 14 KITS									[14]	0.1
TOTAL INSTALL									47	0.3
TOTAL COST (BP-1100)									14	1.9

(Totals may not add due to rounding)

Method of Implementation: DEPOT FIELD TEAM

Initial Lead Time: 10 Months

Follow-On Lead Time: 10 Months

Milestones

	<u>FY-00</u>	<u>FY-01</u>	<u>FY-02</u>
Contract Date (Month/CY)		11/00	11/01
Delivery Date (Month/CY)		09/01	09/02

Installation Schedule

	Quarters	<u>FY-00</u>				<u>FY-01</u>				<u>FY-02</u>			
		1	2	3	4	1	2	3	4	1	2	3	4
Input										5	14	14	14
Output										5	14	14	14

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: E-9A TELEMETRY SYSTEM UPGRADE MN-E900
 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-22, other services, etc.

Aircraft Breakdown: Active 2, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							1	5.7	1	5.3		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
MISC												0.3
INSTALLATION OF HARDWARE												
FY-04 1 KITS												
FY-05 1 KITS												
TOTAL INSTALL												
TOTAL COST (BP-1100)							1	5.7	1	5.3		0.3
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									2	11.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
MISC		0.1		0.1		0.1				0.6
INSTALLATION OF HARDWARE										
FY-04 1 KITS										
FY-05 1 KITS										
TOTAL INSTALL										
TOTAL COST (BP-1100)		0.1		0.1		0.1			2	11.6

(Totals may not add due to rounding)

Method of Implementation: DEPOT

Initial Lead Time: 9 Months

Follow-On Lead Time: 9 Months

Milestones

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

Installation Schedule

	Quarters	<u>FY-04</u>				<u>FY-05</u>			
		1	2	3	4	1	2	3	4
Input									
Output									

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: F-16 STING R7 POD UPGRADE MN-STNGR7
Models of Aircraft Affected: MULTI (F-16)

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
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 HARM 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 Defenses 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 Revision 6 (R6) to R7 providing precision targeting capability. To better describe PGM and HARM targeting capability, the HTS R7 upgrade has been renamed STING (Smart Targeting and Identification via Networked Geolocation) (R7). STING (R7) upgrade provides precision geolocation targeting accuracy improvements needed to employ the Joint Standoff Weapon (JSOW) and other PGMs against enemy IADS and facilitates simultaneous carriage of a STING (R7) Pod and an Advanced Targeting Pod (TGP) 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 209 pods will require modification to STING (R7) configuration in FY06-08.

Aircraft Breakdown: Active 209, Reserve 0, ANG 0

Development Status

HTS is operational on the F-16. This upgrade is part of a preplanned product improvements (P3I) program. A Program Definition and Risk Reduction (PDRR) study was awarded in FY00. The results of the study defined STING (R7) technical, schedule, and cost requirements. System Development and Demonstration (SDD) was awarded February 2001. STING (R7) will build on earlier HTS upgrades to improve performance, reduce support cost and extend service life. The key focus of STING (R7) SDD will be to provide a precision geolocation targeting capability needed for DEAD using PGMs. Engineering changes also allow simultaneous carriage of STING (R7) and an advanced targeting pod. Modifications will include hardware and software changes to HTS pod fleet and is planned for fielding in FY06-08.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)		16.8		20.6		22.9		20.6		10.3		7.9
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT									127	11.8	82	7.9
EQUIP										0.8		
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TEST ASSETS												
SPARES										1.1		
OTHER												
INSTALLATION OF HARDWARE												
FY-05 127 KITS											[127]	7.8
FY-06 82 KITS												
TOTAL INSTALL											127	7.8
TOTAL COST (BP-1100)									127	13.7	82	15.7

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: UHF SATCOM UPGRADE MN-T8137
Models of Aircraft Affected: MULTI

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: OTHER Class P
PE 0303601F Team SPACE

Center: ESC - Hanscom AFB, MA

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, EC-130E, EC-130H, HC-130, 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-FY05 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.

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.

Aircraft Breakdown: Active 160, Reserve 0, ANG 0

Development Status

FY03 Funding for platform integration.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)						6.5						
PROCUREMENT (3010)												
INSTALL KITS	95	8.2	21	3.5	16	7.4	14	6.1	10	10.3		
KITS NONRECUR		30.7		10.4		10.6		6.4		1.7		0.7
EQUIPMENT	[270]	31.4	[60]	6.8	[36]	4.0	[59]	6.5	[20]	2.3		
EQUIP		1.5										
NONREC												
CHANGE ORDERS		1.5		0.1		2.0						
DATA		4.6		0.2		0.2		1.0				
SIM/TRAINER	[11]	1.5	[11]	2.0	[10]	2.1	[3]	0.3	[1]	0.1		
SUPPORT-EQUIP		0.3										
SPARES			[48]	5.5								
OGC		4.5		1.1		1.0		1.0		1.0		0.7

Projected Financial Plan Continued

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
INSTALLATION OF HARDWARE												
FY-97	55	KITS	[55]	1.5								
FY-98	22	KITS	[22]	1.4								
FY-00	5	KITS	[5]	1.6								
FY-01	13	KITS			[13]	1.7						
FY-02	21	KITS					[21]	3.2				
FY-03	16	KITS							[31]	11.6		
FY-04	14	KITS									[13]	4.4
FY-05	10	KITS										
TOTAL INSTALL	82	4.6	13	1.7	21	3.2	31	11.6	13	4.4		
TOTAL COST (BP-1100)	95	88.7	21	31.3	16	30.6	14	33.0	10	19.8		1.4

(Totals may not add due to rounding)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										6.5
PROCUREMENT (3010)										
INSTALL KITS									156	35.5
KITS NONRECUR		0.5								61.1
EQUIPMENT									[445]	51.1
EQUIP NONREC										1.5
CHANGE ORDERS										3.7
DATA										6.0
SIM/TRAINER									[36]	6.0
SUPPORT-EQUIP										0.3
SPARES									[48]	5.5
OGC		0.5								9.8
INSTALLATION OF HARDWARE										
FY-97 55 KITS									[55]	1.5
FY-98 22 KITS									[22]	1.4
FY-00 5 KITS									[5]	1.6
FY-01 13 KITS									[13]	1.7
FY-02 21 KITS									[21]	3.2
FY-03 16 KITS									[31]	11.6
FY-04 14 KITS									[13]	4.4
FY-05 10 KITS										
TOTAL INSTALL									160	25.4
TOTAL COST (BP-1100)		0.9							156	205.8

(Totals may not add due to rounding)

Method of Implementation: COMBINATION

Initial Lead Time: 36 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)	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-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>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Quarters	1	2	3	4	1	2	3	4	1	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																				
Quarters	1	2	3	4	1	2	3	4																								
Input	9	9	9	3	7	6	6																									
Output	17	9	9	9	3	7	6	6																								

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: PRDT				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$14.813	\$10.145	\$14.178	\$19.189	\$27.293	\$27.541	\$28.291	\$28.764

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 FY04 is Predator Laser.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	PRDLAS	PREDATOR LASER	14.8	10.2	0.1							25.2
	PRDT02	PREDATOR A/B MODIFI			14.1	19.2	27.3	27.5	28.3	28.8		145.2
	Z88888	REPROGRAMMINGS		-0.1								-0.1
TOTAL FOR CLASS P			14.8	10.1	14.2	19.2	27.3	27.5	28.3	28.8	0.0	170.2
TOTAL FOR AIRCRAFT PRDT			14.8	10.1	14.2	19.2	27.3	27.5	28.3	28.8	0.0	170.2

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: PREDATOR LASER MN-PRDLAS
Models of Aircraft Affected: RQ-1 Predator

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: PRDT Class P
PE 0305205F Team AIR

Description/Justification

Adds permanent laser designator for use with precision guided munitions. Laser designator will be incorporated with electro-optical/infrared (EO/IR) sensor ball to provide an integrated intelligence, surveillance and reconnaissance/target designation capability. Four existing off-the-shelf laser designators with only infrared sensor capability were procured and installed on Predator air vehicles as a 'quick-reaction' capability for Operation ALLIED FORCE. Program office is working in conjunction with a Navy program to modify an existing laser designator system to include full motion EO/IR video, laser range-finding, infrared illumination and laser imaging systems.

In FY02, Predator received \$191.6M as part of the Defense Emergency Relief Fund (DERF). Funding was used to outfit Predator with the Multi-spectral Targeting System (MTS) laser designator/sensor turret and Hellfire Missile launch capability, provide enabling improvements, purchase four additional MQ-1 Predator aircraft, and purchase three MQ-9 Predator-B aircraft in support on operation Enduring Freedom. None of this funding is reflected in the FY02 program total.

*Remark (1): Congress added mod funds in FY02 for reliability and maintainability modifications to Ground Control Station hardware.

*Remark (2): Starting in FY04, MTS laser turrets will be purchased with each MQ-1 Predator aircraft. Cost will be documented in Exhibit P-40 for Predator. Laser funds remaining for FY04 in this P-3A are for installation of MTS turrets purchased with FY03 funds.

Aircraft Breakdown: Active 48, Reserve 0, ANG 0

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			8	0.0	8	0.0						
KITS NONRECUR												
EQUIPMENT			[8]	9.7	[8]	10.1						
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
SPARES												
*** See Remarks ***				5.1								
*** See Remarks ***												
INSTALLATION OF HARDWARE												
FY-02 8 KITS					[8]	0.1						
FY-03 8 KITS							[8]	0.1				
TOTAL INSTALL					8	0.1	8	0.1				
TOTAL COST (BP-1100)			8	14.8	8	10.2		0.1				

(Totals may not add due to rounding)

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									16	0.1
KITS NONRECUR										
EQUIPMENT									[16]	19.8
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
SPARES										
*** See Remarks ***										5.1
*** See Remarks ***										
INSTALLATION OF HARDWARE										
FY-02 8 KITS									[8]	0.1
FY-03 8 KITS									[8]	0.1
TOTAL INSTALL									16	0.2
TOTAL COST (BP-1100)									16	25.2

(Totals may not add due to rounding)

Method of Implementation: CONTRACTOR FACILITY

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>
Contract Date (Month/CY)			12/01	12/02	
Delivery Date (Month/CY)			03/03	03/04	

Installation Schedule

	<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
Quarters																				
Input																				
Output																				

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: PREDATOR A/B MODIFICATIONS MN-PRDT02
 Models of Aircraft Affected: MQ-1/MQ-9

Center: ASC - Wright Patterson AFB, OH

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: PRDT Class P
 PE 0305205F Team AIR

Description/Justification

MQ-9 aircraft procurement started with funding from the Defense Emergency Relief Fund (DERF). The MQ-9 multi-mission UAV will be developed through Spiral development. As these spirals are fielded, earlier production models must be modified to maintain a common MQ-9 fleet. Concurrently, the MQ-1 and MQ-9 Predator fleet, Ground Control Stations, and Ground Communication systems will be continually modified for reliability and maintainability improvements, and to incorporate advanced sensors and payloads become available. These continual upgrades are required to maintain pace with the evolving threat.

Mod Kits/Install Kits include 12 air vehicles per year plus associated Ground Control/Ground Communication systems.

Aircraft Breakdown: Active 111, Reserve 0, ANG 0

Development Status

MQ-9 Predator B is undergoing spiral development. The first spiral is the flight characterization evaluation of the original off-the-shelf, proto-type aircraft (Spiral 0). Spiral 1 integrates, tests, and demonstrates the ability to deliver Hellfire laser-guided missiles. Spiral 2 increases the aircraft's gross take-off weight, integrates redundant avionics, a digital electronically controlled engine, sensor/stores management computer, MIL-STD-1760 advanced weapons data bus, and improved the human-machine interface.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS							[17]	1.1	[17]	1.1	[18]	1.1
KITS NONRECUR												
EQUIPMENT							17	13.0	17	18.1	18	26.2
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
INSTALLATION OF HARDWARE												
FY-04 17 KITS							[17]					
FY-05 17 KITS									[17]			
FY-06 18 KITS											[18]	
FY-07 19 KITS												
FY-08 20 KITS												
FY-09 20 KITS												
TOTAL INSTALL							17		17		18	
TOTAL COST (BP-1100)							17	14.1	17	19.2	18	27.3
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS	[19]	1.1	[20]	1.1	[20]	1.4			[111]	7.0
KITS NONRECUR										
EQUIPMENT	19	26.4	20	27.2	20	27.4			111	138.2
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
INSTALLATION OF HARDWARE										
FY-04 17 KITS									[17]	
FY-05 17 KITS									[17]	
FY-06 18 KITS									[18]	
FY-07 19 KITS	[19]								[19]	
FY-08 20 KITS			[20]						[20]	
FY-09 20 KITS					[20]				[20]	
TOTAL INSTALL	19		20		20				111	
TOTAL COST (BP-1100)	19	27.5	20	28.3	20	28.8			111	145.2

(Totals may not add due to rounding)

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

Installation Schedule

Quarters	<u>FY-04</u>				<u>FY-05</u>				<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				4	4	5	4	4	5	4	4	4	5	5	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Output				4	4	4	5	4	4	5	4	4	4	4	5	5	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: CV-22 MODS				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$0.000	\$0.000	\$0.279	\$0.277	\$0.370	\$4.256	\$4.533	\$4.820

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 FY04 is low cost modifications.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	8791	BLOCK B UPGRADE						3.9	4.1	4.4		12.4
	99999X	LOW COST MODIFICATI			0.3	0.3	0.4	0.4	0.4	0.4		2.1
TOTAL FOR CLASS P			0.0	0.0	0.3	0.3	0.4	4.3	4.5	4.8	0.0	14.5
TOTAL FOR AIRCRAFT CV-22			0.0	0.0	0.3	0.3	0.4	4.3	4.5	4.8	0.0	14.5

Totals may not add due to rounding.

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UNCLASSIFIED

BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: Classified				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$42.552	\$17.864	\$16.525	\$8.239	\$8.400	\$6.446	\$8.945	\$9.115

This line item funds classified modifications to classified projects. The only classified modification budgeted in FY04 is Compass Call.

CLASS	MOD NR	MODIFICATION TITLE	FY-02	FY-03	FY-04	FY-05	FY-06	FY-07	FY-08	FY-09	COST TO GO	TOTAL PROG.
P	1001	COMPASS CALL	41.4	17.8	16.5	8.2	8.4	6.4	8.9	9.1		284.7
	Z88888	REPROGRAMMINGS	1.1	0.1								30.2
TOTAL FOR CLASS P			42.6	17.9	16.5	8.2	8.4	6.4	8.9	9.1	0.0	314.9
TOTAL FOR AIRCRAFT CLASSI			42.6	17.9	16.5	8.2	8.4	6.4	8.9	9.1	0.0	314.9

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: COMPASS CALL MN-1001
Models of Aircraft Affected: MULTIPLE

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: CLASSI Class P
PE 0207253F Team INFO

Center: ASC - Wright Patterson AFB, OH

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, sustainment 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.

On 6 Jan 00, the Air Force notified Congress of it's intent to initiate a new activity named PROJECT SUTER. This new start is an initiative to demonstrate the synergistic effects of integrating the operations of intelligence collectors (RC-135 RIVET JOINT) and electronic warfare aircraft (EC-130H COMPASS CALL). Procurement of Airborne Information Transfer (ABIT) datalinks will begin in FY02.

Quantities are not provided by year due to classification.

** NOTE: In FY02 there is a line added for 19.0 M against 'Suter'. In top-level database submitted to Congress this money was in a separate P-1 Line in BP10. SAF/FMBI is working the issue of where the funding actually belongs, but the money is noted here in order to balance to ABIDES.

In FY02, COMPASS CALL received \$12.0M as part of the Defense Emergency Relief Fund (DERF). Funding was used to begin integration of Project Suter capability to link information operations and intelligence, surveillance and reconnaissance platforms in support of operation Enduring Freedom. This funding is not reflected in the FY02 program total.

Aircraft Breakdown: Active 15, Reserve 0, ANG 0

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS												
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
CLASSIFIED		161.8		6.7		7.3		16.5		8.2		8.4
TIBS		0.6										
RCVRS		5.3		34.7		10.5						
SPARES												
TOTAL COST (BP-1100)		167.8		41.4		17.8		16.5		8.2		8.4
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	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										
CLASSIFIED		6.4		8.9		9.1				233.5
TIBS										0.6
RCVRS										50.6
SPARES										
TOTAL COST (BP-1100)		6.4		8.9		9.1				284.7
(Totals may not add due to rounding)										

Method of Implementation: ORG/INTERMEDIATE

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-92

Contract Date (Month/CY)

Delivery Date (Month/CY)

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BUDGET ITEM JUSTIFICATION (EXHIBIT P-40)							DATE February 2003	
APPROPRIATION/BUDGET ACTIVITY AIRCRAFT PROCUREMENT-AIR FORCE/Aircraft Modifications				P-1 ITEM NOMENCLATURE: DARP				
	2002	2003	2004	2005	2006	2007	2008	2009
COST (In Mil)	\$216.998	\$146.522	\$90.133	\$95.920	\$84.072	\$87.445	\$100.811	\$102.536

This line item funds classified modifications to the Defense Airborne Reconnaissance Program aircraft. The primary modification budgeted in FY04 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-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>COST TO GO</u>	<u>TOTAL PROG.</u>
P	3009R	REENGINE	129.1	40.2	17.8	9.3						608.8
	4263	RIVET JOINT	26.7	78.2	55.3	76.7	75.3	78.5	91.6	93.2		649.8
	4265	COMBAT SENT	7.6	8.2	8.4	8.5	8.8	9.0	9.2	9.4		76.0
	4493	U-2 POWER	18.0	11.8	8.7	1.5						68.5
	SCOUT	ANG SENIOR SCOUT	21.5									21.5
	Z88888	REPROGRAMMINGS	14.2	8.1								22.3
TOTAL FOR CLASS P			217.0	146.5	90.1	95.9	84.1	87.4	100.8	102.5	0.0	1,446.8
TOTAL FOR AIRCRAFT DARP			217.0	146.5	90.1	95.9	84.1	87.4	100.8	102.5	0.0	1,446.8

Totals may not add due to rounding.

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UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
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. Congress provided additional funds for engines (Group A and Group B) in FY96, FY97, FY98, FY00, & FY02 but did not fund installations in the year of input (which may require up to a two year lead) or account for aircraft availability due to operational commitments and programmed depot maintenance (PDM) schedule.

To comply with Congressional intent, installation of additional engine kits has been funded from within the program (incurring a loss of operational capability), while attempting to synchronize critical scheduling between re-engining at Boeing, the aircraft PDM schedule while still minimizing adverse impacts to other modification efforts.

Inputs have been critically aligned as much as possible with the PDM schedule to minimize operational impact. For example, the FY00 Congressional add of two engine kits necessitated the Program Manager to use budgeted FY02 install funds to accommodate the arrival of the installation kits generated by this Congressional add. The program is able to achieve this by accelerating the installations of the already budgeted FY00 engine kits into FY01 and the FY99 kits into FY00. This is accomplished by inputting aircraft into reengining at the end of the fiscal year (i.e., FY99 kits get installed in the third and fourth quarter of FY00) to leverage maximum flexibility in the delivery of installation kits. FY02 includes \$30M IPDM add for Rivet Joint Trainer engines. The FY02 DERF added the 22nd engine kit into FY03. An additional \$21.1M is not included in the FY03 total.

Aircraft Breakdown: Active 21, Reserve 0, ANG 0

Development Status

Engineering activities are continuously underway. Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY04-09 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations [baseline 6, 7, 8] and two distinct baselines [baselines 2 & 3] for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)		31.2										
PROCUREMENT (3010)												
INSTALL KITS	15	165.6	5	38.5	1	12.7						
KITS NONRECUR		9.5		3.3								
EQUIPMENT	[60]	192.8	[20]	78.4	[4]	13.8						
EQUIP												
NONREC												
CHANGE ORDERS		3.7		0.5		1.5						
DATA		2.8				0.6						
SIM/TRAINER	[2]	1.8										
SUPPORT-EQUIP		3.3										
TEST						3.0						

Projected Financial Plan Continued

		PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
		<u>QTY</u>	<u>COST</u>	<u>QTY</u>	<u>COST</u>	<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-96	2 KITS	[2]	3.4										
FY-97	4 KITS	[4]	9.3										
FY-98	1 KITS	[1]	4.2										
FY-99	2 KITS	[2]	8.3										
FY-00	4 KITS	[2]	7.6	[2]	8.5								
FY-01	2 KITS					[2]	8.6						
FY-02	5 KITS							[5]	17.8				
FY-03	1 KITS									[1]	9.3		
TOTAL INSTALL		11	32.8	2	8.5	2	8.6	5	17.8	1	9.3		
TOTAL COST (BP-1100)		15	412.4	5	129.1	1	40.2		17.8		9.3		

(Totals may not add due to rounding)

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
FY 2004 PBR
Modification Title and No: RIVET JOINT MN-4263
Models of Aircraft Affected: RC-135V, W, T

Exhibit P3A Congressional
Appropriation: Aircraft Procurement, Air Force
CLC: DARP Class P
PE 0305207F Team INFO

Center: ASC - Wright Patterson AFB, OH

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.

In FY02, The RC-135 program received \$187.4M as part of the Defense Emergency Relief Fund (DERF). Funding was used to procure and field three Quick Reaction Capability (QRC) sensor modifications (\$27.4M) and to procure one additional RIVET JOINT configured mission aircraft in support of the Global War on Terrorism (GWOT). This funding is not reflected in the FY02 program total. Additional information is available within the classified Congressional budget exhibits.

Aircraft Breakdown: Active 0, Reserve 0, ANG 0

Development Status

Aircraft, sensor systems, and associated ground support system modifications planned for FY04-FY09 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations [baseline 6, 7, 8] and two distinct baselines [baselines 2 & 3] for COMBAT SENT.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		74.4		26.7		78.2		55.3		76.7		75.3
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)		74.4		26.7		78.2		55.3		76.7		75.3
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		78.5		91.6		93.2				649.8
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)		78.5		91.6		93.2				649.8
(Totals may not add due to rounding)										

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 12 Months

Follow-On Lead Time: 12 Months

Milestones

Contract Date (Month/CY) FY-01
 Delivery Date (Month/CY)

Installation Schedule

Quarters 1 FY-01 2 3 4
 Input
 Output

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: COMBAT SENT MN-4265
 Models of Aircraft Affected: RC-135U

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P
 PE 0305207F Team INFO

Center: ASC - Wright Patterson AFB, OH

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 0, Reserve 0, ANG 0

Development Status

Aircraft, aircraft sensor systems, and associated ground support system modifications planned for FY04-FY09 include the procurement, fielding and logistical support for three distinct RIVET JOINT baseline configurations [baseline 7, 8 ,9] and two distinct baselines [baselines 2 & 3] for COMBAT SENT. Additional information is available within the classified Congressional budget exhibits.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS		7.0		7.6		8.2		8.4		8.5		8.8
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
IPBD												
TOTAL COST (BP-1100)		7.0		7.6		8.2		8.4		8.5		8.8
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS		9.0		9.2		9.4				76.0
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
IPBD										
TOTAL COST (BP-1100)		9.0		9.2		9.4				76.0
(Totals may not add due to rounding)										

Method of Implementation: DEPOT/FIELD TEAM

Initial Lead Time: 0 Months

Follow-On Lead Time: 0 Months

Milestones

FY-01

Contract Date (Month/CY)

Delivery Date (Month/CY)

Installation Schedule

	<u>FY-01</u>			
Quarters	1	2	3	4
Input				
Output				

02/15/2003
 FY 2004 PBR
 Modification Title and No: U-2 POWER MN-4493
 Models of Aircraft Affected: U-2

UNCLASSIFIED
 MODIFICATION OF AIRCRAFT

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P
 PE 0305202F Team INFO

Center: ASC - Wright Patterson AFB, OH

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

Development Status

N/A.

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS	15	28.5	6	18.0	6	11.8	6	8.7	2	1.5		
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)	15	28.5	6	18.0	6	11.8	6	8.7	2	1.5		
(Totals may not add due to rounding)												

(Continued)

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									35	68.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)									35	68.5
(Totals may not add due to rounding)										

Method of Implementation:

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>
Contract Date (Month/CY)				06/02
Delivery Date (Month/CY)				06/03

UNCLASSIFIED
MODIFICATION OF AIRCRAFT

02/15/2003
 FY 2004 PBR
 Modification Title and No: ANG SENIOR SCOUT MN-SCOUT
 Models of Aircraft Affected: Multiple

Exhibit P3A Congressional
 Appropriation: Aircraft Procurement, Air Force
 CLC: DARP Class P
 PE 0503115F Team INFO

Center: ASC - Wright Patterson AFB, OH

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. 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 beginning in FY02 with installations completing in FY05. All funds are managed in Air National Guard. Also, includes Senior Scout FY02-07 IPDM add of \$16M. This PE was transferred to C-130 mods for FY 03 and out.

Aircraft Breakdown: Active 0, Reserve 0, ANG 3

Development Status

N/A

Projected Financial Plan

	PRIOR		FY-02		FY-03		FY-04		FY-05		FY-06	
	<u>QTY</u>	<u>COST</u>	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
RDT&E (3600)												
PROCUREMENT (3010)												
INSTALL KITS			[1]	21.5								
KITS NONRECUR												
EQUIPMENT												
EQUIP												
NONREC												
CHANGE ORDERS												
DATA												
SIM/TRAINER												
SUPPORT-EQUIP												
TOTAL COST (BP-1100)				21.5								
(Totals may not add due to rounding)												

	FY-07		FY-08		FY-09		TO COMP		TOTAL	
	QTY	COST	QTY	COST	QTY	COST	QTY	COST	<u>QTY</u>	<u>COST</u>
RDT&E (3600)										
PROCUREMENT (3010)										
INSTALL KITS									[1]	21.5
KITS NONRECUR										
EQUIPMENT										
EQUIP NONREC										
CHANGE ORDERS										
DATA										
SIM/TRAINER										
SUPPORT-EQUIP										
TOTAL COST (BP-1100)	<hr/>									21.5
(Totals may not add due to rounding)										

Method of Implementation: CONTRACTOR FACILITY

Initial Lead Time: 9 Months

Follow-On Lead Time: 6 Months

Milestones

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

Installation Schedule

	Quarters	<u>FY-01</u>				<u>FY-02</u>			
		1	2	3	4	1	2	3	4
Input									
Output									