Exhibit R-2, RDT&E Budget Item Justification: PB 2011 Air Force										DATE: February 2010	
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*				R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*							
COST ($ in Millions)	**FY 2009 Actual**	**FY 2010 Estimate**	**FY 2011 Base Estimate**	**FY 2011 OCO Estimate**	**FY 2011 Total Estimate**	**FY 2012 Estimate**	**FY 2013 Estimate**	**FY 2014 Estimate**	**FY 2015 Estimate**	**Cost To Complete**	**Total Cost**
Total Program Element	146.359	156.963	147.396	0.000	147.396	144.306	143.676	145.769	147.813	Continuing	Continuing
671012: *Aircraft Engine Component Improvement Program*	146.359	156.963	120.626	0.000	120.626	112.326	111.847	114.091	116.298	Continuing	Continuing
675365: *Aircraft Engine Component Improvement Program (F135)*	0.000	0.000	26.770	0.000	26.770	31.980	31.829	31.678	31.515	Continuing	Continuing

Note

FY 2011 - Project 675365 is new in FY11 to provide enhanced funds tracking and accountability for Engine CIP support of F-35 propulsion systems. Engine CIP for all other AF aircraft propulsion programs is accomplished within Project 671012.

A. Mission Description and Budget Item Justification

The Aircraft Engine Component Improvement Program (CIP) provides the only source of critical sustaining engineering support for in-service Air Force engines to maintain flight safety (highest priority), to correct service revealed deficiencies, to improve system operational readiness (OR) and reliability & maintainability (R&M), to reduce engine Life Cycle Cost (LCC), and to sustain engines throughout their service life. Historically, aircraft systems change missions, tactics, and environments (including new fuels) to meet changing threats throughout their lives. New technical problems can develop in the engines through actual use and Engine CIP provides the means to develop fixes for these field problems. Engine CIP funding is driven by field events and types/maturity of engines, not by the total engine quantity. The program starts with government acceptance of the first procurement-funded engine and continues over the engine's life, gradually decreasing to a minimum level (safety/depot repairs) sufficient to keep older inventory engines operational. Engine CIP, through "Lead the Fleet" operational use and accelerated mission testing, identifies and fixes engine-related problems ahead of operational impacts. Engine CIP addresses out-of-warranty usage/life and enables the Air Force to obtain additional warranties when manufacturers incorporate Engine CIP improvements into production engines. Engine CIP ensures continued improvements in engine R&M, which reduce out year support costs. Historically, R&M related Engine CIP efforts significantly reduce out year Operations and Maintenance (O&M) and spares costs. Without Engine CIP, out year support funding would have to be significantly increased.

This program is in Budget Activity 7 - Operational System Development, because all efforts support fielded systems.

Exhibit R-2, RDT&E Budget Item Justification: PB 2011 Air Force	DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	**R-1 ITEM NOMENCLATURE** PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*

B. Program Change Summary ($ in Millions)

	FY 2009	FY 2010	FY 2011 Base	FY 2011 OCO	FY 2011 Total
Previous President's Budget	150.547	166.563	0.000	0.000	0.000
Current President's Budget	146.359	156.963	147.396	0.000	147.396
Total Adjustments	-4.188	-9.600	147.396	0.000	147.396
• Congressional General Reductions		-11.798			
• Congressional Directed Reductions		0.000			
• Congressional Rescissions	0.000	0.000			
• Congressional Adds		2.400			
• Congressional Directed Transfers		0.000			
• Reprogrammings	0.000	0.000			
• SBIR/STTR Transfer	0.000	0.000			
• Other Adjustments	-4.188	-0.202	147.396	0.000	147.396

Change Summary Explanation

FY2010 represents Congressional reduction

The FY 2010 President's Budget submittal did not reflect FY 2011 through FY 2015 funding. Therefore, explanation of changes between the two budget positions cannot be made in a relevant manner

Exhibit R-2A, RDT&E Project Justification: PB 2011 Air Force			DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 671012: *Aircraft Engine Component Improvement Program*	

COST ($ in Millions)	FY 2009 Actual	FY 2010 Estimate	FY 2011 Base Estimate	FY 2011 OCO Estimate	FY 2011 Total Estimate	FY 2012 Estimate	FY 2013 Estimate	FY 2014 Estimate	FY 2015 Estimate	Cost To Complete	Total Cost
671012: *Aircraft Engine Component Improvement Program*	146.359	156.963	120.626	0.000	120.626	112.326	111.847	114.091	116.298	Continuing	Continuing
Quantity of RDT&E Articles	0	0	0	0	0	0	0	0	0		

A. Mission Description and Budget Item Justification

The Aircraft Engine Component Improvement Program (CIP) provides the only source of critical sustaining engineering support for in-service Air Force engines to maintain flight safety (highest priority), to correct service revealed deficiencies, to improve system operational readiness (OR) and reliability & maintainability (R&M), to reduce engine Life Cycle Cost (LCC), and to sustain engines throughout their service life. Historically, aircraft systems change missions, tactics, and environments (including new fuels) to meet changing threats throughout their lives. New technical problems can develop in the engines through actual use and Engine CIP provides the means to develop fixes for these field problems. Engine CIP funding is driven by field events and types/maturity of engines, not by the total engine quantity. The program starts with government acceptance of the first procurement-funded engine and continues over the engine's life, gradually decreasing to a minimum level (safety/depot repairs) sufficient to keep older inventory engines operational. Engine CIP, through "Lead the Fleet" operational use and accelerated mission testing, identifies and fixes engine-related problems ahead of operational impacts. Engine CIP addresses out-of-warranty usage/life and enables the Air Force to obtain additional warranties when manufacturers incorporate Engine CIP improvements into production engines. Engine CIP ensures continued improvements in engine R&M, which reduce out year support costs. Historically, R&M related Engine CIP efforts significantly reduce out year Operations and Maintenance (O&M) and spares costs. Without Engine CIP, out year support funding would have to be significantly increased.

This program is in Budget Activity 7 - Operational System Development, because all efforts support fielded systems.

B. Accomplishments/Planned Program ($ in Millions)

	FY 2009	FY 2010	FY 2011 Base	FY 2011 OCO	FY 2011 Total
Major Thrust: Aircraft Engine Component Improvement Program (CIP) provides critical sustaining engineering support for approximately 22,500 in-service Air Force engines to maintain flight safety	146.359	156.963	120.626	0.000	120.626
FY 2009 Accomplishments: FY09: Funding enables Engine CIP to execute 250+ tasks across 16+ engine types. Majority of the budget addresses engine issues associated with the B-1, B-2, F-15, F-16, and F-22 aircraft. Engine					

Exhibit R-2A, RDT&E Project Justification: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

B. Accomplishments/Planned Program ($ in Millions)

	FY 2009	FY 2010	FY 2011 Base	FY 2011 OCO	FY 2011 Total
CIP Work effort addressed Safety of Flight, Engine Component Redesign, Repair/Rework Procedures, Engine Maturation and Life Limit/Mission Analysis. In addition to Engine Maturation, ground and flight engine testing was used to validate redesigned parts and new repair procedures. Maintaining Engine flight safety (highest priority), to address obsolescence deficiencies, to improve system operational readiness (OR) and reliability & maintainability (R&M), to reduce engine Life Cycle Cost (LCC), and to sustain engines throughout their service life. *FY 2010 Plans:* FY10: Funding enables Engine CIP to execute 250+ tasks across 16+ engine types. Majority of the budget addresses engine issues associated with the B-1, B-2, F-15, F-16, and F-22 aircraft. Engine CIP Work effort addresses Safety of Flight, Engine Component Redesign, Repair/Rework Procedures, Engine Maturation and Life Limit/Mission Analysis. In addition to Engine Maturation, ground and flight engine testing will be used to validate redesigned parts and new repair procedures. Maintaining Engine flight safety (highest priority), to address obsolescence deficiencies, to improve system operational readiness (OR) and reliability & maintainability (R&M), to reduce engine Life Cycle Cost (LCC), and to sustain engines throughout their service life. *FY 2011 Base Plans:* FY11: Funding enables Engine CIP to execute 250+ tasks across 16+ engine types. Majority of the budget will likely address engine issues associated with the B-1, B-2, F-15, F-16, and F-22 aircraft. Engine CIP Work effort will address Safety of Flight, Engine Component Redesign, Repair/Rework Procedures, Engine Maturation and Life Limit/Mission Analysis. In addition to Engine Maturation, ground and flight engine testing will be used to validate redesigned parts and new repair procedures. Maintaining Engine flight safety (highest priority), to address obsolescence deficiencies, to improve system operational readiness (OR) and reliability & maintainability (R&M), to reduce engine Life Cycle Cost (LCC), and to sustain engines throughout their service life.					

Exhibit R-2A, RDT&E Project Justification: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

B. Accomplishments/Planned Program ($ in Millions)

	FY 2009	FY 2010	FY 2011 Base	FY 2011 OCO	FY 2011 Total
FY 2011 OCO Plans: In FY 2011 OCO: Not Applicable.					
Accomplishments/Planned Programs Subtotals	146.359	156.963	120.626	0.000	120.626

C. Other Program Funding Summary ($ in Millions)

Line Item	FY 2009	FY 2010	FY 2011 Base	FY 2011 OCO	FY 2011 Total	FY 2012	FY 2013	FY 2014	FY 2015	Cost To Complete	Total Cost
• PE Not Provided (11906):	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Activity Not Provided											

D. Acquisition Strategy

Contracts within this Program Element are awarded sole source to engine manufacturers. Engine CIP tasks are generally assigned to original engine manufacturers based on available funding and prioritization of candidate tasks.

E. Performance Metrics

Please refer to the Performance Base Budget Overview Book for information on how Air Force resources are applied and how those resources are contributing to Air Force performance goals and most importantly, how they contribute to our mission.

Exhibit R-3, RDT&E Project Cost Analysis: PB 2011 Air Force			DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 671012: *Aircraft Engine Component Improvement Program*	

Product Development ($ in Millions)

				FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total			
Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Cost To Complete	Total Cost	Target Value of Contract
GE-Evendale, OH	SS/CPAF	GE Evendale, OH	35.934	43.334	Jan 2010	33.819	Jan 2011	0.000		33.819	Continuing	Continuing	0.000
Pratt & Whitney	SS/CPAF	Pratt & Whitney Hartford, CT	65.094	58.826	Jan 2010	45.910	Jan 2011	0.000		45.910	Continuing	Continuing	0.000
GE-Lynn, MA	SS/CPFF	GE Lynn, MA	17.164	15.302	Jan 2010	11.943	Jan 2011	0.000		11.943	Continuing	Continuing	0.000
Rolls Royce/Allison	SS/CPFF	Rolls Royce Indianapolis, IN	3.032	4.416	Jan 2010	3.446	Jan 2011	0.000		3.446	Continuing	Continuing	0.000
Honeywell	SS/CPFF	Honeywell Phoenix, AZ	1.890	1.051	Jan 2010	0.820	Jan 2011	0.000		0.820	Continuing	Continuing	0.000
Williams International	SS/CPFF	Williams Walled Lake, MI	0.050	0.000		0.000		0.000		0.000	Continuing	Continuing	0.000
		Subtotal	123.164	122.929		95.938		0.000		95.938			0.000

Remarks

Support ($ in Millions)

				FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total			
Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Cost To Complete	Total Cost	Target Value of Contract
In House Support/ Misc	TBD/TBD	TBD TBD	2.413	2.647	Oct 2009	2.065	Oct 2010	0.000		2.065	Continuing	Continuing	0.000

Exhibit R-3, RDT&E Project Cost Analysis: PB 2011 Air Force			DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 671012: *Aircraft Engine Component Improvement Program*	

Support ($ in Millions)

				FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total			
Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Cost To Complete	Total Cost	Target Value of Contract
Senior Scout (Congressional Add)	TBD/TBD	TBD TBD	0.000	2.400	Jan 2010	0.000		0.000		0.000	0.000	2.400	0.000
		Subtotal	2.413	5.047		2.065		0.000		2.065			0.000

Remarks

Test and Evaluation ($ in Millions)

				FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total			
Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Cost To Complete	Total Cost	Target Value of Contract
Arnold Engineering Development Center - Arnold AFB, TN	TBD/TBD	Arnold AFB TN	18.308	16.734	Oct 2009	13.060	Oct 2010	0.000		13.060	Continuing	Continuing	0.000
Fuel	TBD/TBD	TBD TBD	2.474	12.253	Oct 2009	9.563	Oct 2010	0.000		9.563	Continuing	Continuing	0.000
		Subtotal	20.782	28.987		22.623		0.000		22.623			0.000

Remarks

Prior years have included fuel costs with the applicable contractors. Fuel to support Test & Evaluation is now broken out as a separate line item.

Exhibit R-3, RDT&E Project Cost Analysis: PB 2011 Air Force			DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 671012: *Aircraft Engine Component Improvement Program*	

	Total Prior Years Cost	FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals	146.359	156.963		120.626		0.000		120.626			0.000

Remarks

Total Prior Years Cost may include only FY 2009 data.

Exhibit R-4, RDT&E Schedule Profile: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	**R-1 ITEM NOMENCLATURE** PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	**PROJECT** 671012: *Aircraft Engine Component Improvement Program*

Not applicable. Engine CIP is a continuing sustaining engineering support program that annually funds 250 plus separate tasks per year.

Exhibit R-4A, RDT&E Schedule Details: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	**R-1 ITEM NOMENCLATURE** PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	**PROJECT** 671012: *Aircraft Engine Component Improvement Program*

Schedule Details

	Start		End	
Event	**Quarter**	**Year**	**Quarter**	**Year**
Not applicable. Engine CIP is a continuing sustaining engineering support program that funds 250 plus separate tasks per year.	1	2009	4	2011

Exhibit R-2A, RDT&E Project Justification: PB 2011 Air Force										DATE: February 2010	
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*				R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*				PROJECT 675365: *Aircraft Engine Component Improvement Program (F135)*			
COST ($ in Millions)	**FY 2009 Actual**	**FY 2010 Estimate**	**FY 2011 Base Estimate**	**FY 2011 OCO Estimate**	**FY 2011 Total Estimate**	**FY 2012 Estimate**	**FY 2013 Estimate**	**FY 2014 Estimate**	**FY 2015 Estimate**	**Cost To Complete**	**Total Cost**
675365: *Aircraft Engine Component Improvement Program (F135)*	0.000	0.000	26.770	0.000	26.770	31.980	31.829	31.678	31.515	Continuing	Continuing
Quantity of RDT&E Articles	0	0	0	0	0	0	0	0	0		

Note

Project 675365 is new in FY11 to provide enhanced funds tracking and accountability for F-35 propulsion systems.

A. Mission Description and Budget Item Justification

The F135 Aircraft Engine Component Improvement Program (CIP) supports F-35 propulsion systems. It provides the only source of critical sustaining engineering support for in-service (non-Contractor Logistics Support) Air Force propulsion systems. Engine CIP maintains flight safety (highest priority), to correct service revealed deficiencies, to improve system Operational Readiness (OR) and Reliability & Maintainability (R&M), to reduce propulsion system Life Cycle Cost (LCC), and sustain the propulsion systems throughout the service life. Historically, aircraft systems change missions, tactics, and environment (including new fuels) and meet changing threats throughout their lives. New technical problems can develop in the propulsion system through actual use and the Engine CIP provides the means to develop fixes for these field problems. Engine CIP funding is driven by field events and type/maturity of the propulsion systems, not by the total quantity. The program starts with government acceptance of the first procurement-funded engine and continues over the propulsion systems life, gradually decreasing to a minimum level (safety/ depot repairs) sufficient to keep older inventory propulsion systems operational. Engine CIP, through "Lead the Fleet" operational use and accelerated mission testing, identifies and fixes propulsion-related problems ahead of operational impacts. Engine CIP addresses out-of-warranty usage/life and enables the Air Force to obtain additional warranties when manufacturers incorporate Engine CIP improvements into production propulsion systems. Engine CIP ensures continued improvements in propulsion systems R&M, which reduce out year support costs. Historically, R&M related Engine CIP efforts significantly reduce out year O&M and spares costs. Without Engine CIP, out year support funding would have to be significantly increased.

This program is in Budget Activity 7 - Operational System Development, because all efforts support fielded F-35 propulsion systems.

B. Accomplishments/Planned Program ($ in Millions)

Exhibit R-2A, RDT&E Project Justification: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 675365: *Aircraft Engine Component Improvement Program (F135)*

B. Accomplishments/Planned Program ($ in Millions)

	FY 2009	FY 2010	FY 2011 Base	FY 2011 OCO	FY 2011 Total
Major Thrust: provides sustaining engineering support for F-35 propulsion systems to maintain flight safety (highest priority), *FY 2009 Accomplishments:* In FY2009: Not Applicable *FY 2010 Plans:* In FY2010: Not Applicable *FY 2011 Base Plans:* In FY2011: Initial priority will be to procure representative test engines and begin engine maturation testing. Specifically, JSF CIP will advance engine maturity 2x hours ahead of the fleet to identify any major safety or reliability issues before they can affect the field. In addition to accelerated maturation testing, several reliability degraders will also be addressed, including sensors, seals, disk life, and other component deficiencies. Funding to correct service revealed deficiencies, to improve system operational readiness (OR) and reliability & maintainability (R&M), to reduce engine Life Cycle Cost (LCC), and to sustain engines throughout their service life. *FY 2011 OCO Plans:* In FY 2011 OCO: Not Applicable.	0.000	0.000	26.770	0.000	26.770
Accomplishments/Planned Programs Subtotals	0.000	0.000	26.770	0.000	26.770

Exhibit R-2A, RDT&E Project Justification: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 675365: *Aircraft Engine Component Improvement Program (F135)*

C. Other Program Funding Summary ($ in Millions)

Line Item	FY 2009	FY 2010	FY 2011 Base	FY 2011 OCO	FY 2011 Total	FY 2012	FY 2013	FY 2014	FY 2015	Cost To Complete	Total Cost
• PE 0205633N: *OTHER APPN*	0.000	0.000	27.500	0.000	27.500	0.000	0.000	0.000	0.000	0.000	0.000

D. Acquisition Strategy

Contracts within this Program Element are awarded sole source to engine manufacturers. F-35 Engine CIP tasks are generally assigned to original engine manufacturers based on available funding and prioritization of candidate tasks.

E. Performance Metrics

Please refer to the Performance Base Budget Overview Book for information on how Air Force resources are applied and how those resources are contributing to Air Force performance goals and most importantly, how they contribute to our mission.

Exhibit R-3, RDT&E Project Cost Analysis: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 675365: *Aircraft Engine Component Improvement Program (F135)*

Product Development ($ in Millions)

				FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total			
Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Cost To Complete	Total Cost	Target Value of Contract
Pratt & Whitney	SS/CPAF	Pratt & Whitney Hartford, CT	0.000	0.000		26.370	Jan 2011	0.000		26.370	Continuing	Continuing	0.000
		Subtotal	0.000	0.000		26.370		0.000		26.370			0.000

Remarks

Support ($ in Millions)

				FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total			
Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Cost To Complete	Total Cost	Target Value of Contract
In House Support/ Misc	TBD/TBD	TBD TBD	0.000	0.000		0.400	Oct 2010	0.000		0.400	Continuing	Continuing	0.000
		Subtotal	0.000	0.000		0.400		0.000		0.400			0.000

Remarks

Exhibit R-3, RDT&E Project Cost Analysis: PB 2011 Air Force			DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 675365: *Aircraft Engine Component Improvement Program (F135)*	

Test and Evaluation ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	FY 2010 Cost	FY 2010 Award Date	FY 2011 Base Cost	FY 2011 Base Award Date	FY 2011 OCO Cost	FY 2011 OCO Award Date	FY 2011 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
No text provided	TBD/TBD	No text provided No text provided	0.000	0.000		0.000		0.000		0.000	Continuing	Continuing	0.000
		Subtotal	0.000	0.000		0.000		0.000		0.000			0.000

Remarks

Management Services ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Total Prior Years Cost	FY 2010 Cost	FY 2010 Award Date	FY 2011 Base Cost	FY 2011 Base Award Date	FY 2011 OCO Cost	FY 2011 OCO Award Date	FY 2011 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
No text provided	TBD/TBD	No text provided No text provided	0.000	0.000		0.000		0.000		0.000	Continuing	Continuing	0.000
		Subtotal	0.000	0.000		0.000		0.000		0.000			0.000

Remarks

	Total Prior Years Cost	FY 2010		FY 2011 Base		FY 2011 OCO		FY 2011 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals	0.000	0.000		26.770		0.000		26.770			0.000

Remarks

Total Prior Years Cost may include only FY 2009 data.

Exhibit R-4, RDT&E Schedule Profile: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	PROJECT 675365: *Aircraft Engine Component Improvement Program (F135)*

Not applicable. F-35 Engine CIP is a continuing sustaining engineering support program that funds between 10-30 tasks in FY2011 and increasing to 100 plus tasks annually beginning FY2012.

Exhibit R-4A, RDT&E Schedule Details: PB 2011 Air Force		DATE: February 2010
APPROPRIATION/BUDGET ACTIVITY 3600: *Research, Development, Test & Evaluation, Air Force* BA 7: *Operational Systems Development*	**R-1 ITEM NOMENCLATURE** PE 0207268F: *Aircraft Engine Component Improvement Program (CIP)*	**PROJECT** 675365: *Aircraft Engine Component Improvement Program (F135)*

Schedule Details

	Start		End	
Event	**Quarter**	**Year**	**Quarter**	**Year**
F-35 Engine CIP is a continuing sustaining engineering support program that funds between 10-30 tasks in FY2011 and increasing to 100 plus tasks annually beginning FY2012.	1	2011	4	2011