Exhibit R-2, RDT&E Budget Item Justification: PB 2014 Navy												DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*					R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*							
COST ($ in Millions)	**All Prior Years**	**FY 2012**	**FY 2013#**	**FY 2014 Base**	**FY 2014 OCO ##**	**FY 2014 Total**	**FY 2015**	**FY 2016**	**FY 2017**	**FY 2018**	**Cost To Complete**	**Total Cost**
Total Program Element	83.191	24.473	27.391	28.042	-	28.042	29.947	20.176	19.960	20.291	Continuing	Continuing
3030: *FA-18 SLAP*	83.191	24.473	10.961	21.858	-	21.858	22.516	20.176	19.960	20.291	Continuing	Continuing
3182: *T-45 SLAP*	0.000	0.000	16.430	6.184	-	6.184	7.431	0.000	0.000	0.000	0.000	30.045

FY 2013 Program is from the FY 2013 President's Budget, submitted February 2012

The FY 2014 OCO Request will be submitted at a later date

A. Mission Description and Budget Item Justification

3030: A significant portion of the F/A-18 airframe is believed to have additional inherent capability and a life extension may be possible for many portions of the airframe. The F/A-18 Service Life Assessment Program (SLAP) is assessing the structural and subsystem conditions of the F/A-18 fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to allow it to achieve Chief of Naval Operations inventory requirements. Without SLAP and follow on Service Life Extension Program aircraft are retired from the USN inventory when a design service life metric is reached.

3182: The T-45 SLAP Project involves the prototype design and development of a new tail hook that is capable of supporting Pilot and Naval Flight Officer (NFO) training in an aircraft carrier environment through 2035. The project also includes an assessment of the aircraft subsystem condition of the T-45 fleet in order to determine what modifications are necessary to extend the aircraft subsystem design life limits to support the Pilot Integrated Production Plan and NFO through 2035.

JUSTIFICATION FOR BUDGET ACTIVITY: This program is funded under OPERATIONAL SYSTEMS DEVELOPMENT because it includes development efforts to upgrade systems that have been fielded or have received approval for full rate production and anticipate funding in the current or subsequent fiscal year.

Exhibit R-2, RDT&E Budget Item Justification: PB 2014 Navy					DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*			R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*		
B. Program Change Summary ($ in Millions)	**FY 2012**	**FY 2013**	**FY 2014 Base**	**FY 2014 OCO**	**FY 2014 Total**
Previous President's Budget	21.446	27.391	29.762	-	29.762
Current President's Budget	24.473	27.391	28.042	-	28.042
Total Adjustments	3.027	0.000	-1.720	-	-1.720
• Congressional General Reductions	-	-			
• Congressional Directed Reductions	-	-			
• Congressional Rescissions	-	-			
• Congressional Adds	-	-			
• Congressional Directed Transfers	-	-			
• Reprogrammings	3.505	0.000			
• SBIR/STTR Transfer	-0.478	0.000			
• Program Adjustments	0.000	0.000	-0.063	-	-0.063
• Rate/Misc Adjustments	0.000	0.000	-1.657	-	-1.657

Change Summary Explanation

Technical: Not applicable.

Schedule: 3030: The Structures Phase B effort is extended to 4th Quarter 2018. The Structures Phase C effort will begin in 2nd Quarter 2015 and is extended to 4th Quarter 2018. Phase B is updated to reflect a larger scope of work required to complete Structures tasking. Structures Phase C schedule movement is a product of the Structures Phase B schedule change.

The Subsystems Phase B effort will be completed in 4th Quarter 2013 and Subsystems Phase C will start in 1st Quarter 2014 and end in 4th Quarter 2014. This change reflects a more narrow scope of work required to complete Subsystems Tasking. Subsystems Phase C schedule movement is a product of the Subsystems Phase B schedule change.

3182: Not Applicable

Exhibit R-2A, RDT&E Project Justification: PB 2014 Navy			DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3030: *FA-18 SLAP*	

COST ($ in Millions)	All Prior Years	FY 2012	FY 2013#	FY 2014 Base	FY 2014 OCO ##	FY 2014 Total	FY 2015	FY 2016	FY 2017	FY 2018	Cost To Complete	Total Cost
3030: *FA-18 SLAP*	83.191	24.473	10.961	21.858	-	21.858	22.516	20.176	19.960	20.291	Continuing	Continuing
Quantity of RDT&E Articles	0	0	0	0		0	0	0	0	0		

FY 2013 Program is from the FY 2013 President's Budget, submitted February 2012

The FY 2014 OCO Request will be submitted at a later date

A. Mission Description and Budget Item Justification

The F/A-18 Service Life Assessment Program (SLAP) is assessing the structural and subsystem conditions of the F/A-18 fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to allow it to achieve Chief of Naval Operations (CNO) inventory requirements. The goal of the F/A-18 SLAP program is to identify critical structures and components that can achieve the extended service life limit goals. SLAP consists of structural analyses of the main landing gear, arresting hook and catapult back-up structures, vertical tails, wings and fuselage. A second effort is to assess the subsystem components (hydraulics, wiring, actuators, etc) to identify over and above inspections, overhaul intervals or replacement schedules to fly past design of 6,000 hours. The current life limits for the F/A-18 E/F are 6,000 Flight Hours (FH), 2,250 catapults/arrestments (Cat/Traps) and 15,750 total landings. The F/A-18 SLAP program of record states the SLAP goals as 12,000 FH, 3,500 Cat/Traps and 22,500 total landings. The primary objective of F/A-18 SLAP is to determine if the stated SLAP goals are feasible. An increase in total landings and flight hours would allow the F/A-18 to meet CNO inventory requirements, to include planning for the announced one year Joint Strike Fighter slide. This effort is required to be conducted for these airframes and subsystems to ascertain what actions and modifications must be taken to safely operate each system beyond its designed life until the targeted end of service life.

B. Accomplishments/Planned Programs ($ in Millions, Article Quantities in Each)	FY 2012	FY 2013	FY 2014
Title: F/A-18 SLAP	24.473	10.961	21.858
Articles:	0	0	0
Description: The current design life limits do not support USN inventory requirements. Funding supports assessing the structural condition of the F/A-18 fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to allow it to achieve CNO inventory requirements.			
FY 2012 Accomplishments: Continue analysis of numerous data points to provide exploitation of complete structural fatigue testing with the expectation of extending the current service life of F/A-18E/F flight hours from 6,000 to 9,000 hours.			
FY 2013 Plans: Continue analysis of numerous data points to provide exploitation of complete structural fatigue testing with the expectation of extending the current service life of F/A-18E/F flight hours from 6,000 to 9,000 hours.			
FY 2014 Plans:			

Exhibit R-2A, RDT&E Project Justification: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3030: *FA-18 SLAP*

B. Accomplishments/Planned Programs ($ in Millions, Article Quantities in Each)	FY 2012	FY 2013	FY 2014
Continue stress analysis of numerous data points to provide exploitation of complete structural fatigue testing with the expectation of extending the current service life of F/A-18E/F from the design limits to the SLAP goals. Locations encompass the forward, center and aft fuselage, inner and outer wings, as well as landing gear.			
Accomplishments/Planned Programs Subtotals	24.473	10.961	21.858

C. Other Program Funding Summary ($ in Millions)

Line Item	FY 2012	FY 2013	FY 2014 Base	FY 2014 OCO	FY 2014 Total	FY 2015	FY 2016	FY 2017	FY 2018	Cost To Complete	Total Cost
• APN/0525: *F-18 Series (OSIP 011-99)*	97.893	135.749	126.406		126.406	190.501	272.055	144.819	179.626	263.059	2,195.348

Remarks

D. Acquisition Strategy

The Service Life Assessment Program (SLAP) program employs sole source contracts with Boeing, the aircraft prime manufacturer. SLAP further decomposes program of record goals into smaller discrete steps, analyzing requirements to extend FH from 6,000 to 9,000 first. These analyses will provide the raw engineering data to develop aircraft modifications to extend total aircraft landings, Cat/Traps, and FH. The F/A-18 SLAP Program consists of two major engineering efforts: the aircraft structural assessment and the aircraft subsystems assessment. Both efforts are broken into multiple phases which develop tools and models, assess current aircraft usage, and develop concepts to extend aircraft life to meet CNO objectives. The program will combine exploitation of complete structural fatigue testing and actual fleet usage with the expectation of extending the service life of the F/A-18 aircraft. Conducting F/A-18 SLAP to study the aircraft lifetime will provide a better estimate of aircraft service life and a follow on Service Life Extension Program (SLEP).

E. Performance Metrics

The F/A-18 SLAP provides an assessment of aircraft structure fatigue life as affected by flight maneuver, Cat/Traps and landings, based on actual usage and identifies the efforts required to extend the aircraft life to SLAP goals. During SLAP Structures Phase A (FY08-FY13) tools and modeling necessary to assess usage and fatigue life are developed. During SLAP Structures Phase B (FY11-FY18) specific structural locations which do not meet SLAP goals are identified and analyzed. Subsystem SLAP is also initiated concurrently with Structures Phase (B). A Flight Control Surface SLAP, SLEP retrofit concepts and repairs for deficient locations are developed during SLAP Structures Phase C (FY15-FY18). SLAP is followed by the SLEP during which the actual retrofit and repairs are performed under OSIP 020-14 established in FY14.

Exhibit R-3, RDT&E Project Cost Analysis: PB 2014 Navy			DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3030: *FA-18 SLAP*	

Product Development ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	All Prior Years	FY 2012 Cost	FY 2012 Award Date	FY 2013 Cost	FY 2013 Award Date	FY 2014 Base Cost	FY 2014 Base Award Date	FY 2014 OCO Cost	FY 2014 OCO Award Date	FY 2014 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Product Development Service Life Assessment Program (SLAP) F/A-18A-D	SS/CPFF	Boeing:St. Louis, MO	28.775	0.000		0.000		0.000		-		0.000	0.000	28.775	28.775
Product Development SLAP F/A-18E-F	SS/CPFF	Boeing:St. Louis, MO	42.390	17.930	Jun 2012	5.508	Mar 2013	15.783	Dec 2013	-		15.783	56.650	138.261	138.261
		Subtotal	71.165	17.930		5.508		15.783		0.000		15.783	56.650	167.036	167.036

Support ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	All Prior Years	FY 2012 Cost	FY 2012 Award Date	FY 2013 Cost	FY 2013 Award Date	FY 2014 Base Cost	FY 2014 Base Award Date	FY 2014 OCO Cost	FY 2014 OCO Award Date	FY 2014 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
SLAP Inventory Model	WR	ONR:Arlington, VA	2.250	4.275	Sep 2012	0.000		0.000		-		0.000	0.000	6.525	
SLAP F/A-18 E/F	WR	NAWCAD:Patuxent River, MD	4.935	0.300	Dec 2011	1.371	Dec 2012	1.920	Dec 2013	-		1.920	Continuing	Continuing	Continuing
SLAP F/A-18 E/F	WR	FRC Southwest:San Diego, CA	3.476	0.530	Dec 2011	2.589	Dec 2012	2.144	Dec 2013	-		2.144	Continuing	Continuing	Continuing
		Subtotal	10.661	5.105		3.960		4.064		0.000		4.064			

Test and Evaluation ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	All Prior Years	FY 2012 Cost	FY 2012 Award Date	FY 2013 Cost	FY 2013 Award Date	FY 2014 Base Cost	FY 2014 Base Award Date	FY 2014 OCO Cost	FY 2014 OCO Award Date	FY 2014 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Development Test & Evaluation - SLAP E/F	WR	NAWCAD:Pax River, MD	0.500	0.000		0.282	Dec 2012	0.157	Dec 2013	-		0.157	Continuing	Continuing	Continuing
		Subtotal	0.500	0.000		0.282		0.157		0.000		0.157			

Exhibit R-3, RDT&E Project Cost Analysis: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3030: *FA-18 SLAP*

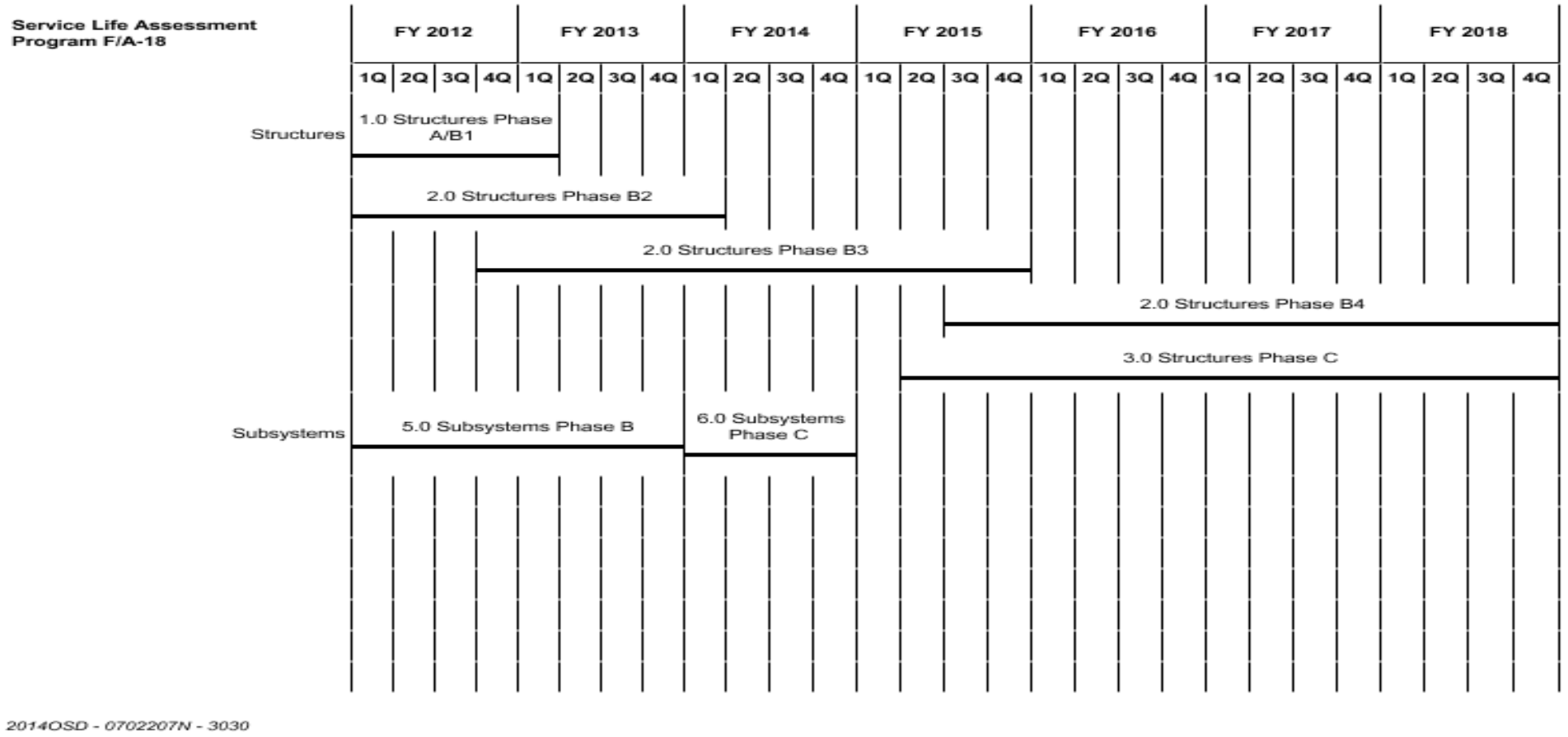
Management Services ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	All Prior Years	FY 2012 Cost	FY 2012 Award Date	FY 2013 Cost	FY 2013 Award Date	FY 2014 Base Cost	FY 2014 Base Award Date	FY 2014 OCO Cost	FY 2014 OCO Award Date	FY 2014 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Government Engineering and Technical Support SLAP F/A-18 E/F	WR	NAWCAD:Pax River, MD	0.865	0.539	Jan 2012	0.252	Jan 2013	0.300	Dec 2013	-		0.300	Continuing	Continuing	Continuing
Travel	Various	NAVAIR:Pax River, MD	0.000	0.000		0.021	Oct 2012	0.015	Dec 2013	-		0.015	Continuing	Continuing	Continuing
Program Management Support (Seaport-CSS)	C/CPFF	WYLE LAB:Pax River, MD	0.000	0.638	Dec 2011	0.638	Nov 2012	0.701	Dec 2013	-		0.701	3.030	5.007	5.007
Program Management Support	Various	NAWCAD:Pax River, MD	0.000	0.000		0.300	Dec 2012	0.838	Dec 2013	-		0.838	Continuing	Continuing	Continuing
Program Management Support	C/CPFF	Engility:Pax River, MD	0.000	0.261	Sep 2012	0.000		0.000		-		0.000	0.000	0.261	0.261
		Subtotal	0.865	1.438		1.211		1.854		0.000		1.854			

	All Prior Years	FY 2012		FY 2013		FY 2014 Base		FY 2014 OCO		FY 2014 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals	83.191	24.473		10.961		21.858		0.000		21.858			

Remarks

Exhibit R-4, RDT&E Schedule Profile: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3030: *FA-18 SLAP*



2014OSD - 0702207N - 3030

Exhibit R-4A, RDT&E Schedule Details: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3030: *FA-18 SLAP*

Schedule Details

	Start		End	
Events by Sub Project	Quarter	Year	Quarter	Year
Service Life Assessment Program F/A-18				
Structures: 1.0 Structures Phase A/B1	1	2012	1	2013
Structures: 2.0 Structures Phase B2	1	2012	1	2014
Structures: 2.0 Structures Phase B3	4	2012	4	2015
Structures: 2.0 Structures Phase B4	3	2015	4	2018
Structures: 3.0 Structures Phase C	2	2015	4	2018
Subsystems: 5.0 Subsystems Phase B	1	2012	4	2013
Subsystems: 6.0 Subsystems Phase C	1	2014	4	2014

Exhibit R-2A, RDT&E Project Justification: PB 2014 Navy			DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3182: *T-45 SLAP*	

COST ($ in Millions)	All Prior Years	FY 2012	FY 2013#	FY 2014 Base	FY 2014 OCO ##	FY 2014 Total	FY 2015	FY 2016	FY 2017	FY 2018	Cost To Complete	Total Cost
3182: *T-45 SLAP*	0.000	0.000	16.430	6.184	-	6.184	7.431	0.000	0.000	0.000	0.000	30.045
Quantity of RDT&E Articles	0	0	0	0		0	0	0	0	0		

FY 2013 Program is from the FY 2013 President's Budget, submitted February 2012

The FY 2014 OCO Request will be submitted at a later date

A. Mission Description and Budget Item Justification

3182: The T-45 aircraft structure is currently fatigue limited to 14,400 flight hours based on initial full-scale fatigue tests conducted from 1992-1996. This service life limit prevents the T-45 fleet from meeting Integrated Production Plan (IPP), previously Pilot Training Requirements, past 2025. Recent studies have determined that the fleet squadrons have not been flying the T-45 aircraft as aggressively as the initial fatigue studies predicted. These studies demonstrate that the 14,400 flight hour service life can likely be extended, with a Service Life Extension Program (SLEP), to 21,600 flight hours, which will support meeting IPP until 2035. A T-45 Structural Service Life Assessment Program (SLAP) was completed in February 2012. The results are being used to provide guidance on what structural areas to SLEP. In order for the T-45 to meet IPP until 2035, it is also necessary to assess the sub-systems of the T-45 in their ability to remain viable. Beginning in FY-13, the T-45 sub-systems SLAP effort will assess the sub-system condition of the T-45 fleet in order to determine sub-system modifications and/or redesign necessary to extend the aircraft designed service life to support IPP and Naval Flight Officer Training Requirements (NTR) until 2035. This sub-system assessment will be based on the updated fleet aircraft usage spectrum and future predicted training missions of the T-45 aircraft. The assessment will address all critical sub-systems required and their ability to maintain IPP/NTR until 2035, analysis and studies will be conducted to outline improvements, assess manufacturing capabilities, prototype redesign and test of sub-systems for trainer aircraft. The T-45 aircraft is the U.S. Navy's only training aircraft capable of providing carrier capable jet training. The T-45 tail hook assembly is an integral component required to support this training capability. The T-45 tail hook assembly is a "life-limited" component which is scrapped after attaining its maximum safe life limit of 600 or 1020 arrestments (based on part number), becomes damaged, or is severely corroded. Due to Diminishing Manufacturing Sources & Material Shortages issues resulting in no current tail hook assembly manufacturer, it is necessary to design, develop, qualify and test an alternate prototype tail hook. This will allow the T-45 to remain operationally available in providing the DON with carrier capable jet training.

B. Accomplishments/Planned Programs ($ in Millions, Article Quantities in Each)	FY 2012	FY 2013	FY 2014
Title: T-45 SLAP	0.000	16.430	6.184
Articles:		0	0
Description: Funding supports development of a new tail hook and conducting a Subsystem SLAP to determine modifications necessary to extend service life through 2035.			
FY 2013 Plans:			

Exhibit R-2A, RDT&E Project Justification: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3182: *T-45 SLAP*

B. Accomplishments/Planned Programs ($ in Millions, Article Quantities in Each)	FY 2012	FY 2013	FY 2014
Begin the design and development of new tail hook and initiate subsystem SLAP activities and engineering studies with the expectation of extending the T-45 service life to 2035. ***FY 2014 Plans:*** Continue Subsystem SLAP activities and engineering studies with the expectation of extending the T-45 service life to 2035.			
Accomplishments/Planned Programs Subtotals	0.000	16.430	6.184

C. Other Program Funding Summary ($ in Millions)

Line Item	FY 2012	FY 2013	FY 2014 Base	FY 2014 OCO	FY 2014 Total	FY 2015	FY 2016	FY 2017	FY 2018	Cost To Complete	Total Cost
• APN/05690: *T-45 Series OSIP 00895/02214*	18.944	25.230	60.995		60.995	61.176	69.219	67.613	67.114	619.915	1,177.258

Remarks

D. Acquisition Strategy

The Subsystem SLAP is a sole source contract effort with Boeing, the aircraft prime contractor. SLAP consists of an analysis of the aircraft subsystems (e.g., Global Positioning System Inertial Navigation Assembly or Mission Data Processor). The analysis will facilitate the future development of subsystem modifications and/or redesigns necessary to extend their life until 2035. The development and prototyping of a new tail hook is being accomplished through Small Business Innovated Research (SBIR) effort. The effort will involve the design, development and qualification of a tail hook capable of meeting T-45 carrier based training requirements until 2035.

E. Performance Metrics

SLAP provides an assessment of aircraft component life as affected by flight maneuver, catapults, arrestments, landings, and obsolescence based on actual usage and identifies the efforts required to extend the aircraft life to SLAP goals (2035). Effort delineates tasking incrementally to include; Tools and modeling necessary to assess usage and life are developed, specific designs which do not meet SLAP goals are identified and analyzed. Retrofit concepts and redesigns for problem areas are developed, followed by the SLEP during which the actual retrofits are undertaken.

Exhibit R-3, RDT&E Project Cost Analysis: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3182: *T-45 SLAP*

Product Development ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	All Prior Years	FY 2012 Cost	FY 2012 Award Date	FY 2013 Cost	FY 2013 Award Date	FY 2014 Base Cost	FY 2014 Base Award Date	FY 2014 OCO Cost	FY 2014 OCO Award Date	FY 2014 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Prod Dev SLAP T-45A/C	SS/CPFF	Boeing:St. Louis, MO	0.000	0.000		3.300	Jan 2013	3.300	Jan 2014	-		3.300	3.300	9.900	9.900
Prod Dev T-45 Tail Hook	C/CR	TBD:TBD	0.000	0.000		2.200	Jan 2013	0.455	Jan 2014	-		0.455	0.301	2.956	2.956
		Subtotal	0.000	0.000		5.500		3.755		0.000		3.755	3.601	12.856	12.856

Support ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	All Prior Years	FY 2012 Cost	FY 2012 Award Date	FY 2013 Cost	FY 2013 Award Date	FY 2014 Base Cost	FY 2014 Base Award Date	FY 2014 OCO Cost	FY 2014 OCO Award Date	FY 2014 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Engineering Technical Support	WR	NAWCAD:Patuxent River, MD	0.000	0.000		7.900	Jan 2013	1.417	Jan 2014	-		1.417	3.284	12.601	
SLAP Engineering Study	SS/BOA	JHU/APL:Laurel, MD	0.000	0.000		2.850	Jan 2013	0.850	Jan 2014	-		0.850	0.400	4.100	4.100
		Subtotal	0.000	0.000		10.750		2.267		0.000		2.267	3.684	16.701	

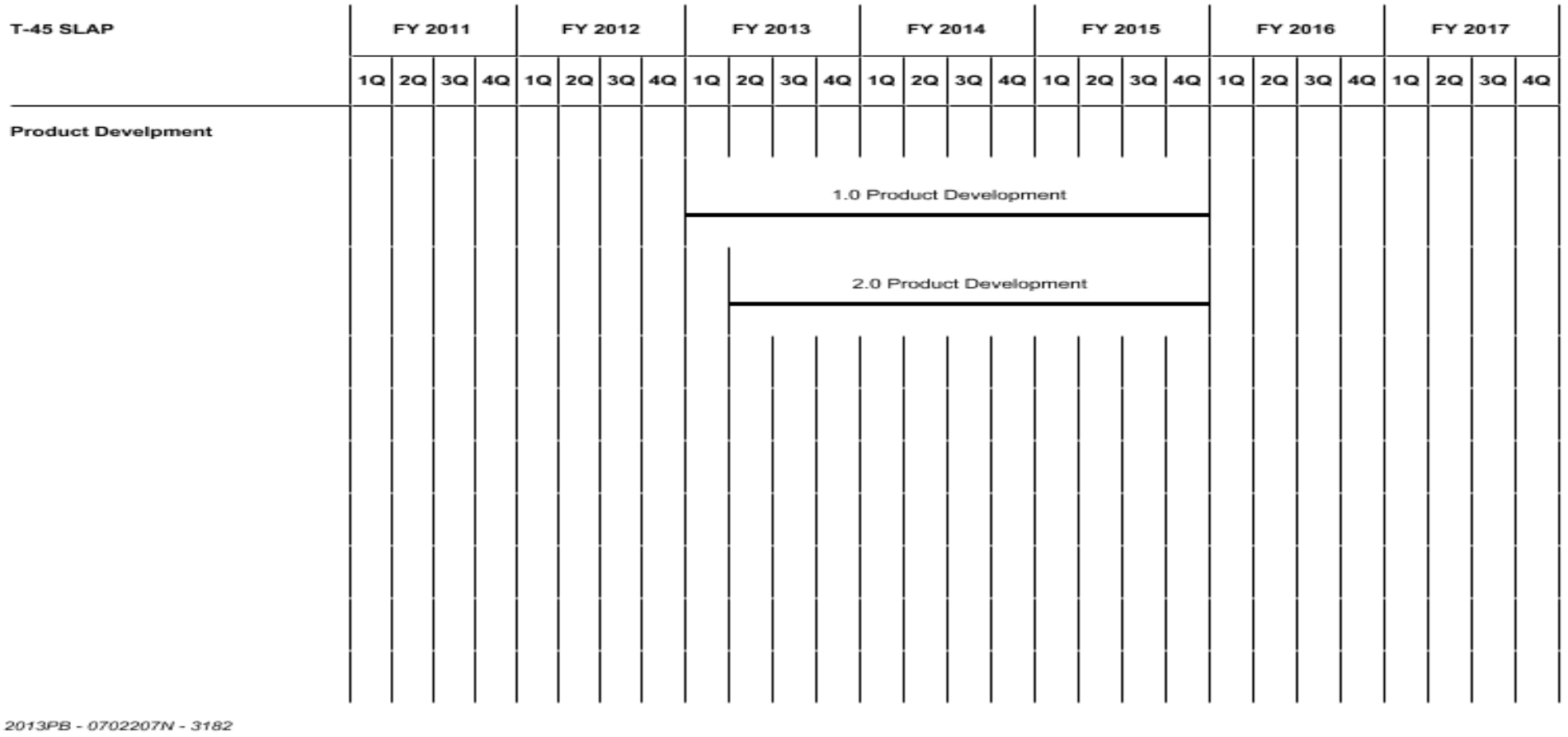
Management Services ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	All Prior Years	FY 2012 Cost	FY 2012 Award Date	FY 2013 Cost	FY 2013 Award Date	FY 2014 Base Cost	FY 2014 Base Award Date	FY 2014 OCO Cost	FY 2014 OCO Award Date	FY 2014 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Travel	Various	NAVAIR:Patuxent River, MD	0.000	0.000		0.180	Jan 2013	0.162	Jan 2014	-		0.162	0.146	0.488	
		Subtotal	0.000	0.000		0.180		0.162		0.000		0.162	0.146	0.488	

	All Prior Years	FY 2012		FY 2013		FY 2014 Base		FY 2014 OCO		FY 2014 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals	0.000	0.000		16.430		6.184		0.000		6.184	7.431	30.045	

Remarks

Exhibit R-4, RDT&E Schedule Profile: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3182: *T-45 SLAP*



2013PB - 0702207N - 3182

Exhibit R-4A, RDT&E Schedule Details: PB 2014 Navy		DATE: April 2013
APPROPRIATION/BUDGET ACTIVITY 1319: *Research, Development, Test & Evaluation, Navy* BA 7: *Operational Systems Development*	R-1 ITEM NOMENCLATURE PE 0702207N: *Depot Maintenance (NON-IF)*	PROJECT 3182: *T-45 SLAP*

Schedule Details

	Start		End	
Events by Sub Project	**Quarter**	**Year**	**Quarter**	**Year**
T-45 SLAP				
Product Develpment: SLAP T-45C	1	2013	4	2015
Product Develpment: T-45 Tail Hook	2	2013	4	2015