Exhibit R-2, RDT&E Budget Item Justification: PB 2014 Air Force											DATE: April 2013	
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*							
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	-	168.390	187.984	139.369	-	139.369	139.810	141.866	144.402	146.856	Continuing	Continuing
671012: *Aircraft Engine Component Improvement Program*	-	136.516	156.236	107.837	-	107.837	108.450	109.953	111.946	113.816	Continuing	Continuing
675365: *F-35*	-	31.874	31.748	31.532	-	31.532	31.360	31.913	32.456	33.040	Continuing	Continuing

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 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 this budget activity includes development efforts to upgrade systems that have been fielded or have received approval for full rate production and anticipate production funding in the current or subsequent fiscal year.

Exhibit R-2, RDT&E Budget Item Justification: PB 2014 Air Force					DATE: April 2013
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*		
B. Program Change Summary ($ in Millions)	**FY 2012**	**FY 2013**	**FY 2014 Base**	**FY 2014 OCO**	**FY 2014 Total**
Previous President's Budget	172.967	187.984	114.369	-	114.369
Current President's Budget	168.390	187.984	139.369	-	139.369
Total Adjustments	-4.577	0.000	25.000	-	25.000
• Congressional General Reductions	-	0.000			
• Congressional Directed Reductions	-	0.000			
• Congressional Rescissions	0.000	0.000			
• Congressional Adds	-	0.000			
• Congressional Directed Transfers	-	0.000			
• Reprogrammings	0.000	0.000			
• SBIR/STTR Transfer	-4.577	0.000			
• Other Adjustments	0.000	0.000	25.000	-	25.000

Change Summary Explanation

FY2014 increase of $25M for Engine CIP efforts

Exhibit R-2A, RDT&E Project Justification: PB 2014 Air Force			DATE: April 2013
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*	PROJECT 671012: *Aircraft Engine Component Improvement Program*	

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
671012: *Aircraft Engine Component Improvement Program*	-	136.516	156.236	107.837	-	107.837	108.450	109.953	111.946	113.816	Continuing	Continuing
Quantity of RDT&E Articles		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 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 this budget activity includes development efforts to upgrade systems that have been fielded or have received for full rate production and anticipate production funding in the current or subsequent fiscal year.

B. Accomplishments/Planned Programs ($ in Millions)	FY 2012	FY 2013	FY 2014
Title: Aircraft Engine Component Improvement Program	134.963	154.611	106.098
Description: Aircraft Engine Component Improvement Program (CIP) provides critical sustaining engineering support for approximately 20,300 engines (including FMS) to maintain flight safety (highest priority), to address parts obsolescence, 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 2012 Accomplishments: Funding enables Engine CIP to execute 200+ tasks across 13+ engine			

Exhibit R-2A, RDT&E Project Justification: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

B. Accomplishments/Planned Programs ($ in Millions)	FY 2012	FY 2013	FY 2014
types. Majority of the budget addresses engine issues associated with the A-10, B-1, B-2, C-130, 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 is used to validate redesigned parts and new repair procedures. Engine CIP maintains engine flight safety, addresses obsolescence deficiencies, improves system operational readiness (OR) and reliability & maintainability (R&M), reduces engine life cycle costs (LCC), and sustains engines throughout their service life. ***FY 2013 Plans:*** Funding enables Engine CIP to execute 200+ tasks across 13+ engine types. Majority of the budget addresses engine issues associated with the A-10, B-1, B-2, C-130, 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 is used to validate redesigned parts and new repair procedures. Engine CIP maintains engine flight safety, addresses obsolescence deficiencies, improves system operational readiness (OR) and reliability & maintainability (R&M), reduces engine life cycle costs (LCC), and sustains engines throughout their service life. ***FY 2014 Plans:*** Funding enables Engine CIP to execute 200+ tasks across 13+ engine types. Majority of the budget addresses engine issues associated with the A-10, B-1, B-2, C-130, 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 is used to validate redesigned parts and new repair procedures. Engine CIP maintains engine flight safety, addresses obsolescence deficiencies, improves system operational readiness (OR) and reliability & maintainability (R&M), reduces engine life cycle costs (LCC), and sustains engines throughout their service life.			
Title: PMA ***Description:*** Program Management support, travel and A&AS. ***FY 2012 Accomplishments:*** Funding for Program Management support, travel and A&AS. ***FY 2013 Plans:*** Funding for Program Management support, travel and A&AS. ***FY 2014 Plans:***	1.553	1.625	1.739

Exhibit R-2A, RDT&E Project Justification: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

B. Accomplishments/Planned Programs ($ in Millions)	FY 2012	FY 2013	FY 2014
Funding for Program Management support, travel and A&AS.			
Accomplishments/Planned Programs Subtotals	136.516	156.236	107.837

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
• None: *N/A*	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	Continuing	Continuing

Remarks

Other APPN
RELATED ACTIVITIES
(U) - PEs #0604268A and #0604268N, Army/Navy Aircraft Engine CIPs, prior to FY1996
(U) - PEs #0203752A and #0205633N, Army/Navy Aircraft Engine CIPs, FY1996-present

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 candidates.

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 2014 Air Force		DATE: April 2013
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*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

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
Develop General Electric aircraft engine improvements	SS/CPIF	GE:Evendale, OH	-	29.390	Jan 2012	26.603	Jan 2013	18.362	Jan 2014	-		18.362	Continuing	Continuing	
Develop Pratt & Whitney aircraft engine improvements	SS/CPIF	Pratt & Whitney:Hartford, CT	-	69.617	Jan 2012	68.477	Jan 2013	46.647	Jan 2014	-		46.647	Continuing	Continuing	
Develop GE aircraft engine improvements	SS/CPFF	GE:Lynn, MA	-	10.251	Jan 2012	8.031	Jan 2013	5.543	Jan 2014	-		5.543	Continuing	Continuing	
Develop Rolls Royce aircraft engine improvements	SS/CPFF	Rolls Royce:Indianapolis, IN	-	6.352	Jan 2012	2.600	Jan 2013	1.795	Jan 2014	-		1.795	Continuing	Continuing	
Develop aircraft auxiliary power unit improvements	SS/CPFF	Honeywell:Phoenix, AZ	-	0.251	Jan 2012	2.381	Jan 2013	1.643	Jan 2014	-		1.643	Continuing	Continuing	
		Subtotal	0.000	115.861		108.092		73.990		0.000		73.990			

Remarks

CY12 contracts for GE-Evendale (F110/F101/F118) and Pratt & Whitney (F119/F100) are CPIF.

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
Non-OEM CIP Tasks	Various	Various:Various,	-	4.399	Oct 2011	6.252	Oct 2012	4.315	Oct 2013	-		4.315	Continuing	Continuing	
		Subtotal	0.000	4.399		6.252		4.315		0.000		4.315			

Remarks

Non-OEM CIP Tasks refer to work in support of Engine CIP.

Exhibit R-3, RDT&E Project Cost Analysis: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

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
Ground test and validate engine improvements	PO	AEDC:Arnold AFB, TN	-	10.522	Oct 2011	38.853	Oct 2012	26.817	Oct 2013	-		26.817	Continuing	Continuing	
Fuel	RO	Various:Various,	-	3.601	Oct 2011	0.781	Oct 2012	0.539	Oct 2013	-		0.539	Continuing	Continuing	
		Subtotal	0.000	14.123		39.634		27.356		0.000		27.356			

Remarks

Fuel cost includes only government-procured fuel for Test and Evaluation (T&E). Additional fuel costs for contractor-performed T&E are included in the applicable contract.

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
PMA	Various	Various:Various,	-	1.553	Oct 2011	1.625	Oct 2012	1.739	Oct 2013	-		1.739	Continuing	Continuing	
In House Support/Misc	Various	Various:Various,	-	0.580	Oct 2011	0.633	Oct 2012	0.437	Oct 2013	-		0.437	Continuing	Continuing	
		Subtotal	0.000	2.133		2.258		2.176		0.000		2.176			

Remarks

PMA Description: Program Management support, travel, and A&AS.

	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	136.516		156.236		107.837		0.000		107.837			

Remarks

Exhibit R-4, RDT&E Schedule Profile: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

Not applicable. Engine CIP is a continuing sustaining engineering support program that annually funds 200+ separate tasks.

Exhibit R-4A, RDT&E Schedule Details: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 671012: *Aircraft Engine Component Improvement Program*

Schedule Details

	Start		End	
Events	**Quarter**	**Year**	**Quarter**	**Year**
Engine CIP activities	1	2012	4	2018

Exhibit R-2A, RDT&E Project Justification: PB 2014 Air Force			DATE: April 2013
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*	PROJECT 675365: *F-35*	

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
675365: *F-35*	-	31.874	31.748	31.532	-	31.532	31.360	31.913	32.456	33.040	Continuing	Continuing
Quantity of RDT&E Articles		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 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 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 system's 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 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 this budget activity includes development efforts to upgrade systems that have been fielded or have received approval for full rate production and anticipate production funding in the current or subsequent fiscal year.

B. Accomplishments/Planned Programs ($ in Millions)	FY 2012	FY 2013	FY 2014
Title: Aircraft Engine Component Improvement Program (F135)	31.874	31.486	31.130
Description: The Aircraft Engine Component Improvement Program (CIP) provides the only source of critical sustaining engineering support for F-35 propulsion systems 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.			
FY 2012 Accomplishments: Funding facilitates the procurement of 2 CTOL test engines to begin planning for engine maturation testing. 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			

Exhibit R-2A, RDT&E Project Justification: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 675365: *F-35*

B. Accomplishments/Planned Programs ($ in Millions)	FY 2012	FY 2013	FY 2014
addition 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 2013 Plans:*** Funding enables JSF Engine CIP to execute approximately 25 tasks supporting initial flying operations on F135. Engine CIP work effort addresses safety of flight, engine component redesign, repair/rework procedures, accelerated maturation testing and life limit/mission analysis. In addition, ground and flight engine testing will be used to validate redesigned parts and new repair procedures. Funding will enable JSF CIP to maintain/improve engine flight safety, address parts obsolescence, improve system operational readiness and reliability & maintainability, reduce engine life cycle cost, and sustain engines throughout their service life. ***FY 2014 Plans:*** Funding enables JSF Engine CIP to execute approximately 25 tasks supporting initial flying operations on F135. Engine CIP work effort addresses safety of flight, engine component redesign, repair/rework procedures, accelerated maturation testing and life limit/mission analysis. In addition, ground and flight engine testing will be used to validate redesigned parts and new repair procedures. Funding will enable JSF CIP to maintain/improve engine flight safety, address parts obsolescence, improve system operational readiness and reliability & maintainability, reduce engine life cycle cost, and sustain engines throughout their service life.			
Title: PMA ***Description:*** Program Management support, travel and A&AS. ***FY 2012 Accomplishments:*** Funding for Program Management support, travel and A&AS. ***FY 2013 Plans:*** Funding for Program Management support, travel and A&AS. ***FY 2014 Plans:*** Funding for Program Management support, travel and A&AS.	0.000	0.262	0.402
Accomplishments/Planned Programs Subtotals	31.874	31.748	31.532

Exhibit R-2A, RDT&E Project Justification: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 675365: *F-35*

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
• None: *N/A*	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	Continuing	Continuing

Remarks

Program Element 0205633N provides US Navy funding support for F-35 propulsion system

D. Acquisition Strategy

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

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 2014 Air Force			DATE: April 2013
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*	PROJECT 675365: *F-35*	

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
Develop Pratt & Whitney F135 engine improvements	SS/ Various	Pratt & Whitney:Hartford, CT	-	31.874	Aug 2012	31.103	Jan 2013	26.130	Jan 2014	-		26.130	Continuing	Continuing	
		Subtotal	0.000	31.874		31.103		26.130		0.000		26.130			

Remarks

CY12 Delivery Order for two test engines will be FFP; CY13 and out Delivery Order tasks will be CPIF contracts.

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
		Subtotal	0.000	0.000		0.000		0.000		0.000		0.000	0.000	0.000	0.000

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
Ground test and validate engine improvements	PO	AEDC:Arnold AFB, TN	-	0.000	Oct 2011	0.383	Oct 2012	5.000	Oct 2013	-		5.000	Continuing	Continuing	
Fuel	RO	Various:Various,	-	0.000	Oct 2011	0.000	Oct 2012	0.000	Oct 2013	-		0.000	Continuing	Continuing	
		Subtotal	0.000	0.000		0.383		5.000		0.000		5.000			

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
PMA	Various	Various:Various,	-	0.000	Oct 2011	0.262	Oct 2012	0.402	Oct 2013	-		0.402	Continuing	Continuing	
		Subtotal	0.000	0.000		0.262		0.402		0.000		0.402			

Exhibit R-3, RDT&E Project Cost Analysis: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 675365: *F-35*

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
Remarks															
PMA Description: Program Management support, travel, and A&AS.															

	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	31.874		31.748		31.532		0.000		31.532			

Remarks

Exhibit R-4, RDT&E Schedule Profile: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 675365: *F-35*

Not applicable. F-35 Engine CIP is a continuing sustaining engineering support program that will fund approximately 25 tasks annually beginning in FY13.

Exhibit R-4A, RDT&E Schedule Details: PB 2014 Air Force		DATE: April 2013
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*	PROJECT 675365: *F-35*

Schedule Details

	Start		End	
Events	**Quarter**	**Year**	**Quarter**	**Year**
F-35 Engine CIP Tasks	2	2012	4	2018