Exhibit R-2, RDT&E Budget Item Justification: PB 2016 Air Force											Date: February 2015	
Appropriation/Budget Activity 3600: *Research, Development, Test & Evaluation, Air Force* / BA 7: *Operational Systems Development*					R-1 Program Element (Number/Name) PE 0207268F / *Aircraft Engine Component Improvement Program*							
COST ($ in Millions)	**Prior Years**	**FY 2014**	**FY 2015**	**FY 2016 Base**	**FY 2016 OCO**	**FY 2016 Total**	**FY 2017**	**FY 2018**	**FY 2019**	**FY 2020**	**Cost To Complete**	**Total Cost**
Total Program Element	-	86.467	94.177	103.942	-	103.942	110.954	109.981	148.013	152.546	Continuing	Continuing
671012: *Aircraft Engine Component Improvement Program*	-	70.069	78.690	72.603	-	72.603	79.073	77.489	114.907	118.848	Continuing	Continuing
675365: *F-35*	-	16.398	15.487	31.339	-	31.339	31.881	32.492	33.106	33.698	Continuing	Continuing

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 2016 Air Force					Date: February 2015
Appropriation/Budget Activity 3600: *Research, Development, Test & Evaluation, Air Force* / BA 7: *Operational Systems Development*			**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*		
B. Program Change Summary ($ in Millions)	**FY 2014**	**FY 2015**	**FY 2016 Base**	**FY 2016 OCO**	**FY 2016 Total**
Previous President's Budget	89.369	109.664	148.286	-	148.286
Current President's Budget	86.467	94.177	103.942	-	103.942
Total Adjustments	-2.902	-15.487	-44.344	-	-44.344
• Congressional General Reductions	-	-			
• Congressional Directed Reductions	-	-15.487			
• Congressional Rescissions	-	-			
• Congressional Adds	-	-			
• Congressional Directed Transfers	-	-			
• Reprogrammings	-	-			
• SBIR/STTR Transfer	-2.902	-			
• Other Adjustments	-	-	-44.344	-	-44.344

Change Summary Explanation

FY2015 - Congressionally directed reduction of $15.487 million from the F-135 engine program (BPAC 675365)

FY2016 - Reduction - $44.344 million due to higher Air Force Priorities

Exhibit R-2A, RDT&E Project Justification: PB 2016 Air Force			Date: February 2015
Appropriation/Budget Activity 3600 / 7	R-1 Program Element (Number/Name) PE 0207268F / *Aircraft Engine Component Improvement Program*	Project (Number/Name) 671012 / *Aircraft Engine Component Improvement Program*	

COST ($ in Millions)	Prior Years	FY 2014	FY 2015	FY 2016 Base	FY 2016 OCO	FY 2016 Total	FY 2017	FY 2018	FY 2019	FY 2020	Cost To Complete	Total Cost
671012: *Aircraft Engine Component Improvement Program*	-	70.069	78.690	72.603	-	72.603	79.073	77.489	114.907	118.848	Continuing	Continuing
Quantity of RDT&E Articles	-	-	-	-	-	-	-	-	-	-		

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.

B. Accomplishments/Planned Programs ($ in Millions)	FY 2014	FY 2015	FY 2016 Base	FY 2016 OCO	FY 2016 Total
Title: Aircraft Engine Component Improvement Program	70.069	78.690	72.603	-	72.603
Description: Aircraft Engine Component Improvement Program (CIP) provides critical sustainment engineering support for approximately 20,300 engines (including foreign military sales [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 2014 Accomplishments: - Executed tasks across 13+ engine types. Majority of the budget addressed engine issues associated with the A-10, B-1, B-2, C-130, F-15, F-16, and F-22 aircraft. - Addressed safety of flight, engine component redesign, repair/rework procedures, engine maturation and life limit/mission analysis.					

Exhibit R-2A, RDT&E Project Justification: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 671012 / *Aircraft Engine Component Improvement Program*

B. Accomplishments/Planned Programs ($ in Millions)	FY 2014	FY 2015	FY 2016 Base	FY 2016 OCO	FY 2016 Total
- Validated redesigned parts and new repair procedures. - Maintained engine flight safety, addressed obsolescence deficiencies, improved system operational readiness (OR) and reliability & maintainability (R&M), reduced engine life cycle costs (LCC), and sustained engines throughout their service life. ***FY 2015 Plans:*** - Execute tasks across 15+ engine types. Majority of the budget addressed engine issues associated with the A-10, B-1, B-2, C-130, F-15, F-16, and F-22 aircraft. - Address safety of flight, engine component redesign, repair/rework procedures, engine maturation and life limit/ mission analysis. - Validate redesigned parts and new repair procedures. - Maintain engine flight safety, addressed obsolescence deficiencies, improved system operational readiness (OR) and reliability & maintainability (R&M), reduced engine life cycle costs (LCC), and sustained engines throughout their service life. ***FY 2016 Base Plans:*** - Execute tasks across 15+ engine types. Majority of the budget addressed engine issues associated with the A-10, B-1, B-2, C-130, F-15, F-16, and F-22 aircraft. - Address safety of flight, engine component redesign, repair/rework procedures, engine maturation and life limit/ mission analysis. - Validate redesigned parts and new repair procedures. - Maintain engine flight safety, addressed obsolescence deficiencies, improved system operational readiness (OR) and reliability & maintainability (R&M), reduced engine life cycle costs (LCC), and sustained engines throughout their service life. ***FY 2016 OCO Plans:*** N/A					
Accomplishments/Planned Programs Subtotals	70.069	78.690	72.603	-	72.603

C. Other Program Funding Summary ($ in Millions)

N/A

Remarks

Other APPN RELATED ACTIVITIES

(U) - PEs 0604268A and 0604268N, Army/Navy Aircraft Engine CIPs, prior to FY1996

Exhibit R-2A, RDT&E Project Justification: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 671012 / *Aircraft Engine Component Improvement Program*

C. Other Program Funding Summary ($ in Millions)

(U) - PEs 0203752A and 0205633N, Army/Navy Aircraft Engine CIPs, FY1996-present

D. Acquisition Strategy

Contracts within this program 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 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 671012 / *Aircraft Engine Component Improvement Program*

Product Development ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Aircraft Engine CIP:Develop aircraft engine improvements	SS/CPFF	GE : Evendale, OH	-	12.188	Jan 2014	15.469	Dec 2014	12.628	Dec 2015	-		12.628	Continuing	Continuing	-
Aircraft Engine CIP: Develop aircraft engine improvements	SS/CPFF	Pratt & Whitney : Hartford, CT	-	29.887	Jan 2014	48.200	Dec 2014	33.872	Dec 2015	-		33.872	Continuing	Continuing	-
Aircraft Engine CIP: Develop aircraft engine improvements	SS/CPFF	GE : Lynn, MA	-	3.111	Jan 2014	5.086	Dec 2014	3.224	Dec 2015	-		3.224	Continuing	Continuing	-
Aircraft Engine CIP: Develop aircraft engine improvements	SS/CPFF	Rolls Royce : Indianapolis, IN	-	1.725	Jan 2014	1.258	Dec 2014	1.788	Dec 2015	-		1.788	Continuing	Continuing	-
Aircraft Engine CIP: Develop aircraft auxiliary power unit improvements	SS/CPFF	Honeywell : Phoenix, AZ	-	2.001	Jan 2014	2.610	Dec 2014	2.073	Dec 2015	-		2.073	Continuing	Continuing	-
		Subtotal	-	48.912		72.623		53.585		-		53.585	-	-	-

Remarks

Contracts are CPIF until 31 December 2014. 1 January 2015 and thereafter, contracts are CPFF.

Support ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Aircraft Engine CIP: Non-OEM CIP Tasks	Various	Various : Various,	-	0.946	Oct 2013	0.841	Oct 2014	0.980	Oct 2015	-		0.980	Continuing	Continuing	-
		Subtotal	-	0.946		0.841		0.980		-		0.980	-	-	-

Remarks

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

Exhibit R-3, RDT&E Project Cost Analysis: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 671012 / *Aircraft Engine Component Improvement Program*

Test and Evaluation ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Aircraft Engine CIP: Ground test and validate engine improvements	PO	AEDC : Arnold AFB, TN	-	16.693	Oct 2013	3.940	Oct 2014	14.393	Oct 2015	-		14.393	Continuing	Continuing	-
		Subtotal	-	16.693		3.940		14.393		-		14.393	-	-	-

Remarks

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	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Aircraft Engine CIP: PMA	Various	Various : Various,	-	0.888	Oct 2013	1.286	Oct 2014	0.920	Oct 2015	-		0.920	Continuing	Continuing	-
Aircraft Engine CIP: In House Support/Misc	Various	Various : Various,	-	2.630	Oct 2013	-	Oct 2014	2.725	Oct 2015	-		2.725	Continuing	Continuing	-
		Subtotal	-	3.518		1.286		3.645		-		3.645	-	-	-

Remarks

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

	Prior Years	FY 2014		FY 2015		FY 2016 Base		FY 2016 OCO		FY 2016 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals	-	70.069		78.690		72.603		-		72.603	-	-	-

Remarks

Exhibit R-4, RDT&E Schedule Profile: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 671012 / *Aircraft Engine Component Improvement Program*

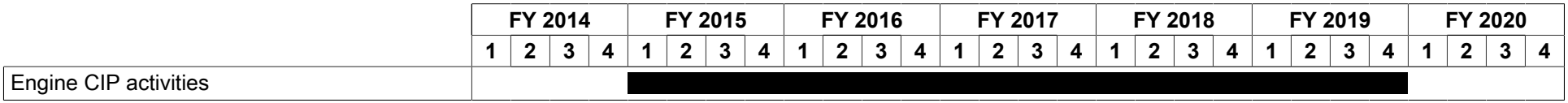

Exhibit R-4A, RDT&E Schedule Details: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 671012 / *Aircraft Engine Component Improvement Program*

Schedule Details

	Start		End	
Events	**Quarter**	**Year**	**Quarter**	**Year**
Engine CIP activities	1	2015	4	2019

Exhibit R-2A, RDT&E Project Justification: PB 2016 Air Force			Date: February 2015
Appropriation/Budget Activity 3600 / 7	R-1 Program Element (Number/Name) PE 0207268F / *Aircraft Engine Component Improvement Program*	Project (Number/Name) 675365 / *F-35*	

COST ($ in Millions)	Prior Years	FY 2014	FY 2015	FY 2016 Base	FY 2016 OCO	FY 2016 Total	FY 2017	FY 2018	FY 2019	FY 2020	Cost To Complete	Total Cost
675365: *F-35*	-	16.398	15.487	31.339	-	31.339	31.881	32.492	33.106	33.698	Continuing	Continuing
Quantity of RDT&E Articles	-	-	-	-	-	-	-	-	-	-		

A. Mission Description and Budget Item Justification

The F135 Aircraft Engine Component Improvement Program (CIP) supports F-35 single-engine fighter 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.

B. Accomplishments/Planned Programs ($ in Millions)	FY 2014	FY 2015	FY 2016 Base	FY 2016 OCO	FY 2016 Total
Title: Aircraft Engine Component Improvement Program (F135)	16.398	15.487	31.339	-	31.339
Description: The Aircraft Engine Component Improvement Program (CIP) provides the only source of critical sustainment engineering support for F-35 propulsion systems to maintain flight safety for this single-engine fighter (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 2014 Accomplishments: - Execute approximately 9 F135 engine tasks supporting initial flying operations. - Addressed safety of flight, engine component redesign, repair/rework procedures, accelerated maturation testing and life limit/mission analysis. - Validated redesigned parts and new repair procedures.					

Exhibit R-2A, RDT&E Project Justification: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 675365 / *F-35*

B. Accomplishments/Planned Programs ($ in Millions)	FY 2014	FY 2015	FY 2016 Base	FY 2016 OCO	FY 2016 Total
- Maintained/improved 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 2015 Plans:*** - Execute approximately 25 F135 engine tasks supporting initial flying operations. - Address safety of flight, engine component redesign, repair/rework procedures, accelerated maturation testing and life limit/mission analysis. - Validate redesigned parts and new repair procedures. - 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 2016 Base Plans:*** - Execute approximately 25 F135 engine tasks supporting initial flying operations. - Address safety of flight, engine component redesign, repair/rework procedures, accelerated maturation testing and life limit/mission analysis. - Validate redesigned parts and new repair procedures. - 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 2016 OCO Plans:*** N/A					
Accomplishments/Planned Programs Subtotals	16.398	15.487	31.339	-	31.339

C. Other Program Funding Summary ($ in Millions)

N/A

Remarks

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

D. Acquisition Strategy

Contracts within this program 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.

Exhibit R-2A, RDT&E Project Justification: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 675365 / *F-35*

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 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 675365 / *F-35*

Product Development ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Aircraft Engine CIP: Develop F135 engine improvements	SS/CPFF	Pratt & Whitney : Hartford, CT	-	5.690	Jan 2014	10.554	Dec 2014	14.831	Dec 2015	-		14.831	Continuing	Continuing	-
		Subtotal	-	5.690		10.554		14.831		-		14.831	-	-	-

Remarks

Contract is CPIF until 31 December 2014. 1 January 2015 and thereafter, contract is CPFF.

Support ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
		Subtotal	-	-		-		-		-		-	-	-	-

Test and Evaluation ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Aircraft Engine CIP: Ground test and validate engine improvements	PO	AEDC : Arnold AFB, TN	-	10.551	Oct 2013	3.000	Oct 2014	14.832	Oct 2015	-		14.832	Continuing	Continuing	-
		Subtotal	-	10.551		3.000		14.832		-		14.832	-	-	-

Management Services ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract
Aircraft Engine CIP: PMA	Various	Various : Various,	-	0.157	Oct 2013	0.325	Oct 2014	0.422	Oct 2015	-		0.422	Continuing	Continuing	-
Aircraft Engine CIP: In House Support/Misc	Various	Various : Various,	-	-	Oct 2013	1.608	Oct 2014	1.254	Oct 2015	-		1.254	Continuing	Continuing	-
		Subtotal	-	0.157		1.933		1.676		-		1.676	-	-	-

Exhibit R-3, RDT&E Project Cost Analysis: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 675365 / *F-35*

Management Services ($ in Millions)

Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	FY 2014 Cost	FY 2014 Award Date	FY 2015 Cost	FY 2015 Award Date	FY 2016 Base Cost	FY 2016 Base Award Date	FY 2016 OCO Cost	FY 2016 OCO Award Date	FY 2016 Total Cost	Cost To Complete	Total Cost	Target Value of Contract

Remarks

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

	Prior Years	FY 2014		FY 2015		FY 2016 Base		FY 2016 OCO		FY 2016 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals	-	16.398		15.487		31.339		-		31.339	-	-	-

Remarks

Exhibit R-4, RDT&E Schedule Profile: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 675365 / *F-35*

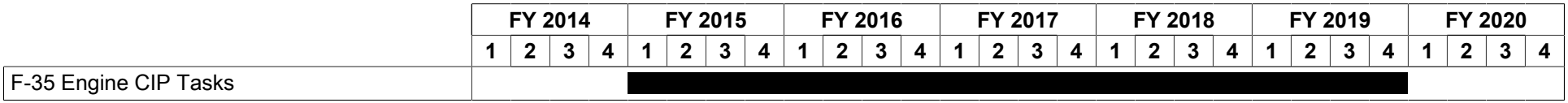

Exhibit R-4A, RDT&E Schedule Details: PB 2016 Air Force		Date: February 2015
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207268F / *Aircraft Engine Component Improvement Program*	**Project (Number/Name)** 675365 / *F-35*

Schedule Details

	Start		End	
Events	**Quarter**	**Year**	**Quarter**	**Year**
F-35 Engine CIP Tasks	1	2015	4	2019