

Exhibit P-40, BUDGET ITEM JUSTIFICATION										DATE: February 2004	
APPROPRIATION/BUDGET ACTIVITY								P-1 ITEM NOMENCLATURE			
Aircraft Procurement, Navy/APN-5 Aircraft Modifications								H-53 Modifications			
Program Element for Code B Items:								Other Related Program Elements			
	Prior Years	ID Code	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	To Complete	Total
QTY		A									0
COST (In Millions)	332.4	A	27.8	24.4	9.8	9.0	7.7	15.9	16.2	61.9	505.0
<p>This line item funds modifications to the CH-53D/CH-53E/MH-53E aircraft. There are 38 MH-53E Helicopters; 151 CH-53E Helicopters; and 40 CH-53D Helicopters. The CH-53E is a seven blade main rotor and a four-blade canted tail rotor helicopter powered by three T64-GE-416A turbo shaft engines on the CH-53E while the CH-53D has six main rotor blades and two T64-GE-413 engines. The CH-53D/E aircraft are capable of both land and ship based transport of heavy equipment, supplies, and personnel. The MH-53E is similar to the CH-53E with additional capabilities for Airborne Mine Countermeasures (AMCM), Vertical On-Board Delivery (VOD), and Special Missions which require longer range and more precise navigation than that of the CH-53E. The overall goal of the modifications budgeted in FY05 is increased communication and navigation, night vision capability, and fleet operation and safety performance in the H-53 community.</p> <p>The specific modifications budgeted and programmed are:</p>											
(TOA, \$ in Millions)											
OSIP No.	Description	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	To Complete	Total
23-91	MH53E ENGINE ENHANCEMENT	45.1	0.1								45.2
11-92	AN/ARC-210 ECCM RADIO	21.4	0.9	0.4	0.4						23.2
12-92	CH-53E HELICOPTER NIGHT VISION SYSTEM	131.6	6.2	5.4	7.1	5.9	7.7	15.9	16.2	61.9	257.9
20-92	MH GLOBAL POSITIONING SYSTEM (GPS)	41.0	0.7								41.8
21-94	(ANVIS/HUD) AN/AVS-7	19.2	0.8								20.7
20-97	ATTENUATING TROOP SEATS	24.9	6.2	3.4							34.4
	DERF (non add)	1.8									
6-98	AN/APR-39A (V) 2 UPGRADE	3.4									3.4
7-98	INTEGRATED MECHANICAL DIAGNOSTIC SYSTEM	40.2	4.7	5.6							50.4
09-01	NACELLES	5.1	1.9	3.0	2.3	3.0					15.4
10-02	CH-53E AVIONICS COMM NAV SURVEILLANCE/TRAF M	0.4	0.6								0.9
18-03	COMMON DEFENSE WEAPON		5.9								11.8
		332.4	27.8	24.4	9.8	9.0	7.7	15.9	16.2	61.9	505.0
<b>TOTAL RESERVE FUNDING INCLUDED IN TOTAL</b>		<b>2.1</b>	<b>6.5</b>	<b>6.6</b>	<b>6.7</b>	<b>6.9</b>	<b>7.1</b>	<b>7.2</b>	<b>7.3</b>		
<p>Note: Totals may not add due to rounding.                  Note: * indicates amounts less than 50K                  Note: CNSATM OSIP (10-02) profile includes funding from AN/APR-39A (V) 2 Upgrade and SLEP. Per N78/DCSAPW, funding was reprogrammed into CNSATM due to a higher Marine Corp priority in meeting CNSATM requirements.                  Note: FY 2002 DERF funding augments OSIP 20-97</p>											

Exhibit P-3a Individual Modification

MODIFICATION TITLE: MH-53E ENGINE UPGRADE T64-GE-419 (OSIP 23-91)

MODELS OF SYSTEMS AFFECTED: CH-53E (1), MH-53E (44 - 32 Active, 12 Reserve), 45 Total TYPE MODIFICATION: SAFETY

DESCRIPTION/JUSTIFICATION: The 64-GE-419 engine will produce 5,000 shaft horsepower at sea level, which will correct an OPEVAL deficiency concerning MH-53E one engine inoperative performance during mine countermeasure operations. Applicable ECP: 2626R1

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The engine modification will be accomplished in two phases: the first phase forward fitted more durable, internal components (blades, shrouds, etc.) into 416 production engines beginning in FY99. These internally modified 416 engines are designated 416A. The components offer immediate rewards of longer engine life and reduced probability of engine failure. Early incorporation has saved a total of \$7M in down-stream retrofit costs. In addition, the components serve as the core of the longer range effort to upgrade power to 5,000 horsepower. Qualification was completed in FY90. The second phase will backfit the applicable upgraded external engine components (fuel controls and pump) plus associated airframe changes (engine/engine-bay cooling and torque/fire warning mods.) FY91 procured VAL/VER for MH-53E. FY93 procured VAL/VER for CH-53E. The upgraded engine is designated the T64-GE-419.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
Aircraft Kit -MH (32 Act, 12 Res)	44	7.5																		44	7.5
Aircraft Kit - CH	1	0.2																		1	0.2
Engine Oil Cooler Mod MH	90	3.5																		90	3.5
Installation Kits N/R		19.5																			19.5
Installation Equipment																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data		2.5		*																	2.6
Training Equipment	4	0.8																		4	0.8
Support Equipment		0.8																			0.8
ILS		1.1		*																	1.1
Other Support		3.6																			3.6
Interim Contractor Support																					
Installation Cost	46	5.6																		46	5.6
<b>Total Procurement</b>		<b>45.1</b>		<b>0.1</b>																	<b>45.2</b>

Notes:

1. Totals may not add due to rounding
2. Asterisk indicates amount less than \$50K
3. 41 MH INSTALLS (3 A/C IN STORAGE)

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: CH-53E (1), MH-53E (44 - 32 Active, 12 Reserve), 45 Total      MODIFICATION TITLE: MH-53E ENGINE UPGRADE T54-GE-419 (OSIP 23-91)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Naval Aviation Depot (NADEP) will modify the engines. Airframe modifications and engines will be performed concurrent with (SDLM) by NADEP and Interservice Field Mod Teams (FMT)

ADMINISTRATIVE LEADTIME: 3 Months      PRODUCTION LEADTIME: 33 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY (46) kits	46	5.6																		46	5.6
FY 2003 ( ) kits																					
FY 2004 ( ) kits																					
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>46</b>	<b>5.6</b>																		<b>46</b>	<b>5.6</b>

Installation Schedule

	FY2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006				FY 2006				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
In	46																					
Out	46																					

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										46
Out										46

Exhibit P-3a Individual Modification

MODIFICATION TITLE: AN/ARC-210 ECCM Radio (OSIP 11-92)

MODELS OF SYSTEMS AFFECTED: CH-53D (47) (Note 3), CH-53E (158)(Note 4) , MH-53E (44), 249 Total TYPE MODIFICATION: MISSION/PERFORMANCE ENHANCEMENT

DESCRIPTION/JUSTIFICATION: The AN/ARC-210 is a combination UHF/VHF, AM/FM jam-resistant radio that was developed for ECCM interoperability with the Air Force, Army, and NATO. The radio provides dual UHF capability for CV based TACAIR; VHF FM for close air support and maritime channels; VHF AM for air traffic control; and ECCM capabilities using the Air Force developed waveforms (UHF-AM HAVE QUICK I and II), and the Army developed waveform (VHF-FM SINGGARS). The AN/ARC-210 can be controlled by either a remote control unit or via a MIL-STD-1553 multiplex data bus. The ECCM parameters and single channel preset information can be loaded via a CYZ-10 Data Transfer Device (DTD). The fill information can consist of word-of-day for HAVE QUICK and the KGV-10 transec variable, hopsets and frequency lock-out tables for SINGGARS. Applicable ECPs: CH-53E: PNCLA-4, CH-53D: PNCLA-61, MH-53E: CHPT-006

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: Procurement of the validation/verification kits occurred in August 1992. CH validation/verification efforts were procured in FY 1995. Procurement of validation/verification for the MH-53E took place in FY97. Due to the deactivation of RH-53D's, the incorporation of modifications in RH-53D aircraft was canceled.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
CH-53E A Kit (LBAD) Note 6	158	1.7																		158	1.7
CH-53D A KIT (LBAD) Note 3	46	0.8																		46	0.8
CH-53D Rev B Kit Note 5	45	0.4																		45	0.4
MH-53E A KIT (LBAD)	31	0.5	3	0.1	8	0.1														42	0.7
CH-53D ATABS VAL/VER KIT	1	*																		1	*
CH-53D ATABS A KIT Note 7	43	0.2																		43	0.2
CH-53D APX-72 A KIT	40	0.2																		40	0.2
Installation Kits N/R		1.5																			1.5
Installation Equipment																					
GFE ITEMS - CHE Note 4	4	0.5																		4	0.5
Installation Equipment N/R		0.3																			0.3
Engineering Change Orders																					
Data		1.9																			1.9
Training Equipment	7	0.7																		7	0.7
Support Equipment																					
ILS		0.4																			0.4
Other Support		4.9																			4.9
Interim Contractor Support																					
Installation Cost	297	7.6	9	0.8	14	0.3	8	0.4												328	9.1
<b>Total Procurement</b>		<b>21.4</b>		<b>0.9</b>		<b>0.4</b>		<b>0.4</b>													<b>23.2</b>

- Notes:
- Totals may not add due to rounding
  - Asterisk indicates amount less than \$50K
  - 44 installs planned. 3 a/c struck since procurement
  - 4 radios (GFE) procured by PMA-261 for Val/Ver. Balance procured by PMA-209
  - Includes 44 CHD Rev B installs
  - Only 150 Installations
  - 43 CH-53D ATABS A Kits are O level (no cost) installs

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: CH-53D (47), CH-53E (158), MH-53E (44),249 Total      MODIFICATION TITLE: AN/ARC-210 ECCM Radio (OSIP 11-92)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Concurrent with Naval Aviation Depot (NADEP) standard depot level maintenance (SDLM), augmented by NADEP and interservice field modification teams (FMTs).

ADMINISTRATIVE LEADTIME: 2 Months      PRODUCTION LEADTIME: 13 Months

CONTRACT DATES:      FY 2003: Nov 02      FY 2004: Nov 03      FY 2005: Nov 04

DELIVERY DATE:      FY 2003: Dec 03      FY 2004: Dec 04      FY 2005: Dec 05

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL			
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$		
FY 2002 & PY (277) kits	267	7.6	9	0.790	1															277	8.4	
FY 2003 (3) kits					3	0.2															3	0.2
FY 2004 (8) kits							8	0.4													8	0.4
FY 2005 ( ) kits																						
FY 2006 ( ) kits																						
FY 2007 ( ) kits																						
FY 2008 ( ) kits																						
FY 2009 ( ) kits																						
To Complete ( ) kits																						
<b>TOTAL</b>	<b>267</b>	<b>7.6</b>	<b>9</b>	<b>0.8</b>	<b>4</b>	<b>0.2</b>	<b>8</b>	<b>0.4</b>												<b>288</b>	<b>9.0</b>	

Note:

- 1. Includes 7 Trainer Installations
- 2. FY2001 installations include 1 kit bought prior w/NGRE funds.

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006			
		1	2	3	4	1	2	3	4	1	2	3	4				
In	267	2	2	2	3	1	1	1	1	2	2	2	2				
Out	267	2	2	2	3	1	1	1	1	2	2	2	2				

	FY 2007				FY 2008				FY 2009				To Complete	TOTAL	
	1	2	3	4	1	2	3	4	1	2	3	4			
In															288
Out															288

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: CH-53D APX-72 MODIFICATION TITLE: AN/ARC-210 ECCM Radio (OSIP 11-92)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Concurrent with (NADEP) (SDLM), augmented by NADEP and interservice field modification teams (FMTs).

ADMINISTRATIVE LEADTIME: 1 Months PRODUCTION LEADTIME: 2 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY (40) kits	30	0.1			10	0.1														40	0.3
FY 2003 ( ) kits																					
FY 2004 ( ) kits																					
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>30</b>	<b>0.1</b>			<b>10</b>	<b>0.1</b>														<b>40</b>	<b>0.3</b>

Note: (8) Hour Installation

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006							
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
In	30						10														
Out	30						2	8													

	FY 2007				FY 2008				FY 2009				To Complete	TOTAL	
	1	2	3	4	1	2	3	4	1	2	3	4			
In															40
Out															40

Exhibit P-3a Individual Modification

MODIFICATION TITLE: CH-53E HELICOPTER NIGHT VISION SYSTEM (HNVS)(OSIP 12-92)

MODELS OF SYSTEMS AFFECTED: CH-53E (157) (Note 3) TYPE MODIFICATION: MISSION/PERFORMANCE ENHANCEMENT

DESCRIPTION/JUSTIFICATION: The Helicopter Night Vision System (HNVS) will provide an infrared night vision system for the CH-53E transport helicopters. The HNVS provides an improved night/all weather mission capability. This OSIP includes integration of the off the shelf APN-217(V)6 Doppler Navigation System and AAQ-16B/29/34 FLIR. Future configuration for CH-53E transport helicopter will be the AAQ-34 FLIR due to obsolescence issues for OEM with AAQ-29. Program is structured to replace AAQ-16 and AAQ-29 with AAQ-34 to establish a single configuration. Applicable ECP: 0231-E001

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The AAQ-16B/29 FLIR is a non-developmental Item (NDI) currently installed on a number of U.S. Army, Air Force, and Navy helicopters. DT-IIIa on the CH-53E/HNVS was completed in the third quarter FY 94. Extension of application for CH-53E was granted first quarter FY 95. The integration of the AAQ-34 FLIR will be accomplished in FY 2013.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
A Kits	138	9.3	18	2.3																	
Installation Kits N/R		3.1																			
Installation Equipment																					
CH-53E installation equipment	159	16.8	36	2.4																	
CH-53E TFU/SDC AAQ-16B/29	223	72.3																			
CH-53E TFU/SDC AAQ-34			1	0.6	7	4.0	11	6.6													
Installation Equipment N/R																					
Engineering Change Orders																					
Data		0.6				0.1															
Training Equipment	3	8.4																			
Support Equipment																					
ILS		1.0																			
Other Support		11.5		0.8		0.7		0.3													
Interim Contractor Support																					
Installation Cost (Note 4)	140	8.7	1	*	12	0.6	5	0.2													
<b>Total Procurement</b>		<b>131.6</b>		<b>6.2</b>		<b>5.4</b>		<b>7.1</b>													

- Notes:
- Totals may not add due to rounding
  - Asterisk indicates amount less than \$50K
  - Though the program was truncated (from 166 kits to 138) by N880 and HQMC in FY'97, 19 additional Kits were approved and funded per N78 and HQMC in October 2001.
  - 1 A-Kit installed in FY03, 12 A-Kits installed in FY04 and 5 A-Kits installed in FY05 by Field Mod Teams. B-Kits (TFUs) installed at O-Level.

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: CH-53E (157) (See Note 3) MODIFICATION TITLE: CH-53E HELICOPTER NIGHT VISION SYSTEM (HNVS)(OSIP 12-92)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: 14 A-Kits installed in FY04 and 5 A-Kits installed in FY05 by Field Mod Teams. B-Kits (TFUs) installed at O-Level.

ADMINISTRATIVE LEADTIME: 2 Months PRODUCTION LEADTIME: 9 Months

CONTRACT DATES: FY 2003: Dec-02 FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: Sep-03 FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY (140) kits	140	8.7																		140	8.7
FY 2003 (18) kits			1	*	12	0.7	5	0.2												18	0.9
FY 2004 ( ) kits																					
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>140</b>	<b>8.7</b>	<b>1</b>	<b>*</b>	<b>12</b>	<b>0.7</b>	<b>5</b>	<b>0.2</b>												<b>158</b>	<b>9.6</b>

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
In	140				1	1	3	4	4	5												
Out	140				1	1	3	4	4	5												

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										158
Out										158

Exhibit P-3a Individual Modification

MODIFICATION TITLE: MH Global Positioning System (NCS) (GPS) (OSIP 20-92)

MODELS OF SYSTEMS AFFECTED: MH-53E (32 Active, 12 Reserve) - 44 Total TYPE MODIFICATION: SAFETY

DESCRIPTION/JUSTIFICATION: The Global Positioning System (GPS) is a space-based radio positioning navigation system designed to provide highly accurate navigation data (position, velocity, and time) to properly equipped users. The GPS integration into the MH-53E was to be originally accomplished via installation of the Navigation/Communication System (NCS). This system met all AMCM and GIG (DOD guidance for integration of GPS) requirements. Due to funding constraints, the NCS was cancelled in FY-99. As a result, the OSIP below was amended to reflect cancellation of the NCS system and reconfiguration of two aircraft previously outfitted with NCS, and show the procurement and installation of the MAGR 2000 GPS system. A two-phase approach removes the Omega Navigation System (ONS) and repositions the GPS-3A receiver to the right e-bay (Phase I). Phase II replaces the Phase I GFE with MAGR 2000/CDNU. Applicable ECP: CH53-011

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The NAVSTAR GPS program completed Milestone IIIB in January 1992. Operational Testing (OT-IIIC) commenced in the third quarter FY95 with a recommendation of operationally suitable/operationally effective. In Phase I, the GPS-3A receiver was repositioned-no test required. The MAGR 2000 system (Phase II) in the MH-53E completed OT-IIID in October 2002. Fleet installations will be completed in FY03. This will be the Navy "lead the fleet" system implementation of GPS non-precision approach (NPA) capability.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
MH-53E NCS	4	5.2																		4	5.2
MH-53E GPS Kit (ECP CH53-011)	84	2.7																		84	2.8
Installation Kits N/R		2.3																			2.3
Installation Equipment																					
GFE Reconfig																					
Installation Equipment N/R		0.4																			0.4
Engineering Change Orders		0.2																			0.2
Data		1.8																			1.8
Training Equipment	4	10.7																		4	10.7
Support Equipment		0.2																			0.2
ILS		1.2																			1.2
Other Support		12.5		0.1		0.1															12.7
Interim Contractor Support																					
Installation Cost	72	4.0	13	0.6		*														85	4.5
<b>Total Procurement</b>		<b>41.0</b>		<b>0.7</b>		<b>0.1</b>															<b>41.9</b>

Notes:

1. Totals may not add due to rounding
2. Asterisk indicates amount less than \$50K
3. Total Kit Qty includes 2 VAL/VER Kits and 2 Reconfigured Kits.



Exhibit P-3a Individual Modification

MODIFICATION TITLE: AVIATOR NIGHT VISION IMAGING SYSTEM HEAD-UP DISPLAY (ANVIS/HUD) AN/AVS-7 (OSIP 21-94)

MODELS OF SYSTEMS AFFECTED: CH-53E 166 Aircraft & 4 Trainers TYPE MODIFICATION: MISSION/PERFORMANCE ENHANCEMENT

DESCRIPTION/JUSTIFICATION: This modification incorporates the use of a Head-Up Display (HUD) with the AN/AVS-6 Night Vision Goggles (NVG). Helicopter crews perform missions at night using NVGs. Although NVGs provide aircrews with enhanced capability to operate during periods of darkness, they increase pilot workload due to critical flight instruments being placed outside of the visual scan. The ANVIS/HUD allows critical flight information to be displayed through the NVGs, thereby decreasing pilot workload and enhancing flight safety and mission effectiveness.  
 Applicable ECPs: CH-53E - PN47; CH-53D - PN61R1

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The ANVIS/HUD is a nondevelopmental system currently in use on the USMC UH-1N and CH-46, and the US Army UH-60 and CH-47. This system is being procured under an Army Contract with validation installation and DT/OT completed in FY 1996.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
CH-53D Kit ECP PN61R1																					
CH-53E Kit ECP PN47	166	2.7																		166	2.7
Installation Kits N/R		3.6																			3.6
Installation Equipment																					
CH-53E Install Equip (incl 4 trainers)	170	5.3																		170	5.3
Installation Equipment N/R																					
Engineering Change Orders																					
Data		0.3																			0.3
Training Equipment	4	0.5																		4	0.5
Support Equipment		0.5																			0.5
ILS		0.4																			0.4
Other Support		3.6		0.3																	3.9
Interim Contractor Support																					
Installation Cost	134	2.5	18	0.5	18	0.6														170	3.6
<b>Total Procurement</b>		<b>19.2</b>		<b>0.8</b>		<b>0.6</b>															<b>20.7</b>

Notes:

1. Totals may not add due to rounding
2. Asterisk indicates amount less than \$50K

**Exhibit P-3a**

MODELS OF SYSTEMS AFFECTED: CH-53E 166 & 4 Trainers MODIFICATION TITLE: AVIATOR NIGHT VISION IMAGING SYSTEM HEAD-UP DISPLAY (ANVIS/HUD) AN/AVS-7 (OSIP 21-94)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Concurrent with Standard Depot Level Maintenance (SDLM) augmented by Interservice Field Mod Teams

ADMINISTRATIVE LEADTIME: 7 Months PRODUCTION LEADTIME: 8 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002&PY(170) kits	134	2.5	18	0.5	18	0.6														170	3.6
FY 2003 ( ) kits																					
FY 2004 ( ) kits																					
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>134</b>	<b>2.5</b>	<b>18</b>	<b>0.5</b>	<b>18</b>	<b>0.6</b>														<b>170</b>	<b>3.6</b>

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006							
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
In	134	5	5	5	3	5	5	5	3												
Out	134	5	5	5	3	5	5	5	3												

	FY 2007				FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4	1	2	3	4		
In														170
Out														170

Exhibit P-3a Individual Modification

MODIFICATION TITLE: ATTENUATING TROOP SEATS (OSIP 20-97)

MODELS OF SYSTEMS AFFECTED: CH-53D (46), CH-53E (154), MH-53E (2) TYPE MODIFICATION: SAFETY

DESCRIPTION/JUSTIFICATION: Utility and Troop transport mission increasing in importance. Current troop/passenger seats are 1950 generation. Design does not provide impact protection of current rotorcraft seat designs. The impulsive type loading experienced during survivable mishaps produces amplified seat/floor anchor loads and potentially injurious occupant decelerations. Due to this operational deficiency, NDI crashworthy troop seat program established. NDI are lightweight off-the-shelf seats that provide protection by limiting an occupants inertial loading to survivable levels by attenuating impact forces to below survivable ranges and enables the occupant to rapidly egress a downed aircraft are being sought.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: NDI procedures utilized for the Procurement, Installation and Support of the seats for all 46 CH-53D Helicopters. Funding for the 46 seats and associated requirements were appropriated in 1997. Program consists of a one-time procurement with a turn-key installation approach. FY-98 through FY03 provides for procurement, installation, and support of the CH-53E and MH-53E helicopters.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
CH-53D Kit	46	4.6																		46	4.6
CH-53E Kit	123	9.5	31	2.4	26	2.0														180	13.9
MH-53E Kit	2	0.4																		2	0.4
Installation Kits N/R		1.3																			1.3
Installation Equipment																					
Seat testing		0.7																			0.7
Installation Equipment N/R																					
Engineering Change Orders		0.5																			0.5
Data		0.7		*		*															0.8
Training Equipment		*																			*
Support Equipment																					
I.L.S		0.3																			0.3
Other Support		6.4		1.8		0.9															9.1
Interim Contractor Support																					
Installation Cost	74	2.0	128	1.9	26	0.5														228	4.4
<b>Total Procurement</b>		<b>26.7</b>		<b>6.2</b>		<b>3.4</b>															<b>36.2</b>

Notes:

1. Totals may not add due to rounding
2. Asterisk indicates amount less than \$50K
3. Purchased 24 CH-53E kits with FY02 DERF funding. APN-5 will pay for installs.

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: CH-53D (46), CH-53E (154), MH-53E (2) MODIFICATION TITLE: ATTENUATING TROOP SEATS (OSIP 20-97)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Contractor Field Modification Teams and SDLMs

ADMINISTRATIVE LEADTIME: 1 Months PRODUCTION LEADTIME: 8 on initial buy Months

CONTRACT DATES: FY 2003: Nov-02 FY 2004: Feb-04 FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: May-03 FY 2004: Aug-04 FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY (171) kits	74	2.0	97	1.4																171	3.5
FY 2003 (31) kits			31	0.5																31	0.5
FY 2004 (26) kits					26	0.5														26	0.5
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>74</b>	<b>2.0</b>	<b>128</b>	<b>1.9</b>	<b>26</b>	<b>0.5</b>														<b>228</b>	<b>4.4</b>

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
In	74	18	18	18	18	18	18	25	9	6	6											
Out	74	14	18	18	18	18	18	25	13	6	6											

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										228
Out										228

Exhibit P-3a

Individual Modification

MODIFICATION TITLE: AN/APR-39A (V) 2 UPGRADE (OSIP 6-98)

MODELS OF SYSTEMS AFFECTED: CH-53E/MH-53E (165) CH-53E, (44) MH-53E TYPE MODIFICATION: MISSION/MISSION ENHANCEMENT

DESCRIPTION/JUSTIFICATION: The AN/APR-39A (V) 2 is a passive threat warning system primarily intended for use on helicopters and slow fixed-wing aircraft. Its purpose is to monitor the RF environment and detect, analyze, discriminate, identify and prioritize threats, unknown and friendly radar and missile guidance signals. Aircrew warning is provided by means of alphanumeric symbology on a 3-inch CRT cockpit display and an aural warning via the aircraft InterCommunication System (ICS). This change is being incorporated to improve aircraft survivability by providing for detection and display of surface-to-air missile and anti-aircraft radar threats. GFE "P" kits are to be procured under common OSIP 14-90, PMA-272. ECP: H53-008R1.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: Retrofit installations were originally scheduled to commence in FY92 (OSIP 6-91), however, the APR-39A (V) 2 failed technical evaluation delaying modifications as originally planned. System successfully passed a Combined OPEVAL/TECHEVAL on UH-1N aircraft, during Oct 95 system was approved for retrofit on other platforms.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
VAL/VER	4	0.1																		4	0.1
CH-53E																					
MH-53E																					
MH-53E Reserve																					
Installation Kits N/R		*																			*
Installation Equipment	2	0.4																		2	0.4
Installation Equipment N/R		0.4																			0.4
Engineering Change Orders																					
Data		0.2																			0.2
Training Equipment		*																			*
Support Equipment																					
ILS		0.1																			0.1
Other Support		1.8																			1.8
Interim Contractor Support																					
Installation Cost	4	0.2																		4	0.2
<b>Total Procurement</b>		<b>3.4</b>																			<b>3.4</b>

- Notes:
1. Totals may not add due to rounding
  2. Asterisk indicates amount less than \$50K

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: CH-53E/MH-53E 165 CH-53E, 44 MH-53E MODIFICATION TITLE: AN/APR-39A (V) 2 UPGRADE (OSIP 6-98)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Concurrent with Naval Aviation Depot (NADEP) Standard Depot Level Maintenance (SDLM), augmented by NADEP and interservice field mod teams

ADMINISTRATIVE LEADTIME: 8 Months PRODUCTION LEADTIME: 4 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL	
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$
FY 2002 & PY (4) kits	2	0.2			2														4	0.2
FY 2003 ( ) kits																				
FY 2004 ( ) kits																				
FY 2005 ( ) kits																				
FY 2006 ( ) kits																				
FY 2007 ( ) kits																				
FY 2008 ( ) kits																				
FY 2009 ( ) kits																				
To Complete ( ) kits																				
<b>TOTAL</b>	<b>2</b>	<b>0.2</b>			<b>2</b>														<b>4</b>	<b>0.2</b>

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
In	2								2												
Out	2							2													

	FY 2007				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In									4	
Out									4	

Exhibit P-3a Individual Modification

MODIFICATION TITLE: HELICOPTER INTEGRATED MECHANICAL DIAGNOSTIC SYSTEM (IMDS) (OSIP 7-98)

MODELS OF SYSTEMS AFFECTED: CH-53E - 154; MH-53E - 44 (CH-53E - (22) LRIP Quantity) TYPE MODIFICATION: SAFETY, READINESS AND MAINTAINABILITY

DESCRIPTION/JUSTIFICATION: IMD is a helicopter monitoring and diagnostics system that provides continuous on board monitoring and diagnostics of engine health, gearbox and drive train vibrations, oil debris, rotor track and balance, and crash protected Cockpit Voice and Flight Data recorder (CVFDR). CVFDR, an integral part of the IMD system, will perform the required function of a Flight Incident Recorder (FIR). An Early Operational Assessment (EOA) of a Commercial Off-the-Shelf system on two CH-53E's is scheduled for FY96-98. Lessons learned from this effort will be incorporated into the solicitation for the fleet wide IMD effort of which the H-53E is the lead platform.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The H-53E prototype effort in FY98-99 was a pilot program conducted at HMT-302 to validate a production representative system prior to Milestone III decision in second quarter of FY04. Plan endorsed by MDA as of Feb. 2003. An integration verification period for the remaining H-53E platforms has been followed by LRIP production.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
CH-53E A Kit	22	6.4			12	3.7													34	10.1	
MH-53E A Kit																					
MH-53E Reserve Kit																					
Installation Kits N/R		3.1																			3.1
Installation Equipment																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data		0.4																			0.4
Training Equipment		*																			*
Support Equipment				*																	*
ILS		2.0		0.3		0.1															2.4
Other Support		27.7		3.2		0.6															31.5
Interim Contractor Support				0.2																	0.2
Installation Cost	10	0.6	12	0.9	12	1.2														34	2.7
<b>Total Procurement</b>		<b>40.2</b>		<b>4.7</b>		<b>5.6</b>														<b>34</b>	<b>2.7</b>

- Notes:
1. Totals may not add due to rounding
  2. Asterisk indicates amount less than \$50K

**Exhibit P-3a**

MODELS OF SYSTEMS AFFECTED: CH-53E - 154; MH-53E - 44 (CH-53E - (22) LRIP Quantity)      MODIFICATION TITLE: HELICOPTER INTEGRATED MECHANICAL DIAGNOSTIC SYSTEM (IMDS) (OSIP 7-98)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: CONTRACTOR INSTALLED

ADMINISTRATIVE LEADTIME: 1 Months      PRODUCTION LEADTIME: 6 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_      FY 2004: Jul-04      FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: \_\_\_\_\_      FY 2004: Jan-05      FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY (22) kits	10	0.6	12	0.9																22	1.5
FY 2003 ( ) kits																					
FY 2004 (12) kits					12	1.2														12	1.2
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>10</b>	<b>0.6</b>	<b>12</b>	<b>0.9</b>	<b>12</b>	<b>1.2</b>														<b>34</b>	<b>2.7</b>

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
In	8	2	2	2	2	2	2	5	3	3	3											
Out	6	2	2	2	2	2	2	5	5	3	3											

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										34
Out										34

Exhibit P-3a	Individual Modification																				
MODIFICATION TITLE:	<u>Engine Nacelles (09-01)</u>																				
MODELS OF SYSTEMS AFFECTED:	<u>CH/MH-53E</u>					TYPE MODIFICATION: <u>MISSION/MISSION ENHANCEMENT</u>															
DESCRIPTION/JUSTIFICATION: This modification provides improvements to the engine nacelles which are intended to decrease the maintenance man-hours expended on nacelles repair and replacement. This modification will incorporate the forward and aft engine nacelles for the CH-53E and MH-53E.																					
DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: Contract awarded 2nd Qtr. FY 02. O-Level Validation/Verification was completed May 03. All installations are O-Level.																					
FINANCIAL PLAN: (TOA, \$ in Millions)																					
	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
ROD&E																					
PROCUREMENT																					
Installation Kits																					
MH/CH-53E	46	3.2	26	1.7	42	2.8	31	2.1													
MH/CH-53E VALVER	2	0.1																			
Installation Kits N/R				0.9																	
Installation Equipment																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data		0.1																			
Training Equipment																					
Support Equipment																					
ILS																					
Other Support		0.9		0.2		0.3		0.2													
Interim Contractor Support																					
Installation Cost																					
<b>Total Procurement</b>		<b>5.1</b>		<b>1.9</b>		<b>3.0</b>		<b>2.3</b>													

Notes:

- Totals may not add due to rounding
- Asterisk indicates amount less than \$50K

Exhibit P-3a	Individual Modification																				
MODIFICATION TITLE:	<u>CH-53E Avionics Comm Nav Surveillance/Air Traffic Management (10-02)</u>																				
MODELS OF SYSTEMS AFFECTED:	<u>CH-53E (154) &amp; Trainers (5)</u>	TYPE MODIFICATION: <u>Mission/Performance Enhancement</u>																			
<p>DESCRIPTION/JUSTIFICATION: The CNS/ATM upgrade will modernize selected avionics systems to meet EUROCONTROL Minimum Aviation Performance Standards (MASPS). Systems include IFF(CXP), VOR/ILS (MMR) and RAHRS to include Attitude Deviation Indicator (ADI) and Course Direction Indicators (CDI). These current stand-alone systems will be integrated using existing software modules into the new bus architecture. These systems will be integrated via a 1553 bus structure controlled with existing CDNU's.</p> <p>DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: Development based on existing bus structure and CDI technologies. Integration testing began second quarter FY-03.</p>																					
FINANCIAL PLAN: (TOA, \$ in Millions)																					
	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
CH-53E Kit																					
Installation Kits N/R																					
Installation Equipment																					
GFE Items																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data			*	0.2																	0.2
Training Equipment																					
Support Equipment																					
ILS				0.2																	0.2
Other Support			0.3	0.2																	0.5
Interim Contractor Support																					
Installation Cost *Note 3																					
<b>Total Procurement</b>			<b>0.4</b>	<b>0.6</b>																	<b>0.9</b>
Notes:																					
1. Totals may not add due to rounding																					
2. Asterisk indicates amount less than \$50K																					

Exhibit P-3a Individual Modification

MODIFICATION TITLE: CMD DEF WPN RDTEN AND PROCURMENT (OSIP 18-03)

MODELS OF SYSTEMS AFFECTED: CH-53D/E, CH-46, UH1 TYPE MODIFICATION: MISSION/MISSION ENHANCEMENT

DESCRIPTION/JUSTIFICATION: The Common Defensive Weapon System is a .50 Caliber Medium Pintle Head mounted weapon system which will provide enhanced defensive and suppressive fire for Marine Corps assault support aircraft. The CDWS consists of a M3M .50 Caliber machine gun, a medium pintle head mount with recoil dampening buffers, and an aircraft integration/mounting kit. This system will increase aircraft/aircrew survivability during assault support missions by increasing the effective range and rate of fire as compared to current systems.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The M3M .50 Caliber Machine Gun is a COTS item ready for deployment. The MPH and aircraft integration kits base designs are also COTS though modifications for each T/M aircraft must still be finalized. All installs are at the O-level.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
CH-53D/E			36	1.2																36	1.2
CH-46			24	0.8																24	0.8
UH-1			18	0.6																18	0.6
Installation Kits N/R				0.8																	0.8
Installation Equipment																					
CH-53D/E			40	0.6	138	2.2														178	2.9
CH-46			26	0.4																26	0.4
UH-1			20	0.3																20	0.3
Installation Kits N/R																					
Installation Equipment																					
Engineering Change Order																					
DATA				0.3		0.1															0.3
Trainers, Operational						0.4															0.4
Support Equipment						1.6															1.6
ILS				0.5		0.6															1.0
Other Support				0.3		1.0															1.4
Interim Contractor Support																					
Installation Cost																					
<b>Total Procurement</b>				<b>5.9</b>		<b>5.9</b>															<b>11.8</b>

- Notes:
1. Totals may not add due to rounding
  2. Asterisk indicates amount less than \$50K