

<b>CLASSIFICATION: UNCLASSIFIED</b>												
<b>Exhibit P-40, BUDGET ITEM JUSTIFICATION</b>										DATE: <b>February 2004</b>		
APPROPRIATION/BUDGET ACTIVITY <b>Aircraft Procurement, Navy/APN-5 Aircraft Modifications</b>							P-1 ITEM NOMENCLATURE <b>Cargo/ Transport Aircraft Series Modifications</b>					
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										
COST (In Millions)	39.1	A		3.7	13.2	8.3	19.8	30.0	26.1	17.8	16.2	174.3
<p>This line item funds modifications to the following cargo and transport aircraft: C-9B/DC-9, C-20D/G, RC-12F/M, UC-12B/F/M, NC-12B, TC-12B, EC/RC-26D, C-40A, UC-35C/D, C-37. The C-9B/DC-9 Skytrain II, CT-39G (Sabreliner), C-20D/G (Gulfstream IV), C-40A (Boeing), UC-35C/D (Cessna Citation) and the C-37 (Gulfstream G-V) are all twin jet commercial transport aircraft. The C-9B/DC-9 is capable of carrying up to 32,000 pounds of both cargo and personnel for over 3,300 nautical miles at a maximum speed of 430+ knots. The C-20D/G are capable of high speed transport of 13 personnel over 4,100 nautical miles at 437 knots. The RC-12F/M, NC-12B, and UC-12B/F/M are twin turbo-prop commercial transport aircraft (King Air) capable of a variety of general purpose transport and specialized missions. They can carry 8 people up to 1,300 nautical miles at 200 knots. The C-40A will provide time-critical logistics support for the fleet CINCs and will accommodate 121 passengers, or 8 pallets of cargo, or a combination configuration consisting of 3 pallets and 70 passengers. The C-40A has a range of 3,400 nautical miles with 5,000 lbs of cargo. The UC-35C/D will provide transport for high priority passenger/ cargo missions with time, place or mission sensitive requirements. The UC-35C/D will carry 6 passengers or 1,200 lbs of cargo and has a range of 1,400 nautical miles. The C-26D and EC/RC-26D are twin turbo-prop aircraft (Fairchild Metro) capable of passenger/ cargo transport and range control missions. The C-26D can carry 19 passengers up to 1,300 nautical miles at 234 knots. The C-37 provides Executive transport for SECNAV, CNO, CMC, and Fleet Commanders. The overall goal of the modifications budgeted in FY 2005 and out is to procure/ install Flight Safety Upgrades to the C-12 aircraft and to continue CNS/ATM upgrades to the C-40, C-37, UC-35, C-26, C-20 and C-12 aircraft. The specific modifications budgeted and programmed are as follows:</p>												
(TOA, \$ in Millions)												
<b>OSIP No.</b>	<b>Description</b>	<b>Prior Years</b>		<b>FY 2003</b>	<b>FY 2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>To Complete</b>	<b>Total</b>
71-86	FAA Configuration Updates	19.3		0.4	0.7							20.3
14-98	C-12 Flight Safety Upgrades	19.8		1.0	5.4	5.4	4.9					36.6
01-03	C-20 Flight Management Systems			2.3								2.3
12-04	CNS/ATM				7.1	2.9	14.9	30.0	26.1	17.8	16.2	115.1
<b>Total</b>		<b>39.1</b>		<b>3.7</b>	<b>13.2</b>	<b>8.3</b>	<b>19.8</b>	<b>30.0</b>	<b>26.1</b>	<b>17.8</b>	<b>16.2</b>	<b>174.3</b>
	Reserve funding included in total			0.4	4.2	0.9	15.0	24.0	25.9	17.8		
<b>Note: Totals may not add due to rounding.</b>												

Exhibit P-3a Individual Modification

MODIFICATION TITLE: Federal Aviation Administration (FAA) Configuration Update (OSIP 71-86)

MODELS OF SYSTEMS AFFECTED: C-9B/DC-9/C-20D/C-20G/UC-12B/UC-12F/UC-12M/RC-12F/RC-12M/TC-12B/NC-12B/CT39G/C-26D/UC-35/C-40A TYPE MODIFICATION: Safety/Maintainability/Reliability

DESCRIPTION/JUSTIFICATION: Federal Aviation Regulations require manufacturers of commercial aircraft and associated systems/subsystems to investigate discrepant conditions, failures, and potential safety problems reported by all operators. The results of these investigations with recommended corrective action are reviewed/approved by the FAA and Navy and provided to all operators as service bulletins. Each service bulletin is a complete technical directive that provides corrective change information or detailed modification instructions. To ensure safe, reliable, FAA/Navy certified aircraft and to provide a program that will assure continued life extension at minimum cost, the Navy must maintain configuration and integrity compatible with FAA certified commercial models by incorporation of applicable service bulletins. The incorporation of certain service bulletins also serves to preclude extensive repairs/repetitive inspections. Crew equipment requirements in accordance with FAA directives and Navy requirements will be incorporated to ensure maximum safety in case of emergency. Specific modifications budgeted in this OSIP include the incorporation of C-9B/DC-9, C-20, C-26 and C-12 FAA Bulletins and Directives.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: Service Bulletins are reviewed for possible incorporation on an as required basis. Prototype verification has been previously accomplished and approved by the FAA.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
C-12	74	0.9			20	0.2															
C-9 ENGINES	13	0.2																			
C-20	238	0.6	35	0.1	25	0.1															
C-9	281	5.1	1	0.1																	
C-26	7	0.3			4	0.2															
C-9 HUSH KITS	1	1.2																			
Installation Kits N/R		2.6		0.1		*															
Installation Equipment																					
XXX Equip																					
Installation Equipment N/R																					
Engineering Change Orders																					
XXX Kit ECO XXX																					
XXX Equip ECO XXX																					
Data		0.3		*		*															
Training Equipment		0.2																			
Support Equipment																					
ILS		0.0																			
Other Support		0.5																			
Interim Contractor Support		0.2																			
Installation Cost	614	7.1	36	0.1	49	0.1															
<b>Total Procurement</b>		<b>19.3</b>		<b>0.4</b>		<b>0.7</b>															

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

**Exhibit P-3a**  
 MODELS OF SYSTEMS AFFECTED: C-9B/DC-9/C-20D/C-20G/UC-12B/UC-12F/UC-12M/RC-12F/RC-12M/TC-12B/NC-12D/DC-12B  
 MODIFICATION TITLE: Federal Aviation Administration (FAA) Configuration Update (OSIP 71-86)

INSTALLATION INFORMATION:  
 METHOD OF IMPLEMENTATION: Contractor Depot

ADMINISTRATIVE LEADTIME: Various Months PRODUCTION LEADTIME: Months  
 CONTRACT DATES: FY 2003: Various FY 2004: Various FY 2005: Various  
 DELIVERY DATE: FY 2003: Various FY 2004: Various FY 2005: Various

(\$ 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 ( ) kits	614	7.1																			
FY 2003 ( ) kits			36	0.1																	
FY 2004 ( ) kits					49	0.1															
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>614</b>	<b>7.1</b>	<b>36</b>	<b>0.1</b>	<b>49</b>	<b>0.1</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	614	12	12	12		16	16	17														
Out	614	12	12	12	12		16	16	17													

	FY 2008				FY 2009				To Complete	Total
	1	2	3	4	1	2	3	4		
In										
Out										

Exhibit P-3a Individual Modification

MODIFICATION TITLE: Flight Safety Upgrade (OSIP 14-98)

MODELS OF SYSTEMS AFFECTED: UC-12B/F/M, TC-12B, RC-12F/M TYPE MODIFICATION: Safety

DESCRIPTION/JUSTIFICATION: The crash of a U.S. Air Force CT-43 while flying a non-directional radio beacon (NDB) approach resulted in a Department of Defense initiative to upgrade flight safety systems as soon as possible in all passenger carrying aircraft. This OSIP was established to ensure compliance with this initiative on 81 C-12 model aircraft and identified flight safety systems required to provide capability upgrade to directed requirements. Recent initiatives to divest CONUS UC-12B aircraft have reduced the number of C-12 aircraft to receive Flight Safety Upgrades (FSU) from 81 aircraft to 45 aircraft. However, 16 UC-12B have already received (FSU) under this OSIP and will be reflected in the numbers below. Under this OSIP C-12 aircraft require installation of Enhance Ground Proximity Warning Systems and Traffic collision avoidance systems (TCAS II). Additionally, UC-12 aircraft not subject to divestiture require upgrades to provide a more reliable radar altimeter. Total number of aircraft reflected under this OSIP is 61 aircraft.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: Systems are commercial off the shelf (COTS) and do not require development. System prototypes are required in 3 aircraft.  
 Note: This Exhibit reflects the reduction of 37 CONUS based UC-12B aircraft scheduled for potential divestiture.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
FSU Kit	29	9.2			11	3.6	11	3.6													
Installation Kits N/R		6.0		0.4																	
Installation Equipment																					
Installation Equipment N/R																					
Engineering Change Orders						0.5		0.3													
Data		0.2				0.3		0.1													
Training Equipment		0.9		0.0		0.3		0.2													
Support Equipment																					
ILS		0.4		0.3		0.3		0.1													
Other Support		0.9		0.2		0.4		0.3													
Interim Contractor Support																					
Installation Cost	28	2.2	1	0.1			11	0.8													
<b>Total Procurement</b>		<b>19.8</b>		<b>1.0</b>		<b>5.4</b>		<b>5.4</b>													

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

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: UC-12B/F/M, TC-12B, RC-12F/M MODIFICATION TITLE: Flight Safety Upgrade (OSIP 14-98)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Contractor Installed Kits

ADMINISTRATIVE LEADTIME: 1 Months PRODUCTION LEADTIME: 12 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 ( ) kits	28	2.2																			
FY 2003 ( ) kits			1	0.1																	
FY 2004 ( ) kits							11	0.8													
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>28</b>	<b>2.2</b>	<b>1</b>	<b>0.1</b>			<b>11</b>	<b>0.8</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	28		1							3	3	3	2								
Out	28		1							3	3	3	2								

	FY 2008				FY 2009				To Complete	Total
	1	2	3	4	1	2	3	4		
In										
Out										

Exhibit P-3a Individual Modification

MODIFICATION TITLE: Flight Management Systems (FMS) (OSIP 01-03)

MODELS OF SYSTEMS AFFECTED: C-20 D TYPE MODIFICATION: Safety

DESCRIPTION/JUSTIFICATION: This modification provides the C-20D aircraft, with an upgrade to the flight control display system and an incorporation of a High Frequency (HF) Data Link system. The flight control display system will integrate all current and future airspace navigation requirements (CNS/ATM) into a single integrated system with expandable architecture. The HF Data Link is a CNS/ATM requirement component system that integrates into the upgraded flight control display system. The system configured consists of a necessary redundancy of kits, such that 2 kits per aircraft is required. There are currently 2 C-20D aircraft in inventory, both of which will receive this modification.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: FAA approved Supplement Type Certifications (STC) have been approved and commercial off the shelf (COTS) equipment will be purchased with subsequent installation to be performed by CLS contractor at depot level on 2 C-20D aircraft.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
C-20D/G DFH KITS			2	0.2																	
C-20 FMS UPGRADE KIT			1	1.2																	
XXX Kit																					
Installation Kits N/R				0.3																	
Installation Equipment																					
XXX Equip																					
Installation Equipment N/R																					
Engineering Change Orders																					
XXX Kit ECO XXX																					
XXX Equip ECO XXX																					
Data				0.1																	
Training Equipment				0.1																	
Support Equipment																					
ILS				0.2																	
Other Support				0.1																	
Interim Contractor Support																					
Installation Cost			3	0.1																	
<b>Total Procurement</b>				<b>2.3</b>																	

Notes:

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

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: C-20 D MODIFICATION TITLE: Flight Management Systems (FMS) (OSIP 01-03)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Kits to be installed by maintenance contractor at depot

ADMINISTRATIVE LEADTIME: 2 Months PRODUCTION LEADTIME: 1 Months

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

DELIVERY DATE: FY 2003: Jan-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 ( ) kits																					
FY 2003 ( ) kits			3	0.1																	
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>3</b>	<b>0.1</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	1																			
Out		2	1																		

	FY 2008				FY 2009				To Complete	Total
	1	2	3	4	1	2	3	4		
In										
Out										

Exhibit P-3a

Individual Modification

MODIFICATION TITLE: CNS-ATM (OSIP 12-04)

MODELS OF SYSTEMS AFFECTED: C-12, C-20, C-26, C-35, C-37, C-40 TYPE MODIFICATION: Safety

DESCRIPTION/JUSTIFICATION: Communication-Navigation-Surveillance-Air-Traffic-Management (CNS-ATM) upgrades are required to satisfy International Civil Aviation Organization (ICAO) standards and Federal Aviation Administration (FAA) First and Second Phase mandates. FAA Phase 1 (1998 - 2002) delivers a subset of CNS capabilities. Implemented were: Ground Proximity Warning System, RNP - 10 NM Accuracy, Protected ILS (P-ILS) – FM Immunity, 8.33KHz spaced VHF channels and Over-water Reduced Vertical Separation Minima. All C-12 non-trainer aircraft (56) will receive P-ILS modification under this OSIP. Because the C-12 European aircraft were the only aircraft modified with the 8.33 KHz radios under OSIP 71-86, the remaining CONUS aircraft (13) are to receive this modification under this OSIP. This OSIP installs FAA Phase 2 (2003 - 2009), deploying the next generation of CNS equipment: Data link will provide Controller Pilot Data Link Communications (CPDLC) and Tower Data Link Services (TDLS) for the exchange of data communication messages between the controller personnel and pilots with an automated data link communications capability that reduces workload and reduces voice frequency congestion through digital radios. These digital radios will comply with international standards defined by ICAO for CPDLC in an Aeronautical Telecommunications Network (ATN) environment. All 96 aircraft in 6 T/M/S will receive this modification. Radio Navigation Performance (RNP) accuracy improvement to RNP-5NM is a method which permits aircraft navigation along any desired flight path within the coverage of the associated navigation aids or within the limits of the capability of self-contained aids, or a combination of these methods. Advances in Navigation RNP functionality will enable improvements in airspace design (structure, sectorization, associated route network, applicable route spacing, separation minima and responsibilities, etc.), and will allow for a high degree of flexibility for aircraft operations and for the navigational equipment used. Satellite-based (GPS) navigation systems will be augmented in local areas for non-precision and precision approaches. All 96 aircraft in 6 T/M/S will receive this modification. The Local Area Augmentation System (LAAS) kit will provide navigation system improvement to communicate within local areas for precision and non-precision approaches. All 96 aircraft in 6 T/M/S will receive this modification. The C-20D and C-26 aircraft require an avionics upgrade prior to receiving the CNS-ATM modification. This avionics upgrade consists of a digital automatic flight control system, which provides flight director, autopilot, pitch trim, Mach trim and TCAS/Mode S upgrades. The system operates in conjunction with the electronic display system that consists of primary flight displays, navigation displays, engine instrument displays, and crew alerting system displays. The flight control system will enable integration of all current and future CNS/ATM requirements into a single system with expandable architecture. One C-20D aircraft and 7 C-26 aircraft will receive this architecture upgrades to support FAA Phase 2 upgrade. CNS fulfills multiple FAA/ICAO mandates across multiple Cargo/Transport T/M/S aircraft. These aircraft operate worldwide and constantly communicate with and operate within civilian controlled airspace, both nationally and internationally. Failure to comply will ground aircraft and halt missions. There are 96 aircraft in 6 T/M/S's in the cargo/transport inventory. Aircraft receiving mods from this OSIP are 60 C-12, 7 C-20, 7 C-26, 6 UC-35, 4 C-37 and 12 C-40.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: All kits are Commercial Off-the-Shelf equipment. Non-recurring engineering is required for data link, RNP and LAAS and the Avionics Upgrade in the C-26; thus NRE is broken out separately for each kit type.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
DATA LINK KITS																					
RNP UPGRADE KIT							2	0.3													
LAAS KIT																					
P-ILS KIT					16	0.2															
AVIONICS UPGRADE KIT					1	1.4	1	0.4													
8.33 KHZ RADIO KIT					16	0.5															
Installation Kits N/R						3.3		0.8													
Installation Equipment																					
XXX Equip																					
Installation Equipment N/R																					
Engineering Change Orders																					
XXX Kit ECO XXX																					
XXX Equip ECO XXX																					
Data								0.5													
Training Equipment																					
Support Equipment																					
ILS						0.3		0.1													
Other Support						0.8		0.1													
Interim Contractor Support																					
Installation Cost					33	0.7	3	0.7													
<b>Total Procurement</b>						<b>7.1</b>		<b>2.9</b>													

Notes:

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

**Exhibit P-3a**

MODELS OF SYSTEMS AFFECTED: C-12 MODIFICATION TITLE: CNS-ATM (OSIP 12-04)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Depot Contractor

ADMINISTRATIVE LEADTIME: 3 Months PRODUCTION LEADTIME: 1 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: Jan-04 FY 2005: Jan-05

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: Feb-04 FY 2005: Feb-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 ( ) kits																					
FY 2003 ( ) kits																					
FY 2004 ( ) kits					32	0.3															
FY 2005 ( ) kits							2	0.3													
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>					<b>32</b>	<b>0.3</b>	<b>2</b>	<b>0.3</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						11	11	10		2											
Out						10	11	11		1	1										

	FY 2008				FY 2009				To Complete	Total
	1	2	3	4	1	2	3	4		
In										
Out										

**Exhibit P-3a**

MODELS OF SYSTEMS AFFECTED: C-20 MODIFICATION TITLE: CNS/ATM (OSIP 12-04)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Contractor Drive In Modification Team

ADMINISTRATIVE LEADTIME: 3 Months PRODUCTION LEADTIME: 1 Months

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

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: Feb-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 ( ) kits																					
FY 2003 ( ) kits																					
FY 2004 ( ) kits					1	0.4															
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>					<b>1</b>	<b>0.4</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						1															
Out								1													

  

	FY 2008				FY 2009				To Complete	Total
	1	2	3	4	1	2	3	4		
In										
Out										

**Exhibit P-3a**

MODELS OF SYSTEMS AFFECTED: C-26 MODIFICATION TITLE: C-26 CNS/ATM UPGRADE (OSIP 12-04)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Depot Contractor

ADMINISTRATIVE LEADTIME: 3 Months PRODUCTION LEADTIME: 1 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: Jan-05

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: \_\_\_\_\_ FY 2005: Feb-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 ( ) kits																					
FY 2003 ( ) kits																					
FY 2004 ( ) kits																					
FY 2005 ( ) kits							1	0.4													
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>							<b>1</b>	<b>0.4</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												1									
Out												1									

	FY 2008				FY 2009				To Complete	Total
	1	2	3	4	1	2	3	4		
In										
Out										