Exhibit R-2, RDT&E Budget Item Justification: PB 2015 Air Force												Date: March 2014
Appropriation/Budget Activity 3600: *Research, Development, Test & Evaluation, Air Force* / BA 7: *Operational Systems Development*					R-1 Program Element (Number/Name) PE 0207133F / *F-16 Squadrons*							
COST ($ in Millions)	**Prior Years**	**FY 2013**	**FY 2014**	**FY 2015 Base**	**FY 2015 OCO #**	**FY 2015 Total**	**FY 2016**	**FY 2017**	**FY 2018**	**FY 2019**	**Cost To Complete**	**Total Cost**
Total Program Element	-	155.152	112.667	133.105	-	133.105	162.877	130.703	116.134	115.381	Continuing	Continuing
672671: *F-16 Squadrons*	-	155.152	112.667	133.105	-	133.105	162.877	130.703	116.134	115.381	Continuing	Continuing
Quantity of RDT&E Articles	-	-	-	-	-	-	-	-	-	-		

The FY 2015 OCO Request will be submitted at a later date.

Note

In FY15, Combat Aviation Programmed Extension Suite (CAPES) is terminated.

In FY15, Modular Mission Computer (MMC)/ Display Generator Upgrade will be a new start.

A. Mission Description and Budget Item Justification

The F-16 Fighting Falcon is the world's premier multi-mission fighter. It is a fixed-wing, high performance, single-engine fighter aircraft. In its 35-year history, the F-16 has proven itself in combat in a variety of air-to-air and air-to-surface missions such as offensive and defensive counter-air, close air support, forward air control, air interdiction (day/night and all-weather) and suppression of enemy air defenses (SEAD)/destruction of enemy air defenses (DEAD). The F-16 remains the USAF's primary SEAD/DEAD platform. The aircraft has evolved in its capabilities by capitalizing upon advancements made in computers, avionics systems, engines, and structures technologies. The F-16 has been selected by more than 20 air forces around the world and foreign military sales (FMS) production continues in the 21st century. AFLCMC/WWM (the F-16 System Program Office) develops, integrates, and qualifies systems to enhance the overall performance of the F-16 mission. Enhancements that are being or will be developed during the Future Years Defense Program (FYDP) include:

a. Operational Flight Program (OFP) Development: Block 40/42/50/52 OFPs (M-series tapes) are updated continually to integrate new precision weapons, advanced targeting pods, improved avionics, and hardware (HW) and software (SW) mods to keep the F-16s, their respective training simulators, and other hardware Group B subsystems current. To keep this legacy platform combat capable, OFPs are designed for release on a three-year cycle. Generally, three major or minor tapes are under development/testing at any one time. Extensive ground and flight testing is required to field each M-series tape. Advanced weapons integration includes Joint Air-to-Surface Stand-off Missile (JASSM) and Joint Direct Attack Munitions (JDAM, Laser JDAM), Small Diameter Bomb (SDB and SDB II), Advanced Medium Range Air-to-Air Missile (AMRAAM) AIM-120D, Sidewinder (AIM-9X/AIM-9X Block II), and updates to existing weapons. Weapons integration also includes tasks such as performing risk reduction activities on advanced weapon integration, developing and integrating advanced racks, pylons, adapters, and the universal armament interface (UAI), and ensuring continued nuclear surety, safety and compatibility with upgrades such as the integration of the B61-12. Updates to electronic warfare systems allow for incorporation of the latest updates for changing threat environment, reducing war-fighter vulnerabilities. Multifunctional Information Distribution System (MIDS) HW block upgrades provides the F-16s with a secure, jam resistant, high-capacity data communications link with other combat aircraft, airborne control aircraft, and ground control centers. The new major capabilities currently being integrated via M6.5/M7+ include GPS inertial navigation set (GPS/INS) updates to improve targeting accuracy and GPS security, AIM-120D, joint mission planning system (JMPS). As part of the Source of Repair Assignment Process (SORAP) decision, the OFP development has transitioned from Lockheed Martin Aeronautics (LM Aero) to Ogden Air Logistics Complex (OO-ALC), 309th Software Maintenance Group (309 SMXG). LM Aero will

produce the common USAF/European Participating Air Forces (EPAF) core software tape for USAF M6.5+ that will serve as the baseline for the USAF M7+ OFP. The 309 SMXG has software development responsibility for the M7+ SW/HW candidates for the USAF jets fielding in FY16. M7.2+ Minor Tape is currently in early stages of program planning, candidate definition and test HW procurement to incorporate DoD mandates such as Airborne Dependent Surveillance Broadcast (ADS B-Out) as well as other Combat Air Forces (CAF) candidates including color display and Advanced Defensive Electronic Warfare (EW) System coordination. M8+ is in early stages of program planning for incorporating Modular Mission Computer (MMC) architecture.

b. F-16 Block 40-52 Legacy Service Life Extension Program (SLEP): A two-phased RDT&E effort which includes Full Scale Durability Test (FSDT) and Engineering, Manufacturing and Development (EMD) to support structural modifications to Block 40/42/50/52 F-16 aircraft to increase service life. FSDT required preliminary structural analysis, construction of a test fixture, and modification of an aircraft to begin testing. FSDT is required to prove finite element models and to develop the airworthiness certification basis to extend the current Certified Service Life (CSL) from 8,000 Equivalent Flight Hours (EFH) to 10,000 EFH (Threshold), or 12,000 EFH (Objective). In accordance with the Aircraft Structural Integrity Program and MIL-STD 1530C, testing will support Blk 40/42/50/52 structural upgrade program that replaces or reworks known life-limited structure to preclude the onset of widespread fatigue damage, maintain safety of flight and enhance aircraft availability beyond 8,000 hours. EMD is required to develop the engineering solutions necessary to resolve the life-limiting structural issues defined in FSDT and develop the airworthiness certification recommendation. The Government will receive a re-procurement technical data package to support production of kits and installs, maintenance Technical Orders, Time Compliance Technical Orders, manufacturing and installation tools, and all drawing packages necessary to sustain the SLEP modified aircraft through the extended certified service life.

c. Auto Ground Collision Avoidance System (Auto GCAS): Builds upon the Air Force Research Laboratory's (AFRL) fighter risk reduction program (FRRP) demonstrated capability and results in the Auto GCAS capability being production ready for incorporation in the M6.2+ OFP (Minor Tape) fielding in FY14 with potential for nearly eliminating controlled flight into terrain (CFIT) accidents, a leading cause of F-16 loss of pilots and aircraft.

d. EMD Hardware/Advanced Capability Improvements: EMD HW provides funding to develop, test, and qualify, weapon systems, aircraft subsystems replaced or modified due to requirements changes, pre-planned product improvements (P3I), diminishing manufacturing sources (DMS) and parts obsolescence. The approach to contracting varies by individual project. These hardware improvements include but are not limited to flight systems, improved navigation, multiplex architecture, MMC advanced hi-speed digital data communication and throughput and memory upgrades within the aircraft systems. Updates are periodically made to improve performance of subsystems such as embedded GPS inertial navigation set (EGI), air-to-air interrogator (AAI), digital video recorder, advanced data transfer equipment (ADTE) and related data transfer and retrieval devices, displays and display generators, radio/communication gear, and data link improvements. Advanced capability improvements include software integration, sensor upgrades, radar updates and other self-protection/electronic protection (EP) enhancements, 4th/5th gen fighter network communications, lab and/or on-aircraft evaluation of potential subsystem changes/capability improvements. These capability improvements also include integration of targeting pod updates and tech order changes e.g., SNIPER targeting pod, High-Speed Anti-Radiation Missile (HARM) targeting system (HTS), low altitude infrared targeting and navigation LITENING tageting pod, etc. Advanced capabilities also include integration of new replacement hardware for DMS crash survivable data recorder.

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e. Modular Mission Computer (MMC) / Display Generator Upgrade: The MMC upgrade resolves short falls in mission computer memory and throughput brought on by the addition of incremental combat capability over the last three OFP cycles. Funding includes non-recurring engineering (NRE), design, development, integration, and ground/flight test for fielding with the M8+ OFP. The addition of an Ethernet port facilitates future increments of combat capability (e.g., digital targeting pod video). The Display Generator Upgrade allows a fully integrated Multi-Function Display System (MFDS) solution including Hands On Throttle and Stick (HOTAS) integration with Sensors of Interest (SOI), format swapping and high definition video on 4"x4" displays; provides improved display formats during dynamic maneuvers; resolves symbol freezing issues due to throughput constraints; and provides a sustainable approach to address growing DMS concerns with the current Programmable Display Processor (PDG).

f. F-16 Training Simulators: The F-16 simulators enable the USAF to exercise and train using the latest available F-16 Fighting Falcon capabilities available to all block configurations, while reducing the overall cost of training the Armed Forces, to include both aircrew and maintenance trainers. In order to maintain concurrency with the aircraft OFP, this funding supports development, test, and integration of simulator upgrade efforts, such as OFP development. Reductions in unit flying hour programs through the FYDP increase the need for high fidelity combat crew training devices that are capable of simulating the full range of anticipated combat and combat support missions.

g. The JASSM-ER (Extended Range): This capability integrates JASSM-ER on F-16 Blk 40/42/50/52 aircraft, and includes NRE, test assets, SEEK EAGLE, integration, and test. This capability will be fielded in conjunction with a future OFP delivery.

This program is in Budget Activity 7, Operational System Development because it includes development efforts to upgrade systems that have been fielded or have received approval for full rate production and anticipate production funding in the current or subsequent fiscal year.

B. Program Change Summary ($ in Millions)	FY 2013	FY 2014	FY 2015 Base	FY 2015 OCO	FY 2015 Total
Previous President's Budget	190.257	177.298	228.263	-	228.263
Current President's Budget	155.152	112.667	133.105	-	133.105
Total Adjustments	-35.105	-64.631	-95.158	-	-95.158
• Congressional General Reductions	-0.234	-			
• Congressional Directed Reductions	-13.500	-64.631			
• Congressional Rescissions	-	-			
• Congressional Adds	-	-			
• Congressional Directed Transfers	-	-			
• Reprogrammings	-4.000	-			
• SBIR/STTR Transfer	-3.795	-			
• Other Adjustments	-13.576	-	-95.158	-	-95.158

Change Summary Explanation

FY13: Reduction of -$35.105M due to Congressional Reduction of -$13.500M, SBIR of -$3.795M, reprogrammings of -$4M and sequestration of -$13.576M
FY14: Reduction of -$64.631M due to Congressional Reduction and program decreases.

Exhibit R-2, RDT&E Budget Item Justification: PB 2015 Air Force	Date: March 2014
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FY15: Reduction of -$95.158M due to CAPES termination and program decreases.

C. Accomplishments/Planned Programs ($ in Millions)	FY 2013	FY 2014	FY 2015
Title: OFP Updates Blk 40-52 OFP	64.362	74.786	64.210
Description: OFP M-tapes are updated continually to integrate new weapons, targeting pods, improved avionics. M6.2+ has entered development test and evaluation (DTE) and is scheduled to field in CY 2014. M6.5+/M7+ is in Phase III development with M6.5+ common candidates to include Universal Armament Interface (UAI) updates and Embedded GPS inertial (EGI) updates and M7+ candidates to include AIM 9X Block II. The USAF M6.5+ OFP is not intended to field but will be the baseline for the OO-ALC developed M7+ which will field in FY16. M7.2+ Minor Tape is in early stages for planning and candidate definition to incorporate DoD mandates. M8+ is in early stages for planning on incorporating MMC upgrade architecture and Display Generator Upgrade.			
FY 2013 Accomplishments: Continued OFP software design and began integration and DTE efforts for M6.2+ Minor tape which incorporates Auto GCAS as well as new FAA SW requirement that will allow Mode 5 to field as part of the M6.2+ Minor Tape. M6.5+ merges with M7+ as part of Phase III risk reduction. Began M7.2+ assessment for incorporating Civil DoD mandates and ACC candidates for color display and Advanced Defensive electronic warfare (EW) System coordination. Began M8+ SW candidate assessment to include MMC upgrade architecture.			
FY 2014 Plans: Finalize DT/OT testing and field M6.2+ Minor Tape in 3Q2014 which incorporates Auto GCAS as well as new FAA SW requirement that will allow Mode 5 to field. M7+ OFP baseline will incorporate all M6.5+ candidates as part of final design, code and unit test and enters into Software Integration Lab (SIL) testing. Phase 0/I efforts continue for M8+ SW candidates including MMC upgrade architecture and Display Generator upgrade, M7.2+ early assessment for planning and candidate definition of DoD mandates and CAF candidates for color display and advanced Defensive EW Systems.			
FY 2015 Plans: M7+ OFP baseline development at OO-ALC will incorporate all M6.5+ candidates as part of final design, code and unit test and enters into SIL testing. Continue Phase 0/I efforts for M8+ SW candidates including MMC Upgrade architecture and Display Generator Upgrade, start detail design, code efforts and procure test assets for M7.2+ Minor Tape to incorporate DoD mandates as well as CAF candidates for color display and Advanced Defensive EW Systems.			
Title: Flight Test	21.376	14.211	24.201
Description: F-16 Baseline Flight Test funds F-16 test and evaluation at the Combined Test Facility (CTF) at Edwards AFB and Developmental Test/Operational Test (DT/OT) Test facility at Eglin AFB including integration test of associated subsystems and			

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C. Accomplishments/Planned Programs ($ in Millions)	FY 2013	FY 2014	FY 2015
weapons as well as maintain test schedule for F-16 Block 40-52 MMC OFPs, weapons integration, and sub-systems to ensure capabilities meet CAF's fielding schedule. ***FY 2013 Accomplishments:*** FY13 funding supported CTF infrastructure (Government and Contractor) and DT flight DTE sorties for M6.2+ Minor Tape OFP as well as M7+ design try-out (DTO) testing. ***FY 2014 Plans:*** FY14 funding supports CTF infrastructure (Government and Contractor). M6.2+ Minor Tape OFP completes force development evaluation (FDE) as well as M7+ DTO testing. ***FY 2015 Plans:*** FY15 funding supports CTF infrastructure (Government and Contractor). Start M7+ DTE testing. Initiate test planning for M7.2+ DTO risk reduction testing.			
Title: Combat Avionics Programmed Extension Suite (CAPES) ***Description:*** F-16 Blk 40-52 CAPES: The CAPES effort has been terminated as part of the FY15 budget cycle for higher AF priorities. This avionics modernization program would keep the F-16 Blk 40-52 aircraft viable in the threat environment beyond 2025. It includes but is not limited to an AESA radar that offers improved destruction of enemy air defenses (DEAD), and advanced electronic protection capabilities as well as improved reliability and maintainability; CDU, which replaces existing flight instrument cluster with large higher resolution color multi-function display; EW updates (ALQ-213 Electronic Warfare Management System), which provides a single-point access for automated or hands-on EW system control; and IBS that integrates multiple intelligence broadcasts into a system of systems and migrates tactical receive terminals into a single related JTT family. ***FY 2013 Accomplishments:*** CAPES AESA UCA was awarded as part of the Radar Modernization Program (RMP), AESA vendor selection occurred 4QFY13, test assets were procured and Radar NRE began toward a preliminary system design to meet common requirements in the co-development of the AESA radars with the Taiwan Air Force. ***FY 2014 Plans:*** Not Applicable ***FY 2015 Plans:*** Not Applicable	58.867	-	-
Title: Legacy Service Life Extension Program (SLEP) Structures	8.064	15.200	16.202

Exhibit R-2, RDT&E Budget Item Justification: PB 2015 Air Force	Date: March 2014
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C. Accomplishments/Planned Programs ($ in Millions)	FY 2013	FY 2014	FY 2015

Description: F-16 Blk 40-52 Legacy Service Life Extension Program (SLEP): A two-phased RDT&E effort which includes Full Scale Durability Test (FSDT), and Engineering, Manufacturing and Development (EMD). FSDT required preliminary structural analysis, construction of a test fixture, and modification of an aircraft to begin testing. The FSDT contract awarded Apr 11 and aircraft cycle testing began Dec 12. FSDT is required to prove finite element models and to develop the airworthiness certification basis to extend the current Certified Service Life (CSL) from 8,000 Equivalent Flight Hours (EFH) to 10,000 EFH (Threshold), or 12,000 EFH (Objective). In accordance with the Aircraft Structural Integrity Program and MIL-STD 1530C, testing will support Blk 40-52 structural upgrade program that replaces or reworks known life-limited structure to preclude the onset of widespread fatigue damage, maintain safety of flight and enhance aircraft availability beyond 8,000 hours. FSDT is projected to complete cycle testing in Nov 14, with final recommendation in Nov 15. The Government will receive a re-procurement technical data package to support production and installs, maintenance Technical Orders, Time Compliance Technical Orders, manufacturing and installation tools, and all drawing packages necessary to sustain the SLEP modified aircraft through the extended certified service life. Production contract is planned to award in FY17, with FRP in FY19.

FY 2013 Accomplishments:
FSDT completed first life cycle testing and two major scheduled repairs on test aircraft. Airframe damage analysis continued throughout cycle testing. Critical repairs are designed and installed for wings, lower FS341 bulkhead,longerons, carry-through bulkheads, and closure beam assembly. Began organic design and developed tooling and repair of FS462 bulkhead. Pre-EMD contract awarded Nov 13 with a 45 month period of performance to develop the engineering solutions necessary to resolve life-limiting structural issues defined during FSDT and develop the airworthiness certification recommendation.

FY 2014 Plans:
SLEP team organically tests and qualifies tooling and repair of FS462 bulkhead. FSDT completes last major repair (replace FS479 bulkhead and install FS462 bulkhead repair) and second life testing, which concludes the cycle test program. Pre-EMD completes System Requirements Review (SRR), and Preliminary Design Review 1 (PDR 1) to extend the current certified service life of 8,000 EFH to 10,000+ EFH. Key Pre-EMD activities begin in 2014, such as: repair and tool design engineering, kit definition, and source data development for TO, TCTO, and kit proof planning. In accordance with the Aircraft Structural Integrity Program and MIL-STD-1530C, testing will support Blk 40/50 structural upgrade program that replaces or reworks known life-limited structure to preclude the onset of widespread fatigue damage, maintain safety of flight and enhance aircraft availability beyond 8,000 hours.

FY 2015 Plans:
FSDT concludes with the completion of aircraft teardown, inspection, final report and recommendation. Pre-EMD risk reduction activities conclude and final requirements defined with completion of PDR 2 and Critical Design Review 1 (CDR 1). Milestone B approval is planned in spring 2015, followed by final CDR. EMD activities continue and begin to finalize engineering designs of

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C. Accomplishments/Planned Programs ($ in Millions)	FY 2013	FY 2014	FY 2015
kits and tooling, TO and TCTOs, and procurement of long-lead items to support Kit Proof in 2016. Completion allows for release of preliminary Technical Data Package to support initial production acquisition activities and release of a draft Request for Proposal.			
Title: EMD HW/Advanced Capabilities Improvements	0.500	0.470	0.500
Description: EMD HW/advanced capability improvements: EMD HW provides funding to develop, test, and qualify aircraft weapons systems including F-16 subsystems replaced or modified due to requirements changes, P3I and DMS and parts obsolescence. The approach to contracting varies by individual project. These hardware improvements include but are not limited to flight systems, improved navigation, MUX architecture, MMC throughput memory upgrades, high speed data communications within the aircraft systems, embedded GPS/INS updates, Blk 40 AAI, digital video recorder, ADTE and related data transfer devices and interfaces, display upgrades, radio/communication studies, and CAS data link. Advanced capability improvements include software integration, sensor upgrades, color display upgrades, radar updates and other self-protection/EP enhancements, 4th/5th gen fighter network communications, lab and/or on-aircraft evaluation of potential subsystem changes/ capability improvements on the F-16 as well as establishment of associated requirement specification changes. These capability improvements also fund integration of pods (SNIPER, HTS, LITENING) including updates and tech order changes. Also includes integration of new replacement DMS hardware for a crash survivable data recorder. ***FY 2013 Accomplishments:*** EMD HW/advanced capability improvements: EMD HW funded to develop, test, and qualify aircraft weapons systems including F-16 subsystems replaced or modified due to requirements changes, P3I and DMS and parts obsolescence. The approach to contracting varies by individual project. These hardware improvements include but are not limited to flight systems, improved navigation, MUX architecture, MMC throughput memory upgrades, advanced hi-speed digital avionics data communications within the aircraft systems, embedded GPS/INS updates, Blk 40 AAI, digital video recorder, ADTE and related data transfer devices and interfaces, display upgrades, radio/communication studies, and CAS data link. Advanced capability improvements included software integration, sensor upgrades, color display upgrades, radar updates and other self-protection/EP enhancements, 4th/5th gen fighter network communications, lab and/or on-aircraft evaluation of potential subsystem changes/capability improvements on the F-16 as well as establishment of associated requirement specification changes. These capability improvements also funded integration of pods (SNIPER, HTS, LITENING) including updates and tech order changes. Also included integration of new replacement DMS hardware for a crash survivable data recorder. ***FY 2014 Plans:*** EMD HW/advanced capability improvements: EMD HW provides funding to develop, test, and qualify aircraft weapons systems including F-16 subsystems replaced or modified due to requirements changes, P3I and DMS and parts obsolescence. The approach to contracting varies by individual project. These hardware improvements include but are not limited to flight systems, improved navigation, MUX architecture, MMC throughput memory upgrades, advanced hi-speed digital avionics data			

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C. Accomplishments/Planned Programs ($ in Millions)	FY 2013	FY 2014	FY 2015
communications within the aircraft systems, embedded GPS/INS updates, Blk 40 AAI, digital video recorder, ADTE and related data transfer devices and interfaces, display upgrades, radio/communication studies, and CAS data link. Advanced capability improvements include software integration, sensor upgrades, color display upgrades, radar updates and other self-protection/EP enhancements, 4th/5th gen fighter network communications, lab and/or on-aircraft evaluation of potential subsystem changes/ capability improvements on the F-16 as well as establishment of associated requirement specification changes. These capability improvements also fund integration of pods (SNIPER, HTS, LITENING) including updates and tech order changes. Also includes integration of new replacement DMS hardware for a crash survivable data recorder. ***FY 2015 Plans:*** EMD HW/advanced capability improvements: EMD HW provides funding to develop, test, and qualify aircraft weapons systems including F-16 subsystems replaced or modified due to requirements changes, P3I and DMS and parts obsolescence. The approach to contracting varies by individual project. These hardware improvements include but are not limited to flight systems, improved navigation, MUX architecture, MMC throughput memory upgrades, advanced hi-speed digital avionics data communications within the aircraft systems, embedded GPS/INS updates, Blk 40 AAI, digital video recorder, ADTE and related data transfer devices and interfaces, display upgrades, radio/communication studies, and CAS data link. Advanced capability improvements include software integration, sensor upgrades, color display upgrades, radar updates and other self-protection/EP enhancements, 4th/5th gen fighter network communications, lab and/or on-aircraft evaluation of potential subsystem changes/ capability improvements on the F-16 as well as establishment of associated requirement specification changes. These capability improvements also fund integration of pods (SNIPER, HTS, LITENING) including updates and tech order changes. Also includes integration of new replacement DMS hardware for a crash survivable data recorder.			
Title: Auto Ground Collision Avoidance System (Auto GCAS) ***Description:*** This program will nearly eliminate CFIT accidents, a leading cause of F-16 loss of pilots and aircraft. One study predicted this capability could have saved 10 pilots and 15 aircraft lost from CFIT accidents had it been available. In Mar 08, the Combat Air Force Requirements Oversight Council (CAFROC) directed development of Auto GCAS for F-16 Blk 40-52 aircraft. Production configurations of the remaining software items will be incorporated during the M6.2+ effort that will field in FY14, which will enable the Auto GCAS function. ***FY 2013 Accomplishments:*** Integration and DT&E testing for Auto GCAS to incorporate it into the M6.2+ OFP (Minor Tape) scheduled to field in FY 2014 and finished updating support equipment software to accommodate Auto GCAS testing and fielding.	1.983	-	-
Title: MMC Upgrade / Display Generator Upgrade, FY15 New Start ***Description:*** The MMC upgrade resolves short falls in mission computer memory and throughput brought about by the addition of incremental combat capability over the last three OFP cycles. Funding includes NRE, design, development, integration, and	-	-	19.992

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C. Accomplishments/Planned Programs ($ in Millions)	FY 2013	FY 2014	FY 2015
ground/flight test for fielding with the M8+ OFP. The addition of an Ethernet port facilitates future increments of combat capability with the OFP (e.g., digital targeting pod video). Display Generator Upgrade allows a fully integrated MFDS solution including HOTAS integration with Sensor of Interest (SOI), format swapping and high definition video on 4x4 displays; provides improved display formats during dynamic maneuvers; resolves symbol freezing issues due to throughput constraints; and provides a sustainable approach to address growing DMS concerns with the current PDG. ***FY 2015 Plans:*** Initiate contract for NRE, MMC and Display Generator Upgrade asset procurement, design, development, integration, and ground/flight test for fielding with the M8+ OFP.			
Title: JASSM-ER ***Description:*** The JASSM-ER capability integrates JASSM-ER on F-16 Blk 40/42/50/52 aircraft, including NRE, SEEK EAGLE, test assets, integration, and flight test. This capability will be fielded in conjunction with a future OFP delivery. ***FY 2014 Plans:*** Begin NRE contract efforts for procurement of SEEK EAGLE test assets and integration on F-16 Blk 40/42/50/52 aircraft. ***FY 2015 Plans:*** Continue NRE development efforts for integration of JASSM-ER capability on F-16 Blk 40/42/50/52 aircraft.	-	8.000	8.000
Accomplishments/Planned Programs Subtotals	155.152	112.667	133.105

D. Other Program Funding Summary ($ in Millions)

Line Item	FY 2013	FY 2014	FY 2015 Base	FY 2015 OCO	FY 2015 Total	FY 2016	FY 2017	FY 2018	FY 2019	Cost To Complete	Total Cost
• APAF: BA05: Line Item # F01600: *Modifications, PE 0207133F*	6.887	9.334	12.336	-	12.336	17.248	30.578	114.260	127.421	Continuing	Continuing
• APAF: BA07: Line Item # F01600: *Post Production Support,PE 0207133F*	5.898	3.238	10.994	-	10.994	15.144	15.425	15.717	16.052	Continuing	Continuing

Remarks

E. Acquisition Strategy

RDT&E funds will primarily be executed in developing improved capability, maintenance and safety mods. OFP software will be continuously updated to complement modification development and bring new capabilities to the user. M6.2+ is scheduled to field in FY14 with Auto GCAS, M7+ currently being developed at OO-ALC,

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M7.2+ minor tape is currently in early stages of program planning and candidate definition to incorporate DoD mandates as well as other CAF candidates for color display and Advanced Defensive EW System coordination, M8+ is in early stages of program planning for incorporating MMC Upgrade architecture and Display Generator Upgrade.

The F-16 Blk 40-52 Legacy SLEP program will keep the F-16 aircraft viable by extending the aircraft service life beyond 2025. Legacy SLEP EMD is required to develop the engineering solutions necessary to resolve the life-limiting structural issues defined in FSDT and develop the airworthiness certification recommendation.

The CAPES effort will be terminated as part of the FY15 budget cycle for higher AF priorities.

The EMD hardware development line provides funding to develop, test, and qualify aircraft subsystems upgrades, communication upgrades, parts obsolescence and DMS. The approach to contracting varies by individual project. LM Aero is the prime contractor on all systems except the General Electric/Pratt & Whitney engines.

Contract types are Time and Material (T&M), Cost Plus Incentive Fee (CPIF), Cost Plus Fixed Fee (CPFF) and Firm Fixed Price (FFP).

F. 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-4, RDT&E Schedule Profile: PB 2015 Air Force		Date: March 2014
Appropriation/Budget Activity 3600 / 7	**R-1 Program Element (Number/Name)** PE 0207133F / *F-16 Squadrons*	**Project (Number/Name)** 672671 / *F-16 Squadrons*

F-16 Program Schedule – USAF FY15 PB (R-4 Exhibit)

U.S. AIR FORCE