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Exhibit R-2, RDT&E Budget Item Justification: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319: <i>Research, Development, Test & Evaluation, Navy / BA 7: Operational Systems Development</i>					R-1 Program Element (Number/Name) PE 0702207N / <i>Depot Maintenance (NON-IF)</i>							
COST (\$ in Millions)	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	FY 2023	FY 2024	FY 2025	FY 2026	Cost To Complete	Total Cost
Total Program Element	300.790	46.489	43.090	36.880	-	36.880	-	-	-	-	-	-
3030: <i>FA-18 SLAP</i>	245.207	24.941	22.946	10.419	-	10.419	-	-	-	-	-	-
3182: <i>T-45 SLAP</i>	31.197	6.474	6.681	4.564	-	4.564	-	-	-	-	-	-
3384: <i>MH-60 SLAP</i>	14.732	5.420	13.463	21.897	-	21.897	-	-	-	-	-	-
9999: <i>Congressional Adds</i>	9.654	9.654	0.000	0.000	-	0.000	-	-	-	-	-	-

A. Mission Description and Budget Item Justification

3030: A significant portion of the F/A-18 and EA-18G airframe is believed to have additional inherent capability and a life extension may be possible for many portions of the airframe. The F/A-18 Service Life Assessment Program (SLAP) is assessing the structural and subsystem conditions of the F/A-18 fleet in order to determine what modifications are necessary to extend the aircraft design life limits to allow it to achieve Chief of Naval Operations (CNO) inventory requirements. Without SLAP and the follow on Service Life Extension Program (SLEP), aircraft are retired from the USN inventory when a design service life metric is reached. RDTE funds will support aircraft teardown to validate SLAP analysis, identify unknown fatigue areas and assess the aircraft's material condition.

3182: The T-45 aircraft structure is currently fatigue limited to 14,400 flight hours based on initial full-scale fatigue tests. This service life limit prevents the T-45 fleet from meeting Integrated Production Plan (IPP) past 2025. Studies demonstrate that the 14,400 flight hour service life can be extended, with a Service Life Extension Program (SLEP), to 21,600 flight hours, which will support meeting IPP until 2035. A T-45 Structural Service Life Assessment Program (SLAP) was completed in February 2012. In order for the T-45 to meet IPP until 2035, it is also necessary to assess the subsystems of the T-45 in their ability to remain viable.

In FY13 an initial subsystem assessment, based on the updated fleet aircraft usage spectrum and future predicted training missions of the T-45 aircraft, found 79 dispositions requiring further analysis, teardowns, age explorations, recertification and/or testing . The assessment of the subsystems that make up these 79 dispositions will address all critical subsystems required and their ability to maintain IPP/NTR until 2035, analysis and studies will be conducted to outline improvements, assess manufacturing capabilities, prototype redesign and test of subsystems for trainer aircraft.

3384: MH-60 SLAP is assessing the primary aircraft structure and subsystem condition of the MH-60S fleet in order to evaluate the airframe's ability to meet its designed service life of 10,000 hours. SLAP will determine the efforts necessary to extend the aircraft design life limits to meet CNO operational inventory requirements through FY 2035. The highest flight time MH-60S helicopters are expected to exceed the design life limit in 2024, at which time as many as 30 aircraft per year could be removed from flight status without a SLAP and follow-on SLEP directly impacting Combat Logistics, Surface Warfare (SUW), Combat Search and Rescue (CSAR), Naval Special Warfare (NSW) Support, Airborne Mine Countermeasures (AMCM), and operational capabilities and capacity. MH-60 SLAP is comprised of two distinct assessments: Fatigue Life Assessment (FLA), which will establish the fatigue life of the aircraft and air vehicle systems and Subsystem Life Assessment (SLA), which will examine subsystems that are critical to safe operations and identify risk mitigation strategies for critical components. FLA consists of structural investigations of the cockpit beams, main gearbox beams/frames, upper deck, engine mount, lower tub, main landing gear, tail landing gear, cargo hook, transition splice and tie-down fittings/structure, tailcone, tail gearbox, intermediate gearbox, stabilator, manufactured joints/splices, and flight controls support structure. SLA will evaluate engines, rotor brake,

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hydraulic, flight controls, avionics components and infrastructure to identify over-and-above inspections, overhaul intervals or replacement schedules to fly beyond the current design limit assumption. Analysis will be further refined, augmented with aircraft, specific system and wiring teardowns, inspections, and tests; data analysis; and development of models and tools, producing results that will continue inform SLEP ECP development. Engineering for design/development will ramp for Engineering Change Proposals (ECPs) for a phased SLEP solution. Additionally, a plan will be developed to convert the MH-60S Block 1 aircraft to Block 3B aircraft, extending the mission profile for these aircraft and ultimately providing the fleet with more flight hours.

9999: FY 2019 Congressional Add funds MH-60S analysis and development of the 401D engine; the procurement of MH-60 alignment, tail cone, and pylon fixtures to support SLAP analysis, development of engineering technical data, drawings/models and associated lists from the Original Equipment Manufacturer (OEM) in support of SLAP deep look inspections. FY 2020 Congressional Add funds the continuation of aircraft historical regime and usage data assessment, airframe external loads analysis and fatigue analysis. Continue development of initial dispositions for safety critical items.

JUSTIFICATION FOR BUDGET ACTIVITY: This program is funded under OPERATIONAL SYSTEMS DEVELOPMENT because it includes development efforts to upgrade systems that have been fielded or have received approval for full rate production and anticipate funding in the current or subsequent fiscal year.

B. Program Change Summary (\$ in Millions)	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
Previous President's Budget	48.182	45.168	65.513	-	65.513
Current President's Budget	46.489	43.090	36.880	-	36.880
Total Adjustments	-1.693	-2.078	-28.633	-	-28.633
• Congressional General Reductions	-	-2.078			
• Congressional Directed Reductions	-	-			
• Congressional Rescissions	-	-			
• Congressional Adds	-	-			
• Congressional Directed Transfers	-	-			
• Reprogrammings	-0.065	0.000			
• SBIR/STTR Transfer	-1.628	0.000			
• Program Adjustments	0.000	0.000	-17.024	-	-17.024
• Rate/Misc Adjustments	0.000	0.000	-11.609	-	-11.609

Congressional Add Details (\$ in Millions, and Includes General Reductions)

Project: 9999: *Congressional Adds*

Congressional Add: *MH-60 NRE*

	FY 2020	FY 2021
Congressional Add Subtotals for Project: 9999	9.654	0.000
Congressional Add Totals for all Projects	9.654	0.000

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Appropriation/Budget Activity 1319: <i>Research, Development, Test & Evaluation, Navy / BA 7: Operational Systems Development</i>	R-1 Program Element (Number/Name) PE 0702207N / <i>Depot Maintenance (NON-IF)</i>	
<u>Change Summary Explanation</u> Cost: PU 3030: Decrease in FY22 to F/A-18E/F Service Life Assessment Program (SLAP) redirects \$10.0 million of funding to F/A-18 Block III efforts in FY22 due to efficiencies and synergies gained from overlapping phases for structures and subsystem efforts. Additional decreases for \$4.261 million to account for the availability of prior year execution balances, and an additional \$5.047 million reduction for Rate/Misc adjustments. Technical: PU 3030: N/A PU 3182: Decrease from FY21 to FY22 accounts for reductions in contracting costs associated with the final year of execution for T-45 Structural Service Life Assessment Program (SLAP). Received \$1.097M under execution mark due to a late contract award on the T-45 SLAP contract. PU 3384: Decrease of \$8.165M since PB-21 in FY22 is due to timing of Fatigue Life Assessment (FLA) deliverables and SLAP analysis which resulted in refined cost estimates of initial SLEP ECP development efforts. Schedule: PU 3030: EA-18G schedule changes capitalize on lessons learned from the F/A-18E/F SLAP analysis. This includes efficiencies and synergies gained from overlapping phases, as well as actual time required to conduct each phase. Schedule changes reflect the following: Updated Post Flex Mode award from Q2FY20 to Q1FY20 Updated S/S Specs award from Q3FY20 to Q2FY20 Updated G SLAP Loads award from Q4FY20 to Q3FY20 Updated G SLAP MES Software Update to Q2FY22 Updated G SLAP MES Development Award from Q3FY21 to Q4FY20 Updated S/S Analyses award to Q4FY21 Added Post Flex Mode award in Q1FY22 Updated G SLAP Hot Spot Analysis award to Q4FY22 Updated beginning of EA-18G Structures Phase B from beginning Q1FY21 to Q1FY22 to align the contractor efforts of working E/F and G in parallel going forward. PU 3182: Schedule updated to include Service Life Extension Program (SLEP) Lot 3 deliveries in 2QFY26. PU 3384: Fatigue Life Assessment(FLA) end date changed from Q4FY24 to Q4FY22 to reflect completion of initial FLA activities. Subsystem Life Assessment end date changed from Q4FY19 to Q4FY20 to reflect time required to complete analysis.		

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PU 9999: N/A		

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy										Date: May 2021		
Appropriation/Budget Activity 1319 / 7					R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-I F)				Project (Number/Name) 3030 / FA-18 SLAP			
COST (\$ in Millions)	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	FY 2023	FY 2024	FY 2025	FY 2026	Cost To Complete	Total Cost
3030: FA-18 SLAP	245.207	24.941	22.946	10.419	-	10.419	-	-	-	-	-	-
Quantity of RDT&E Articles		-	-	-	-	-	-	-	-	-		

A. Mission Description and Budget Item Justification

The F/A-18 and EA-18G Service Life Assessment Program (SLAP) is assessing the structural and subsystem conditions of the F/A-18 fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to allow it to achieve Chief of Naval Operations (CNO) inventory requirements. The goal of the F/A-18 SLAP program is to identify critical structures and components that can achieve the extended service life limit goals. SLAP consists of structural investigations of the main landing gear, arresting hook and catapult back-up structures, vertical tails, wings and fuselage. A second effort is to evaluate the subsystem components (hydraulics, wiring, actuators, etc) to identify over and above inspections, overhaul intervals or replacement schedules to fly past design life limits. The current life limits for the F/A-18 E/F are 6,000 Flight Hours (FH), 2,250 catapults/arrestments (Cat/Traps) and 15,750 total landings; EA-18G are 7,500 FH, 2,550 CAT/Traps and 17,850 total landings. The F/A-18 SLAP program of record states the SLAP goals as 10,000 FH, 2,917 Cat/Traps and 18,750 total landings. The primary objective of F/A-18 and EA-18G SLAP is to determine if the stated SLAP goals are feasible. An increase in total landings and flight hours would allow the F/A-18 to meet CNO inventory requirements. The requirements are integrated with the Joint Strike Fighter planned introduction. This effort is required to be conducted for these airframes and subsystems to ascertain what actions and modifications must be taken to safely operate each system beyond its designed life until the targeted end of service life.

B. Accomplishments/Planned Programs (\$ in Millions, Article Quantities in Each)

	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
Title: F/A-18 SLAP	9.276	6.316	3.899	0.000	3.899
Articles:	-	-	-	-	-
Description: The current design life limits do not support USN inventory requirements. Funding supports assessing the structural and component condition of the F/A-18 fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to allow it to achieve CNO inventory requirements.					
FY 2021 Plans: Continue stress analysis of numerous data points to provide exploitation of complete structural fatigue testing with the expectation of extending the current service life of F/A-18E/F from the design limits to the SLAP goals. Crack growth analysis will be performed to determine recurring requirements to extend the platform beyond its current service life limits. Several ECPs have been developed and are being executed to address changes to the Aircraft fuselage and wing structure to meet a service life of 10,000 hours.					
FY 2022 Base Plans: Continue stress analysis of numerous data points to provide exploitation of complete structural fatigue testing with the expectation of extending the current service life of F/A-18E/F from the design limits to the SLAP goals.					

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy		Date: May 2021
Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / <i>Depot Maintenance (NON-IF)</i>	Project (Number/Name) 3030 / <i>FA-18 SLAP</i>

B. Accomplishments/Planned Programs (\$ in Millions, Article Quantities in Each)	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
Crack growth analysis will be performed to determine recurring requirements to extend the platform beyond its current service life limits. Several ECPs have been developed and are being executed to address changes to the Aircraft fuselage and wing structure to meet a service life of 10,000 hours. FY 2022 OCO Plans: N/A FY 2021 to FY 2022 Increase/Decrease Statement: Decrease of \$2.417 million from FY21 to FY22 is due to a large portion of the structures analysis being completed.					
Title: EA-18G SLAP Description: The current design life limits do not support USN inventory requirements. Funding supports assessing the structural condition of the EA-18G fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to allow it to achieve CNO inventory requirements. The EA-18G SLAP leverages lessons learned from the F/A-18 A-F SLAP in order to achieve efficiencies in continuity of operations. FY 2021 Plans: Continuation of ongoing stress analysis of numerous data points to provide exploitation of complete structural fatigue testing with the expectation of extending the current service life of EA-18G from the design limits to the SLAP goals. Locations encompass the forward, center and aft fuselage, inner and outer wings, as well as landing gear. Sonic and Thermal analysis will be performed on numerous structural and composite skin locations to assess elevated temperatures with the expectation of extending the current life of the EA-18G Growler. Aircraft Teardown assessments continue to be performed to analyze the fatigue and material condition of fleet aircraft to determine what modifications or inspections are required to extend the current life of the aircraft. Crack growth analysis will be performed to determine recurring requirements to extend the platform beyond its current service life limits. These engineering results will be used in development of Engineering Change Proposals (ECPs) that will address aircraft fuselage and wing structure changes required to meet service life beyond 7,500 hours. FY 2022 Base Plans: Continuation of ongoing stress analysis of numerous data points to provide exploitation of complete structural fatigue testing with the expectation of extending the current service life of EA-18G from the design limits to the SLAP goals. Locations encompass the forward, center and aft fuselage, inner and outer wings, as well as	15.665	16.630	6.520	0.000	6.520
Articles:	-	-	-	-	-

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B. Accomplishments/Planned Programs (\$ in Millions, Article Quantities in Each)

	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
landing gear. Sonic and Thermal analysis will be performed on numerous structural and composite skin locations to assess elevated temperatures with the expectation of extending the current life of the EA-18G Growler. Aircraft Teardown assessments continue to be performed to analyze the fatigue and material condition of fleet aircraft to determine what modifications or inspections are required to extend the current life of the aircraft. Crack growth analysis will be performed to determine recurring requirements to extend the platform beyond its current service life limits. These engineering results will be used in development of Engineering Change Proposals (ECPs) that will address aircraft fuselage and wing structure changes required to meet service life beyond 7,500 hours. FY 2022 OCO Plans: N/A FY 2021 to FY 2022 Increase/Decrease Statement: Decrease of \$10.11 million from FY2021 to FY2022 is due to a large portion of the structures analysis being completed.					
Accomplishments/Planned Programs Subtotals	24.941	22.946	10.419	0.000	10.419

C. Other Program Funding Summary (\$ in Millions)

<u>Line Item</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022 Base</u>	<u>FY 2022 OCO</u>	<u>FY 2022 Total</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>Cost To Complete</u>	<u>Total Cost</u>
• APN/0525: <i>F-18 Series (OSIP 020-14)</i>	1,127.699	369.600	327.571	-	327.571	-	-	-	-	-	-
• APN/0505: <i>F/A-18EF & EA-18G Modernization & Sustainment</i>	0.000	399.360	482.899	-	482.899	-	-	-	-	-	-

Remarks

D. Acquisition Strategy

The Service Life Assessment Program (SLAP) program employs sole source contracts with Boeing, the aircraft prime manufacturer. SLAP further decomposes program of record goals into smaller discrete steps, developing requirements to extend flight hours (FH) from 6,000 to 10,000 first. These efforts will provide the raw engineering data to develop aircraft modifications to extend total aircraft landings, Cat/Traps, and FH. The F/A-18 and EA-18G SLAP Program consists of two major engineering efforts: the aircraft structural assessment and the aircraft subsystems assessment. Both efforts are broken into multiple phases which develop tools and models, evaluate current aircraft usage, and develop concepts to extend aircraft life to meet CNO objectives. The program will combine exploitation of complete structural fatigue

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity	R-1 Program Element (Number/Name)	Project (Number/Name)
1319 / 7	PE 0702207N / Depot Maintenance (NON-IF)	3030 / FA-18 SLAP

testing and actual fleet usage with the expectation of extending the service life of the F/A-18 aircraft. Conducting both F/A-18E/F and EA-18G SLAP to study the aircraft lifetime will provide a better estimate of aircraft service life and a follow on Service Life Extension Program (SLEP).

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Exhibit R-3, RDT&E Project Cost Analysis: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3030 / FA-18 SLAP
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Product Development (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Product Development SLAP F/A-18 E/F	SS/CPFF	Boeing : St. Louis, MO	163.187	7.265	Dec 2019	5.495	Dec 2020	2.863	Dec 2021	-		2.863	-	-	-
Product Development SLAP EA-18G	SS/CPFF	Boeing : St. Louis, MO	5.033	14.464	Dec 2019	15.407	Dec 2020	5.136	Dec 2021	-		5.136	-	-	-
Prior Year Prod Dev cost no longer funded in FYDP	SS/CPFF	Boeing : St. Louis, MO	28.775	0.000		0.000		0.000		-		0.000	-	-	-
Subtotal			196.995	21.729		20.902		7.999		-		7.999	-	-	N/A

Remarks
FY2021/FY2022 EA-18G SLAP Product Development decrease due to a large portion of structures analysis being completed.

Support (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
SLAP Inventory Model	WR	ONR : Arlington, VA	6.525	0.000		0.000		0.000		-		0.000	-	-	-
SLAP F/A-18 E/F	WR	NAWCAD : Patuxent River, MD	11.247	0.365	Dec 2019	0.372	Dec 2020	0.380	Dec 2021	-		0.380	-	-	-
SLAP F/A-18 E/F	WR	FRC Southwest : San Diego, CA	8.490	0.214	Dec 2019	0.218	Dec 2020	0.223	Dec 2021	-		0.223	-	-	-
SLAP EA-18G	WR	NAWCAD : Patuxent River, MD	0.450	0.700	Dec 2019	0.713	Dec 2020	0.689	Dec 2021	-		0.689	-	-	-
SLAP EA-18G	WR	FRC Southwest : San Diego, CA	0.200	0.400	Dec 2019	0.408	Dec 2020	0.416	Dec 2021	-		0.416	-	-	-
SLAP F/A-18 E/F	WR	FRC Southeast : Jacksonville, FL	0.000	0.000		0.000		0.127	Dec 2021	-		0.127	-	-	-
SLAP EA-18G	WR	FRC Southeast : Jacksonville, FL	0.000	0.000		0.000		0.175	Dec 2021	-		0.175	-	-	-
Subtotal			26.912	1.679		1.711		2.010		-		2.010	-	-	N/A

Remarks
Increase from FY 2021 to FY 2022 for required support from FRC Southeast, Jacksonville

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Exhibit R-3, RDT&E Project Cost Analysis: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3030 / FA-18 SLAP
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Test and Evaluation (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Development Test & Evaluation F/A-18 E/F	WR	NAWCAD : Patuxent River, MD	8.262	1.134	Dec 2019	0.000		0.000		-		0.000	-	-	-
Development Test & Evaluation EA-18G	WR	NAWCAD : Patuxent River, MD	0.057	0.100	Dec 2019	0.102	Dec 2020	0.104	Dec 2021	-		0.104	-	-	-
Subtotal			8.319	1.234		0.102		0.104		-		0.104	-	-	N/A

Management Services (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Government Engineering and Technical Support SLAP F/A-18 E/F	WR	NAWCAD : Patuxent River, MD	5.954	0.000		0.000		0.000		-		0.000	-	-	-
Travel	Various	NAVAIR : Patuxent River, MD	0.426	0.075	Oct 2019	0.075	Oct 2020	0.075	Oct 2021	-		0.075	-	-	-
Program Management Support (Seaport-CSS)	C/CPFF	WYLE LAB : Patuxent River, MD	2.736	0.000		0.000		0.000		-		0.000	-	-	-
Program Management Support (Seaport-CSS)	C/CPFF	Tekla : Patuxent River, MD	0.000	0.052	Apr 2020	0.034	Apr 2021	0.107	Apr 2022	-		0.107	-	-	-
Program Management Support	Various	NAWCAD : Patuxent River, MD	2.880	0.052	Dec 2019	0.000		0.000		-		0.000	-	-	-
Program Management Support	C/CPFF	Engility : Patuxent River, MD	0.985	0.120	Feb 2020	0.122	Dec 2020	0.124	Dec 2021	-		0.124	-	-	-
Subtotal			12.981	0.299		0.231		0.306		-		0.306	-	-	N/A

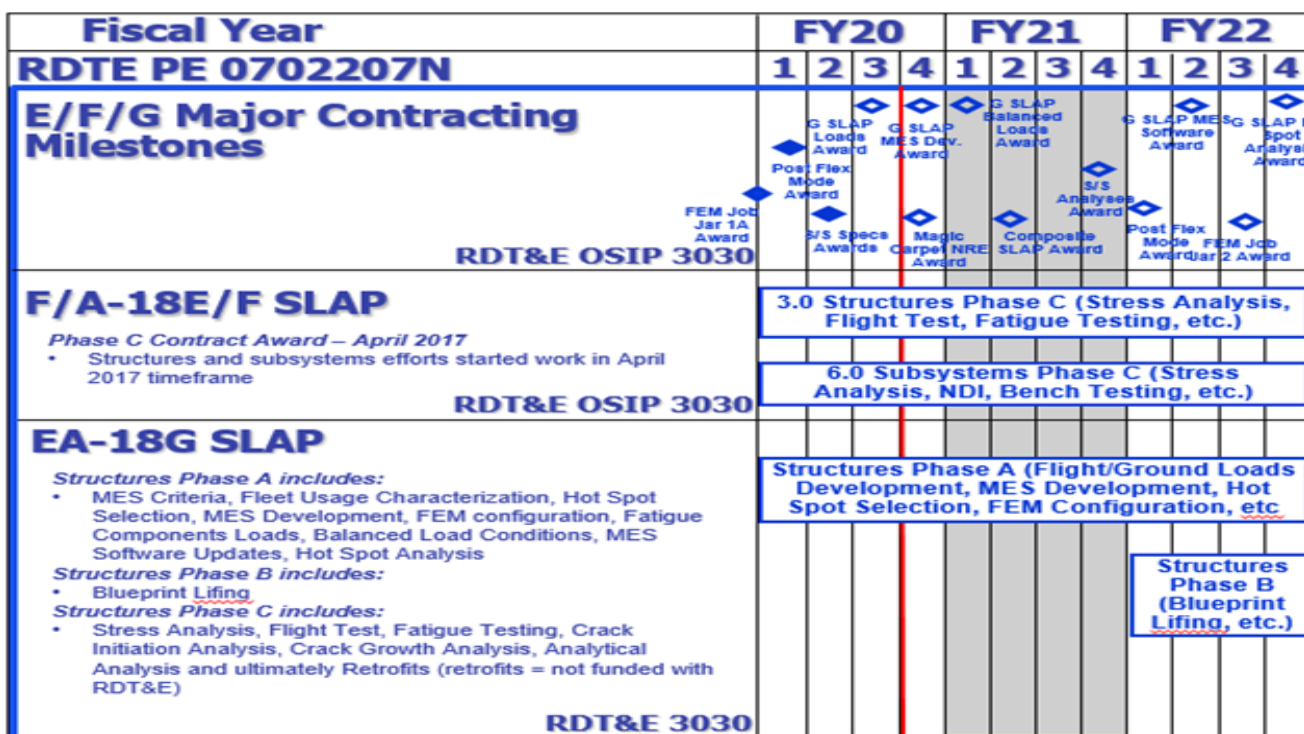
	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals		245.207	24.941	22.946	10.419	10.419	-	-	N/A

Remarks

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Exhibit R-4, RDT&E Schedule Profile: PB 2022 Navy		Date: May 2021
Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3030 / FA-18 SLAP

F/A-18 Service Life Assessment Program Schedule



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Exhibit R-4A, RDT&E Schedule Details: PB 2022 Navy		Date: May 2021
Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / <i>Depot Maintenance (NON-IF)</i>	Project (Number/Name) 3030 / <i>FA-18 SLAP</i>

Schedule Details

Events by Sub Project	Start		End	
	Quarter	Year	Quarter	Year
Service Life Assessment Program F/A-18 & EA-18G				
F/A-18E/F SLAP: Structures: 3.0 Structures Analysis Phase C	1	2020	4	2022
F/A-18E/F SLAP: Subsystems: 6.0 Subsystems Analysis Phase C	1	2020	4	2022
EA-18G SLAP: Structures: Analysis Phase A	1	2020	4	2022
EA-18G SLAP: Structures: Analysis Phase B	1	2022	4	2022

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3182 / T-45 SLAP
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COST (\$ in Millions)	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	FY 2023	FY 2024	FY 2025	FY 2026	Cost To Complete	Total Cost
3182: T-45 SLAP	31.197	6.474	6.681	4.564	-	4.564	-	-	-	-	-	-
Quantity of RDT&E Articles		-	-	-	-	-	-	-	-	-	-	-

A. Mission Description and Budget Item Justification

The T-45 Service Life Assessment Program (SLAP) is assessing the structural and subsystem conditions of the T-45 fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to allow it to achieve Chief of Naval Operations (CNO) inventory requirements. The goal of the T-45 SLAP program is to identify critical structures and components that can extend the aircraft designed service life to support IPP and Naval Flight Officer Training Requirements (NTR) until 2035. This initial subsystem assessment, based on the updated fleet aircraft usage spectrum and future predicted training missions of the T-45 aircraft, found 79 dispositions requiring further analysis, teardowns, age explorations, recertification and/or testing. The assessment of the subsystems that make up these 79 dispositions will address all critical subsystems required and their ability to maintain IPP/NTR until 2035, analysis and studies will be conducted to outline improvements, assess manufacturing capabilities, prototype redesign and test of subsystems for trainer aircraft. The current life limits for the T-45 is 14,400 Flight Hours (FH). The T-45 SLAP program of record states the SLAP goals is 21,600 FH. This effort is required to be conducted for these subsystems to ascertain what actions and modifications must be taken to safely operate each system beyond its designed life until the targeted end of service life.

B. Accomplishments/Planned Programs (\$ in Millions, Article Quantities in Each)

	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
Title: T-45 SLAP	6.474	6.681	4.564	0.000	4.564
Articles:	-	-	-	-	-
Description: Funding supports development, integration, test, and certification of a Subsystem SLAP to determine modifications necessary to extend service life through 2035.					
FY 2021 Plans: Continue Subsystem SLAP activities, engineering studies, fatigue, endurance and cyclic testing of actual parts. Conduct additional fatigue testing to replace subsystems in the fleet requiring age exploration.					
FY 2022 Base Plans: Complete Subsystem SLAP activities, engineering studies, fatigue, endurance and cyclic testing of actual parts.					
FY 2022 OCO Plans: N/A					
FY 2021 to FY 2022 Increase/Decrease Statement:					

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy		Date: May 2021
Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3182 / T-45 SLAP

B. Accomplishments/Planned Programs (\$ in Millions, Article Quantities in Each)	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
The FY2022 funding request was decreased by \$2.117M to account for reductions in contracting costs associated with the final year of execution for T-45 Structural Service Life Assessment Program (SLAP).					
Accomplishments/Planned Programs Subtotals	6.474	6.681	4.564	0.000	4.564

C. Other Program Funding Summary (\$ in Millions)

<u>Line Item</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022 Base</u>	<u>FY 2022 OCO</u>	<u>FY 2022 Total</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>Cost To Complete</u>	<u>Total Cost</u>
• APN/0569: T-45 Service Life Ext Prg (SLEP) OSIP 022-14	174.468	154.600	158.772	-	158.772	-	-	-	-	-	-

Remarks

D. Acquisition Strategy

The subsystem SLAP is a sole source contract effort with Boeing, the aircraft prime contractor. SLAP consists of an analysis of the aircraft subsystems (e.g., Global Positioning System Inertial Navigation Assembly or Mission Data Processor). The analysis will facilitate the future development of subsystem modifications and/or redesigns necessary to extend their life until 2035.

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Exhibit R-3, RDT&E Project Cost Analysis: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3182 / T-45 SLAP
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Product Development (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Product Development SLAP T-45	SS/CPFF	Boeing : St. Louis, MO	16.488	5.604	May 2020	5.716	Feb 2021	3.584	Feb 2022	-		3.584	-	-	-
Product Development SLAP T-45 NACES	C/FFP	Martin Baker : United Kingdom	0.450	0.000		0.000		0.000		-		0.000	-	-	-
Subtotal			16.938	5.604		5.716		3.584		-		3.584	-	-	N/A

Support (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Engineering Technical Support	WR	NAWCAD : Patuxent River, MD	7.332	0.646	Nov 2019	0.719	Nov 2020	0.732	Nov 2021	-		0.732	-	-	-
Engineering Technical Support	WR	NADEP : Jacksonville, FL	2.657	0.183	Nov 2019	0.186	Nov 2020	0.190	Nov 2021	-		0.190	-	-	-
Engineering and Logistics Support	C/IDIQ	Boeing : St. Louis, MO	0.259	0.000		0.000		0.000		-		0.000	-	-	-
Prior Year Support Costs no longer in FYDP	Various	Various : Various	3.449	0.000		0.000		0.000		-		0.000	-	-	-
Engineering and Logistics Support	WR	NAWCTSD : Orlando, FL	0.000	0.041	Nov 2019	0.040	Nov 2020	0.038	Nov 2021	-		0.038	-	-	-
Subtotal			13.697	0.870		0.945		0.960		-		0.960	-	-	N/A

Remarks
Broke out engineering and logistics support for NAWCTSD Orlando, FL to show actuals.

Management Services (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Travel	Various	NAVAIR : Patuxent River, MD	0.562	0.000		0.020	Nov 2020	0.020	Nov 2021	-		0.020	-	-	-

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Exhibit R-4, RDT&E Schedule Profile: PB 2022 Navy Date: May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3182 / T-45 SLAP
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Fiscal Year	FY19				FY20				FY21				FY22			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
RDTE PE 0702207N (PU 3182)																
<i>RDT&E (3182)</i>																
Program Milestones & Acquisition Phase																
Contracting Activities / Milestones																
Product Development																
Support																
Production Milestones																
<i>APN-5 (0569) OSIP 022-14</i>																
Deliveries																
<i>APN-5 (0569) OSIP 022-14</i>																

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Exhibit R-4A, RDT&E Schedule Details: PB 2022 Navy		Date: May 2021
Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / <i>Depot Maintenance (NON-IF)</i>	Project (Number/Name) 3182 / <i>T-45 SLAP</i>

Schedule Details

Events by Sub Project	Start		End	
	Quarter	Year	Quarter	Year
T-45 SLAP				
Product Development: Subsystem SLAP Activities & Studies	1	2020	4	2022
Support: NAWCAD - Engineering Technical Support	1	2020	4	2022
Support: NADEP - Engineering Technical Support	1	2020	4	2022
Support: Boeing - Engineering & Logistics Support	1	2020	4	2022

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3384 / MH-60 SLAP
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COST (\$ in Millions)	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	FY 2023	FY 2024	FY 2025	FY 2026	Cost To Complete	Total Cost
3384: MH-60 SLAP	14.732	5.420	13.463	21.897	-	21.897	-	-	-	-	-	-
Quantity of RDT&E Articles		-	-	-	-	-	-	-	-	-	-	-

A. Mission Description and Budget Item Justification

MH-60 SLAP is assessing the primary aircraft structure and subsystem condition of the MH-60S fleet in order to evaluate the airframe's ability to meet its designed service life of 10,000 hours. SLAP will determine the efforts necessary to extend the aircraft design life limits to meet Chief of Naval Operations (CNO) operational inventory requirements through FY 2035. The highest flight time MH-60S helicopters are expected to exceed the design life limit in 2024, at which time as many as 30 aircraft per year could be removed from flight status without a SLAP and follow-on Service Life Extension Program (SLEP). MH-60 SLAP is comprised of two distinct assessments: FLA, which will establish the fatigue life of the aircraft and air vehicle systems and Subsystem Life Assessment (SLA), which will examine subsystems that are critical to safe operations and identify risk mitigation strategies for critical components. FLA consists of structural investigations of the cockpit beams, main gearbox beams/frames, upper deck, engine mount, lower tub, main landing gear, tail landing gear, cargo hook, transition splice and tie-down fittings/structure, tailcone, tail gearbox, intermediate gearbox, stabilator, manufactured joints/splices, and flight controls support structure. SLA will evaluate engines, rotor brake, hydraulic, flight controls, avionics components and infrastructure, etc., to identify over-and-above inspections, overhaul intervals or replacement schedules to fly beyond the current design limit assumption.

FY 2022 budget request funds the completion of fatigue analysis and dispositions for safety critical items. Design and development engineering will ramp with the availability of the complete set of SLAP data. The SLAP data and analysis will be used to develop Engineering Change Proposals (ECP's), inspection intervals, component replacement intervals, and other strategies that will result in a phased SLEP solution. Additionally, the development effort to convert the MH-60S Block 1 aircraft to Block 3B aircraft will continue, extending the mission profile for these aircraft and ultimately providing the fleet with more flight hours.

B. Accomplishments/Planned Programs (\$ in Millions, Article Quantities in Each)

	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
Title: MH-60 SLAP	5.420	13.463	21.897	0.000	21.897
Articles:	-	-	-	-	-
Description: The current design life limits do not support United States Navy inventory requirements to bridge to a follow-on program procurement. The MH-60S will begin reaching conditional 10,000 hour service life limits in 2024. No full-scale fatigue test or comprehensive structural analysis was performed during initial development. Funding will support assessing the structural and subsystem condition of the MH-60S fleet in order to determine what modifications are necessary to extend the aircraft designed life limits to bridge that gap.					
FY 2021 Plans:					

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3384 / MH-60 SLAP
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B. Accomplishments/Planned Programs (\$ in Millions, Article Quantities in Each)	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total
Continue SLAP analysis to determine SLEP output and ECP development. Funding to add MH-60S Block 3B capability to the Navy's MH-60S Block 1 aircraft. FY 2022 Base Plans: Conduct SLEP engineering development and analysis that needs to occur to extend the useful life of the MH-60S until transition to Future Vertical Lift-Maritime Strike (FVL-MS). Continue the Block 3B upgrade, engineering development for tired wiring, and repair and replacement modifications. Continue engineering design and development efforts for Engineering Change Proposals (ECPs) in support of a phased SLEP solution. FY 2022 OCO Plans: N/A FY 2021 to FY 2022 Increase/Decrease Statement: Increase from FY21 to FY22 by \$8.434M reflects the ramp of SLEP ECP development activities associated with the completion of the FLA efforts mid-FY22.					
Accomplishments/Planned Programs Subtotals	5.420	13.463	21.897	0.000	21.897

C. Other Program Funding Summary (\$ in Millions)											
Line Item	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	FY 2023	FY 2024	FY 2025	FY 2026	Cost To Complete	Total Cost
• APN5/0530: MH60S SLEP OSIP (001-23)	0.000	0.000	0.000	-	0.000	-	-	-	-	-	-

Remarks

D. Acquisition Strategy
The SLAP program employs a sole source contract with Lockheed Martin; the aircraft prime manufacturer; a sole source contract with General Electric, the engine provider; sole source contracts with MERCER and Eclipse for data analysis and tool development; a sole source contract with STADCO, the alignment fixture provider; and government engineering and logistics expertise at Naval Air Station Patuxent River, MD; H-60 Fleet Support Team at Cherry Point, NC; and Naval Air Station North Island, Coronado, CA. Analyses from the SLAP efforts will provide the engineering data necessary to develop aircraft structural, component, and subsystem modifications to extend service life flight hour limits in order to avoid flight line inventory shortfalls. The MH-60S SLAP consists of two major engineering efforts: the FLA and the aircraft SLA. These efforts are broken into multiple phases which develop tools and models, assess current aircraft usage, and develop concepts to extend aircraft life to meet Chief of Naval Operations objectives. The program will combine exploitation of aircraft deep look inspections and actual historical fleet usage. Conducting MH-60S SLAP to study the aircraft lifetime will define aircraft service life and is required to determine scope of the future follow-on SLEP.

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Exhibit R-3, RDT&E Project Cost Analysis: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3384 / MH-60 SLAP
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Product Development (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Fatigue Life Assessment MH-60S	SS/CPFF	Lockheed Martin : Owego, NY	5.783	3.000	Jul 2020	3.175	Dec 2020	1.600	Dec 2021	-		1.600	-	-	-
MH-60S ECP SLEP Development	SS/CPFF	Lockheed Martin : Owego, NY	0.000	0.000		0.000		9.889	May 2022	-		9.889	-	-	-
Block Upgrade Development	SS/CPFF	Lockheed Martin : Owego, NY	0.000	0.000		6.500	Jan 2021	6.289	Jan 2022	-		6.289	-	-	-
Prior Year Prod Dev Cost no longer funded in FYDP	Various	Various : Various	4.240	0.000		0.000		0.000		-		0.000	-	-	-
Subtotal			10.023	3.000		9.675		17.778		-		17.778	-	-	N/A

Remarks
 FY 2021 MH60S ECP SLEP Development was delayed to 2022 due to dependencies of assessment of Fatigue Life Assessment.
 FY 2022 Product Improvement increase of \$8.103M is due to ramp in the design and development of ECP for SLEP kits and completion of Fatigue Life Assessment (FLA).

Support (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
SLAP MH-60S	WR	NAWCAD : Patuxent River, MD	1.581	1.320	Nov 2019	1.570	Nov 2020	1.466	Nov 2021	-		1.466	-	-	-
SLAP MH-60S	WR	Various : Various	1.136	0.750	Nov 2019	1.200	Nov 2020	1.118	Nov 2021	-		1.118	-	-	-
Eng & Tech Srvc (Non FFRDC)	Various	Various : Various	0.384	0.171	May 2020	0.205	May 2021	0.190	May 2022	-		0.190	-	-	-
Subtotal			3.101	2.241		2.975		2.774		-		2.774	-	-	N/A

Remarks
 FY 2022 Support Cost decreased \$.201M due to NWCFC rate adjustments.

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Exhibit R-3, RDT&E Project Cost Analysis: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-IF)	Project (Number/Name) 3384 / MH-60 SLAP
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Management Services (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Technical Support SLAP MH-60S	WR	NAWCAD : Patuxent River, MD	0.511	0.118	Nov 2019	0.750	Nov 2020	0.765	Nov 2021	-		0.765	-	-	-
Mgmt Supt Services (Non FFRDC)	Various	Various : Various	1.076	0.043	May 2020	0.045	May 2021	0.562	May 2022	-		0.562	-	-	-
Travel	Various	NAVAIR : Patuxent River, MD	0.021	0.018	Oct 2019	0.018	Oct 2020	0.018	Oct 2021	-		0.018	-	-	-
Subtotal			1.608	0.179		0.813		1.345		-		1.345	-	-	N/A

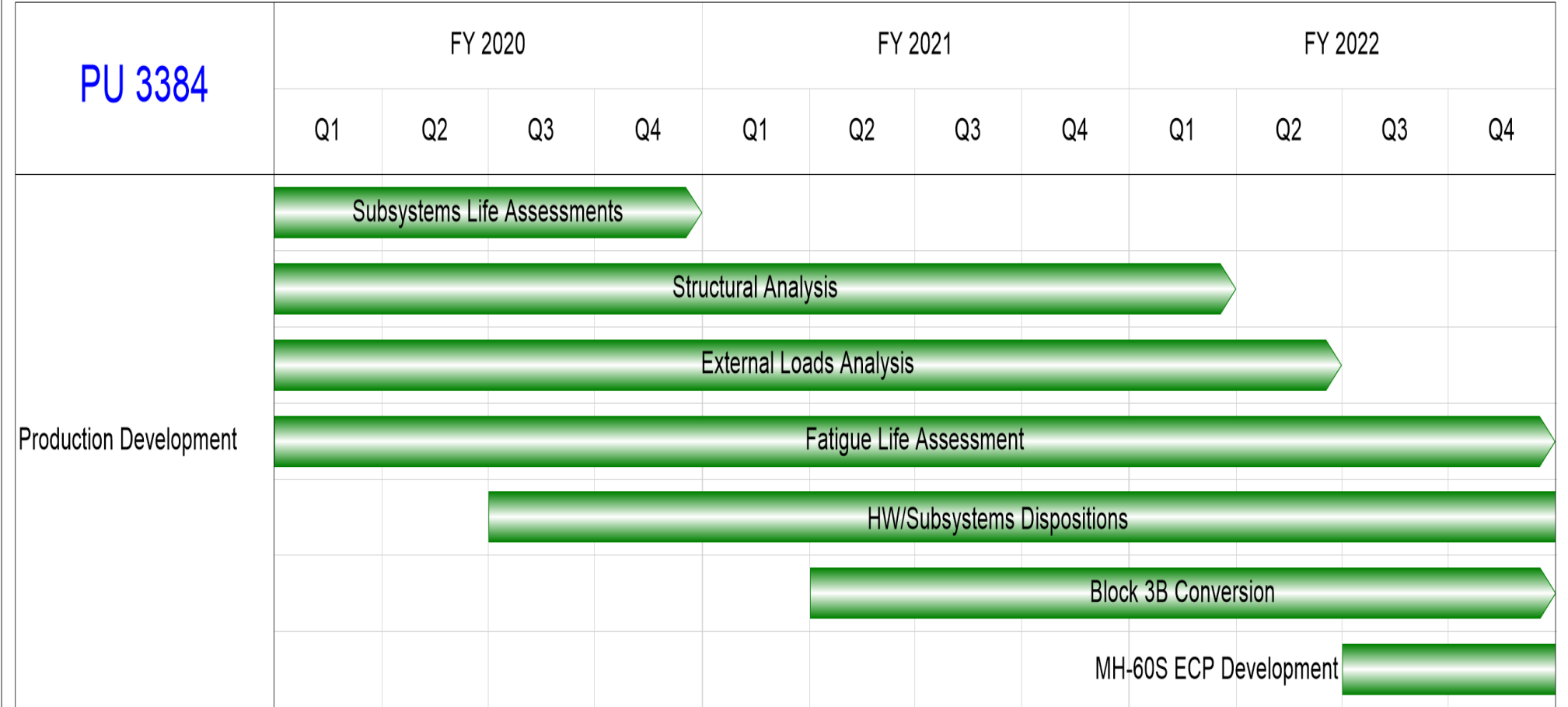
Remarks
Management Services has increased by \$0.532M due to Reliability Centered Maintenance support which provides program management, configuration tracking and program scheduling as required for SLAP analysis, ECP development and follow on aircraft fatigue deep look requirements.

	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Project Cost Totals	14.732	5.420	13.463	21.897	-	21.897	-	-	N/A

Remarks

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Exhibit R-4, RDT&E Schedule Profile: PB 2022 Navy										Date: May 2021			
Appropriation/Budget Activity 1319 / 7					R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-I F)					Project (Number/Name) 3384 / MH-60 SLAP			



Budget Schedule 4-19-21

Snapshot Date: 5/3/2021

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Exhibit R-4A, RDT&E Schedule Details: PB 2022 Navy		Date: May 2021
Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / <i>Depot Maintenance (NON-IF)</i>	Project (Number/Name) 3384 / <i>MH-60 SLAP</i>

Schedule Details

Events by Sub Project	Start		End	
	Quarter	Year	Quarter	Year
<i>Proj 3384</i>				
Subsystems Life Assessments	1	2020	4	2020
Structural Analysis	1	2020	1	2022
External Loads Analysis	1	2020	2	2022
Fatigue Life Assessment	1	2020	4	2022
HW/Subsystems Dispositions	3	2020	4	2022
Block 3B Conversion	2	2021	4	2022
MH-60S ECP Development	3	2022	4	2022

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Exhibit R-2A, RDT&E Project Justification: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-I F)	Project (Number/Name) 9999 / Congressional Adds
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COST (\$ in Millions)	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	FY 2023	FY 2024	FY 2025	FY 2026	Cost To Complete	Total Cost
9999: Congressional Adds	9.654	9.654	0.000	0.000	-	0.000	-	-	-	-	-	-
Quantity of RDT&E Articles		-	-	-	-	-	-	-	-	-		

A. Mission Description and Budget Item Justification

The MH-60 Service Life Analysis Program (SLAP) is assessing the primary aircraft structure and subsystem condition of the MH-60S fleet in order to assess the airframe's ability to meet its designed service life of 10,000 hours and to determine what efforts are necessary to extend the aircraft design life limits to allow it to meet Chief of Naval Operations operational inventory requirements through FY 2035. Without SLAP, aircraft are retired from the USN inventory when design service life limits are reached directly impacting fleet anti-surface warfare, mine countermeasures, search and rescue, and vertical replenishment operational capabilities. FY 2019 Congressional Add funds analysis and development of the 401D engine; the procurement of MH-60 alignment, tail cone, and pylon fixtures to support SLAP analysis, development of engineering technical data, drawings/models and associated lists from the Original Equipment Manufacturer (OEM) in support of SLAP deep look inspections. FY 2020 Non-Recurring Engineering Congressional Add funds the 401D Software Development Analysis; Phase II of the Product Life Cycle Management; the procurement of additional Automatic Wiring Analyzer equipment for identifying Tired Wiring solutions; Drawings/models and associated lists from the OEM in support of additional SLAP deep look inspections; stand-up the Fatigue Life Analysis (FLA) logical follow-on contract to capture flight test data to re-analyze focus areas identified by FLA; development of the MH-60S Block 1 to Block 3 Conversion Kit; and transition section analysis.

B. Accomplishments/Planned Programs (\$ in Millions)

	FY 2020	FY 2021
Congressional Add: MH-60 NRE	9.654	0.000
FY 2020 Accomplishments: N/A		
FY 2021 Plans: N/A		
Congressional Adds Subtotals	9.654	0.000

C. Other Program Funding Summary (\$ in Millions)

N/A

Remarks

D. Acquisition Strategy

The SLAP procurement employs a sole source contract with Lockheed Martin the aircraft prime manufacturer; a contract with Siemens; a sole source contract with General Electric; Government engineering and logistic expertise at Naval Air Station (NAS) Patuxent River, MD; H-60 Fleet Support Team at Cherry Point, NC; and Naval Air Station North Island, Coronado, CA; and other activities as required.

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Exhibit R-3, RDT&E Project Cost Analysis: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-I F)	Project (Number/Name) 9999 / Congressional Adds
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Product Development (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
Fatigue Life Assessment MH-60 Alignment Fixture	SS/FFP	STADCO : Los Angeles, CA	4.702	0.000		0.000		0.000		-		0.000	-	-	-
MH-60S Tired Wiring	WR	Various : Various	1.424	1.150	Jun 2020	0.000		0.000		-		0.000	-	-	-
T-700-401D Software	SS/CPFF	GE : Lynn, MA	2.489	0.000		0.000		0.000		-		0.000	-	-	-
SLAP Engineering & Logistics Support	SS/CPFF	Lockheed Martin : Owego, NY	1.039	0.000		0.000		0.000		-		0.000	-	-	-
Fatigue Life Assessment MH-60S Follow-On	SS/CPFF	Lockheed Martin : Owego, NY	0.000	2.500	Aug 2020	0.000		0.000		-		0.000	-	-	-
Block 1 to Block 3 Conversion	SS/CPFF	Lockheed Martin : Owego, NY	0.000	4.000	Mar 2021	0.000		0.000		-		0.000	-	-	-
Subtotal			9.654	7.650		0.000		0.000		-		0.000	-	-	N/A

Support (\$ in Millions)				FY 2020		FY 2021		FY 2022 Base		FY 2022 OCO		FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
Cost Category Item	Contract Method & Type	Performing Activity & Location	Prior Years	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost	Award Date	Cost			
SLAP MH-60S	WR	Various : Various	0.000	2.004	Jan 2020	0.000		0.000		-		0.000	-	-	-
Subtotal			0.000	2.004		0.000		0.000		-		0.000	-	-	N/A

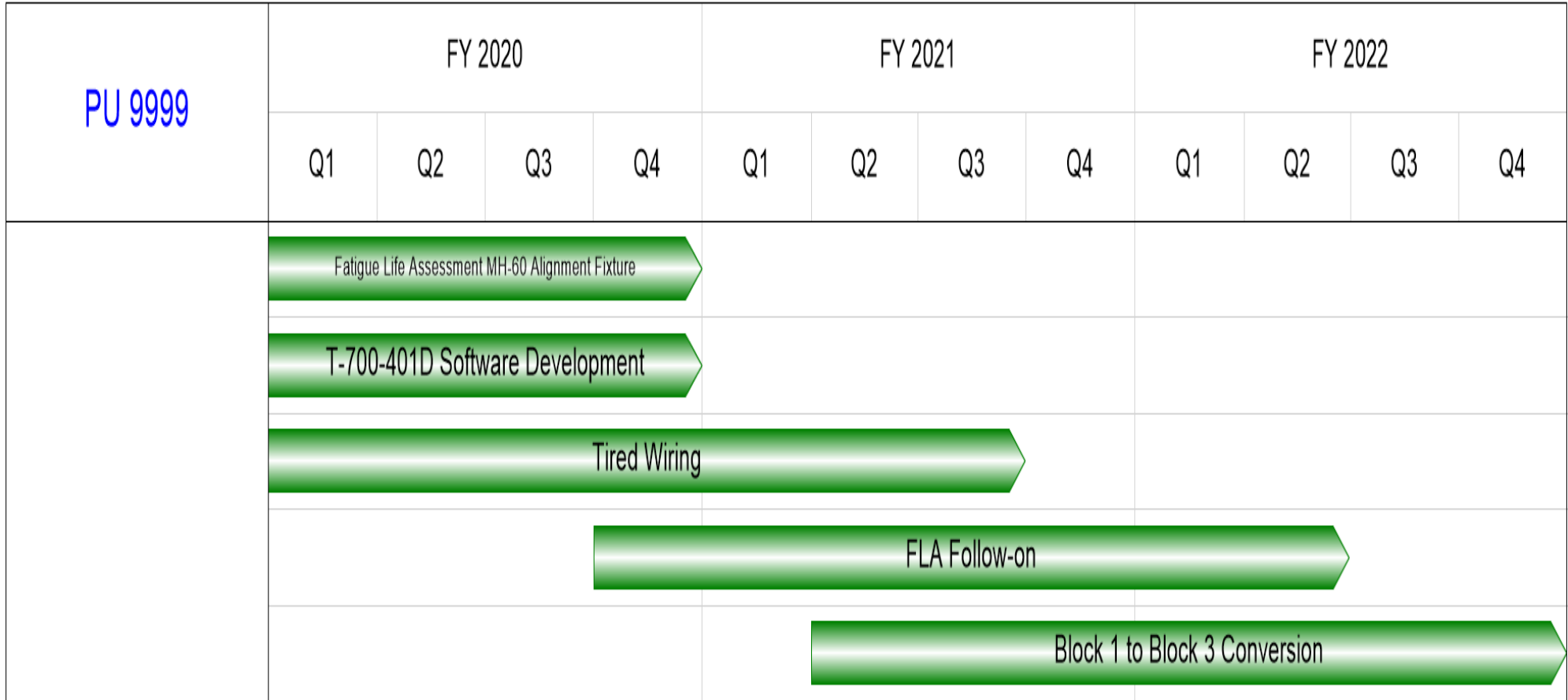
Project Cost Totals	Prior Years	FY 2020	FY 2021	FY 2022 Base	FY 2022 OCO	FY 2022 Total	Cost To Complete	Total Cost	Target Value of Contract
	9.654	9.654	0.000	0.000	-	0.000	-	-	N/A

Remarks

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Exhibit R-4, RDT&E Schedule Profile: PB 2022 Navy **Date:** May 2021

Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / Depot Maintenance (NON-I F)	Project (Number/Name) 9999 / Congressional Adds
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Budget Schedule 4-19-21

Snapshot Date: 4/30/2021

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Exhibit R-4A, RDT&E Schedule Details: PB 2022 Navy		Date: May 2021
Appropriation/Budget Activity 1319 / 7	R-1 Program Element (Number/Name) PE 0702207N / <i>Depot Maintenance (NON-IF)</i>	Project (Number/Name) 9999 / <i>Congressional Adds</i>

Schedule Details

Events by Sub Project	Start		End	
	Quarter	Year	Quarter	Year
Proj 9999				
Fatigue Life Assessment MH-60 Alignment Fixture	1	2020	4	2020
T-700-401D Software Development	1	2020	4	2020
Tired Wiring	1	2020	3	2021
FLA Follow-on	4	2020	2	2022
Block 1 to Block 3 Conversion	2	2021	4	2022