
AIR FORCE RESERVE
FY2009 COMBINED UNFUNDED REQUIREMENTS LIST
ONE AIR FORCE. SAME FIGHT.
AN UNRIVALED WINGMAN

Foreword

On the eve of our 60th Anniversary, I am especially proud of the dedicated service and sacrifices that Air Force Reservists have made to the security of this great Nation and the world. Air Force Reserve priorities are the same as the Air Force priorities: win the global war on terror, develop and care for our Airmen and recapitalize and modernize our air, space and cyberspace systems. These Total Force priorities seek to ensure our Airmen are the best organized, trained, and equipped military force in the world, protecting our great Nation and the American people.

The Air Force Reserve provides Citizen Airmen ready today and tomorrow to meet our global commitments. To remain relevant and engaged in the fight, we continue to transform our forces as directed by the Quadrennial Defense Review into a more innovative, agile and flexible Total Force. Our Air Force Reserve tenet of providing the world's best mutual support to the Air Force and our joint partners—flying and fighting as an "Unrivaled Wingman"—means that our Airmen's strengths are a critical enabler in the Total Force. The aircraft, equipment and facilities we provide to the joint warfighter are in high demand, yet they are the oldest in our Air Force history. The requirements listed in this book will help our Airmen execute their missions successfully and return safely.

There is no greater honor than to serve our country during time of war. My commitment is to provide the best training and equipment we can offer to the phenomenal group of Air Force Reserve men and women I have the privilege to lead. This will help ensure our Air Force remains successful, respected, and feared by our enemies. Funding these priorities is a commitment I ask of you.

John A. Bradley
Lieutenant General, USAF
Chief of Air Force Reserve
Commander, Air Force Reserve Command

Table of Contents

How to Use This Book

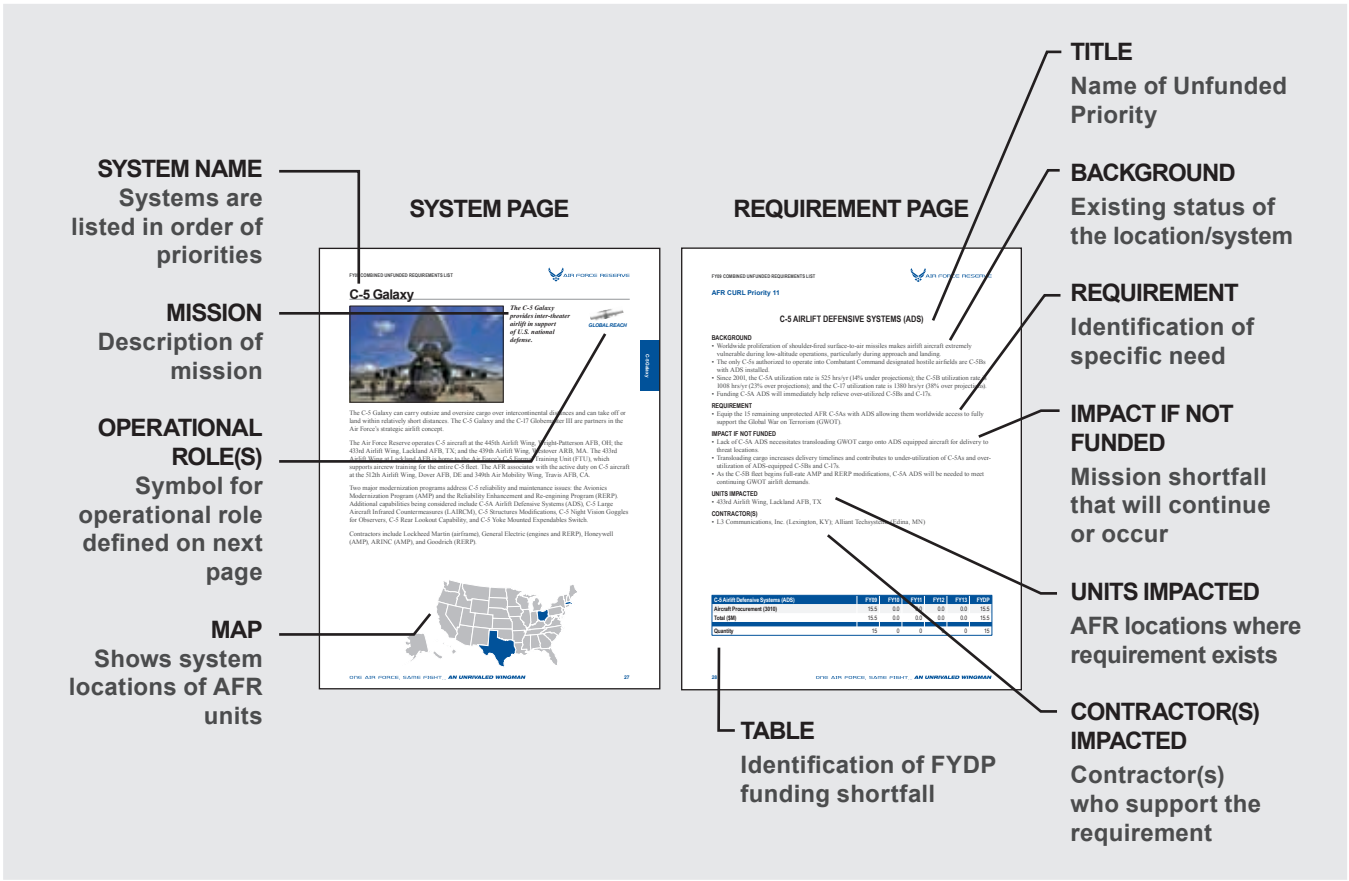
This book defines the Air Force Reserve (AFR) Fiscal Year (FY) 2009 shortfalls in meeting validated Air Force and Combatant Commander force capability requirements. The book is divided into several sections to simplify understanding of the Air Force warfighting systems, the core capabilities these systems leverage, and the impact felt by the Air Force Total Force if left unfunded.

The Table of Contents describes how to find specific information about the AFR's unfunded requirements. It shows the list of requirements broken down by systems and page number where a description of each requirement can be located.

The Combined Unfunded Requirements List (CURL) is located immediately behind the Table of Contents. All requirements are listed in order of priority. The second column identifies the page location in the book. The third column identifies the information paper title. The next group of columns identify FY 2009 funding requirements, followed by the remaining Future Years Defense Program (FYDP) requirements.

Behind the CURL matrix is a chart showing the weapon systems in each state according to their contribution by AFR units and contractors.

The remainder of the CURL is divided by weapon systems with each unfunded requirement description behind each weapon system summary page. Each page is designed to present a clear understanding of the mission, operational requirements, units, and contractors impacted if these weapon systems are not funded.



OPERATIONAL ROLES (EXPLANATION OF ICONS): The following descriptions identify the Air Force concept for leveraging it's core capabilities which appear in each CURL section.

GLOBAL POWER

The Air Force's ability to control air and space, exploiting the medium to deliver a precise, tailored effect anywhere on the planet. Airborne platforms and the precision-guided munitions they deliver provide a capability that is persistent, precise, survivable, and able to produce tactical, operational, and strategic effects.

GLOBAL REACH

Whether they are humanitarian, military, or a mix of both, the Air Force responds to global challenges with an airlift and tanker fleet that has global reach. Global Reach provides the capability to move people and equipment across the world quickly, ensuring the right force — anywhere, anytime.

GLOBAL VIGILANCE

An accurate picture of the battlespace is critical to understanding and confronting challenges to our national security. Global Vigilance provides the "network" that binds together Air Force, Joint and interagency players, ensuring our Nation's ability to see first, think first, and act first. This document consolidates many of the Global Vigilance type CURL requirements under the Command, Control, Communications, and Computers (C4) and Space Systems sections.

AGILE COMBAT SUPPORT

Agile Combat Support refers to Air Force enabling systems that provide Global Power, Global Reach, and Global Vigilance to the Joint Team. This document consolidates many of the Agile Combat Support unfunded priority list requirements under the Operational Readiness and Infrastructure sections.

The AFR FY 2009 CURL is a tool to identify the resources needed to support the Air Force Total Force Integration concept. The capabilities prioritized throughout the document are required to ensure the Air Force Reserve remains relevant and ready to support mission success and survivability of our airmen in today's and tomorrow's contingencies.

FOR MORE INFORMATION:

Air Force Reserve
Operational Capability
Requirements
1150 Air Force Pentagon
Washington, DC 20330-1150
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Priority	Page	TITLE	FY09							TOTAL $M	FYDP				TOTAL FY09-13
			1008	3010	3080	3600	3700	3730	3740		FY10	FY11	FY12	FY13	
1	2	C-40D PROCUREMENT		370.0						370.0			31.7	37.5	439.2
2	3	86 COMBAT WING (CW) MANPOWER REQUIREMENTS	6.4				30.7		31.0	68.1	169.1	197.6	208.6	224.6	868.0
3	4	COST PER FLYING HOUR (CPFH) PROGRAM							40.5	40.5	287.1	273.0	265.7	267.4	1133.7
4	90	GUARDIAN ANGEL (GA) SQUADRONS					1.2		1.8	3.0					3.0
5	5	DEPOT PURCHASED EQUIPMENT MAINTENANCE (DPEM)							101.0	101.0	293.7	309.7	335.9	342.2	1382.5
6	6	SUSTAINING ENGINEERING							18.9	18.9	25.0	22.0	20.0	18.0	103.9
7	7	INDIVIDUAL MEDICAL READINESS							4.4	4.4					4.4
8	8	MCCONNELL AFB MAINTENANCE INCREASE	0.6				2.2		4.9	7.7	7.0				14.7
9	9	AIR NATIONAL GUARD / AIR FORCE RESERVE TEST CENTER (AATC) SUPPORT							2.0	2.0	2.0	2.0	2.1	2.1	10.2
10	39	C-130 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM)		33.4						33.4	38.4	24.2	5.0	5.0	106.0
11	28	C-5 AIRLIFT DEFENSIVE SYSTEMS		15.5						15.5					15.5
12	40	C-130 SECURE LINE-OF-SIGHT / BEYOND LINE-OF-SIGHT (SLOS/ BLOS) COMMS CAPABILITY		8.4						8.4	8.4	0.5	0.5	0.5	18.3
13	72	A-10 INFRARED MISSILE WARNING SYSTEM		4.8					0.2	5.0	5.2	0.4	0.4	0.4	11.4
14	41	C-130H2 APN-241 RADAR		14.8						14.8	0.5	0.5	0.5	0.5	16.8
15	73	A-10/F-16 / HC-130 RADAR MISSILE WARNING SYSTEM (MWS) UPGRADE / REPLACEMENT				7.0				7.0	8.0	27.0	29.5	0.0	71.5
16	29	C-5 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM)		90.0						90.0	95.0	95.0	95.0	65.0	440.0
17	42	C-130 SURFACE-TO-AIR FIRE (SAFIRE) LOOKOUT CAPABILITY		10.3					0.5	10.8	0.5	0.5	0.5	0.5	12.8
18	30	C-5 STRUCTURES		22.0						22.0	66.0	66.0	66.0	66.0	286.0
19	31	C-5 SURFACE-TO-AIR FIRE (SAFIRE) LOOKOUT CAPABILITY		8.5						8.5	8.0				16.5
20	10	LITENING POD SPIRAL UPGRADES		25.0						25.0	25.0				50.0

Priority	Page	TITLE	FY09							TOTAL $M	FYDP				TOTAL FY09-13
			1008	3010	3080	3600	3700	3730	3740		FY10	FY11	FY12	FY13	
	74	A-10 COMBAT SURVIVOR EVADER LOCATOR (CSEL) CAPABILITY		2.8						2.8					2.8
	21	AIR FORCE RECRUITING INFORMATION SUPPORT SYSTEM - RESERVE (AFRISS-R) SUSTAINMENT							2.2	2.2	2.2	2.3	2.3	2.4	11.4
	23	AIR RESERVE ORDER WRITING SYSTEM - RESERVE (AROWS-R) SUSTAINMENT							0.7	0.7	0.7	0.7	0.7	0.7	3.5
	14	AIRCRAFT MAINTENANCE SUPPORT INFORMATION TECHNOLOGY							3.0	3.0	3.1	3.2	3.2	3.3	15.8
	22	AIRCREW LIFE SUPPORT EQUIPMENT AND RECORD TRACKING SYSTEM (ALERTS)							0.3	0.3	0.3	0.3	0.3	0.3	1.3
	68	B-52 1760 CAPABILITY IN THE BOMB BAY		4.0						4.0					4.0
	66	B-52 BEYOND LINE-OF-SIGHT (BLOS) DATALINK		1.5						1.5					1.5
	70	B-52 COMMUNICATION, NAVIGATION, SURVEILLANCE / AIR TRAFFIC MANAGEMENT (CNS/ATM)				8.5				8.5	4.7				13.2
	69	B-52 COVERT INTERIOR AND EXTERIOR LIGHTING		5.4						5.4					5.4
	67	B-52 DIGITAL DATA RECORDING / DEBRIEF SYSTEM		1.5						1.5					1.5
	45	C/HC/MC-130 CRASHWORTHY LOADMASTER SEAT		3.0						3.0	0.1	0.1	0.1	0.1	3.4
	51	C-130 ELECTRONIC TAKEOFF AND LANDING DATA (E-TOLD) TABLETS							0.5	0.5					0.5
	49	C-130 MODULAR AERIAL SPRAY SYSTEM (MASS)				20.0				20.0	30.0	1.0	1.0	1.0	53.0
	60	C-130 RADAR JAMMING CAPABILITY		64.0						64.0	64.0	81.6	81.6	37.2	328.4
	47	C-130 RADAR WARNING RECEIVER (RWR)		21.0						21.0	20.3	20.3	20.3	0.3	82.2
	44	C-130 TACTICAL DATA LINK (TDL)		6.3						6.3	6.5	5.1	0.5	0.5	18.9

Priority	Page	TITLE	FY09							TOTAL $M	FYDP				TOTAL FY09-13
			1008	3010	3080	3600	3700	3730	3740		FY10	FY11	FY12	FY13	
	56	C-130 UNIVERSAL SERIAL BUS (USB) DATA TRANSFER MODULE		2.9						2.9					2.9
	59	C-130 VIRTUAL ELECTRONIC COMBAT TRAINING SYSTEM (VECTS)		1.3						1.3	1.0	1.0	1.0	1.0	5.3
	58	C-130, C-5, C-17 LOADMASTER WIRELESS INTERPHONE		1.2						1.2					1.2
	33	C-5 NIGHT VISION GOGGLES (NVG) FOR OBSERVERS		0.6						0.6					0.6
	32	C-5 YOKE MOUNTED EXPENDABLE DISPENSE SWITCH (YMEDS)		2.0						2.0	1.5				3.5
	26	CIVILIAN DISABILITY FUNDS							0.8	0.8					0.8
	15	COMBAT CAMERA SUPPORT							0.3	0.3	0.3	0.3	0.3	0.3	1.3
	94	COMMAND AND CONTROL CONSOLE SUSTAINMENT							1.1	1.1	1.1	1.1	1.1	1.1	5.6
	11	DEPLOYED COMMUNICATION RECAPITALIZATION							2.2	2.2	6.8	6.9	7.1	7.2	30.2
	103	DOBBINS ARB CONTROL TOWER						6.7		6.7					6.7
	78	F-16 ALL WEATHER PRECISION STRIKE CAPABILITY		10.0						10.0	10.3	0.6	0.6	0.6	22.1
	76	F-16 AUTONOMOUS IDENTIFICATION FRIEND FOE (AIFF)		19.6						19.6					19.6
	77	F-16 DIGITAL VIDEO RECORDER (DVR) PHASE II		6.0						6.0					6.0
	79	F-16 INFRARED MISSILE WARNING SYSTEM		6.5					0.2	6.7	6.9	0.4	0.4	0.4	14.8
	80	F-16 MISSION TASK TRAINER (MTT) UPGRADE		6.0				1.4	0.2	7.6	0.2	0.2	0.2		8.0
	101	FACILITY RESTORATION AND MODERNIZATION (R&M)							54.7	54.7					54.7
	114	FACILITY SUSTAINMENT							11.6	11.6					11.6
	12	FAMILY READINESS							0.4	0.4					0.4
	102	FURNITURE							5.0	5.0					5.0
	104	GRISSOM ARB CONTROL TOWER						7.0	1.1	8.1					8.1
	91	GUARDIAN ANGEL (GA) WEAPON SYSTEM STATIC HIGH ANGLE TRAINING DEVICE		0.6						0.6					0.6

Priority	Page	TITLE	FY09							TOTAL $M	FYDP				TOTAL FY09-13
			1008	3010	3080	3600	3700	3730	3740		FY10	FY11	FY12	FY13	
	61	HC-130 AIR CONDITIONING PACKS		2.0						2.0					2.0
	50	HC-130 BLUE FORCE TRACKING / DATALINK GATEWAY		2.0						2.0					2.0
	55	HC-130 COMBAT SURVIVOR EVADER LOCATOR (CSEL) CAPABILITY		1.4						1.4					1.4
	53	HC-130 DIGITAL MAPPING INTERFACE SYSTEM (DMIS) LAPTOP CONNECTION		0.4						0.4					0.4
	57	HC-130 OIL COOLER AUGMENTATION		2.0						2.0					2.0
	48	HC-130 SECURE LINE-OF-SIGHT / BEYOND LINE-OF-SIGHT (SLOS/BLOS) DATA TRANSFER CAPABILITY		0.8						0.8					0.8
	54	HC-130 UNIVERSAL AIR REFUELING RECEPTACLE SLIPWAY INSTALLATION (UARRSI) MODIFICATION		10.0						10.0	7.4	0.2	0.2	0.2	18.0
	113	HEADQUARTERS AIR FORCE RESERVE COMMAND ADMINISTRATIVE FACILITY						3.3	0.5	3.8					3.8
	85	HH-60 COMBAT SEARCH AND RESCUE (CSAR) BOARD		0.5						0.5					0.5
	84	HH-60 COMBAT SURVIVOR EVADER LOCATOR (CSEL) CAPABILITY		3.0						3.0					3.0
	83	HH-60 FORWARD LOOKING INFRARED RADAR (FLIR) UPGRADE		9.0						9.0					9.0
	86	HH-60 INTELLIGENCE BROADCAST RECEIVER (IBR)		1.9						1.9					1.9
	82	HH-60 SECURE LINE-OF-SIGHT / BEYOND LINE-OF-SIGHT (SLOS/ BLOS) DATA TRANSFER		0.4						0.4					0.4
	87	HH-60 UPGRADED WEAPON SYSTEM		3.0						3.0					3.0

Priority	Page	TITLE	FY09							TOTAL $M	FYDP				TOTAL FY09-13
			1008	3010	3080	3600	3700	3730	3740		FY10	FY11	FY12	FY13	
	17	INFORMATION TECHNOLOGY (IT) RECAPITALIZATION							11.9	11.9	11.2	9.1	9.2	9.4	50.8
	115	INSTALLATION PLANNING SUPPORT							3.9	3.9					3.9
	64	KC-135 ARMOR		3.6						3.6	3.6	3.6	3.6		14.4
	100	KEESLER AFB AERIAL PORT SQUADRON FACILITY						7.6	0.5	8.1					8.1
	99	LACKLAND AFB C-5 APRON MAINTENANCE LIGHTING						1.6		1.6					1.6
	36	MARCH ARB ASSAULT LANDING ZONE (ALZ)							2.6	2.6	2.7	2.8	2.8	2.9	13.8
	112	MARCH ARB JOINT DEPLOYMENT CENTER PHASE I						12.8	0.7	13.5					13.5
	46	MC-130 COMBINED ALTITUDE RADAR ALTIMETER (CARA)		4.6						4.6					4.6
	43	MC-130E FLYABLE STORAGE							0.5	0.5	0.5	0.5	0.5	0.5	2.5
	20	MOBILITY ELECTRONIC FLIGHT BAGS							12.0	12.0	12.0	6.5			30.5
	111	NIAGARA FALLS IAP JOINT DINING FACILITY						9.0	1.2	10.2					10.2
	13	NUCLEAR BIOLOGICAL CHEMICAL (NBC) DEFENSE EQUIPMENT							11.0	11.0					11.0
	16	P5 COMBAT TRAINING SYSTEM							0.3	0.3					0.3
	108	PATRICK AFB ISOCHRONAL INSPECTION DOCK EXTENSION						3.3		3.3					3.3
	106	PATRICK AFB WEAPONS MAINTENANCE FACILITY						2.6	0.1	2.7					2.7
	107	PITTSBURGH IAP LODGING FACILITY						9.8	1.2	11.0					11.0
	19	RECRUITING ADVERTISING							2.0	2.0	2.0	2.1	2.2	2.3	10.6
	24	RESERVENET SUSTAINMENT					0.5		2.1	2.6	2.7	2.8	2.8	2.9	13.9
	110	ROBINS AFB BAND COMPLEX						5.9	0.3	6.2					6.2
	98	SCHRIEVER AFB WING HEADQUARTERS FACILITY						9.6	1.7	11.3					11.3
	96	SPACE ELECTRONIC WARFARE TRAINER			0.5					0.5					0.5

Priority	Page	TITLE	FY09							TOTAL $M	FYDP				TOTAL FY09-13
			1008	3010	3080	3600	3700	3730	3740		FY10	FY11	FY12	FY13	
	25	SUPPORT EQUIPMENT SUSTAINMENT		2.0	2.0				8.0	12.0					12.0
	105	TRAVIS AFB C-17 AND C-5 SQUADRON OPERATIONS AND AIRCRAFT GENERATION FACILITY						13.0	1.7	14.7					14.7
	18	VEHICLE REQUIREMENTS			8.9				6.7	15.6					15.6
	52	WC-130J CIVIL SATELLITE COMMUNICATIONS (SATCOM)		3.8						3.8	0.3	0.3	0.4	0.5	5.3
	109	YOUNGSTOWN ARS LODGING FACILITY PHASE II						10.2	1.4	11.6					11.6

Weapon Systems by State

Operational Readiness

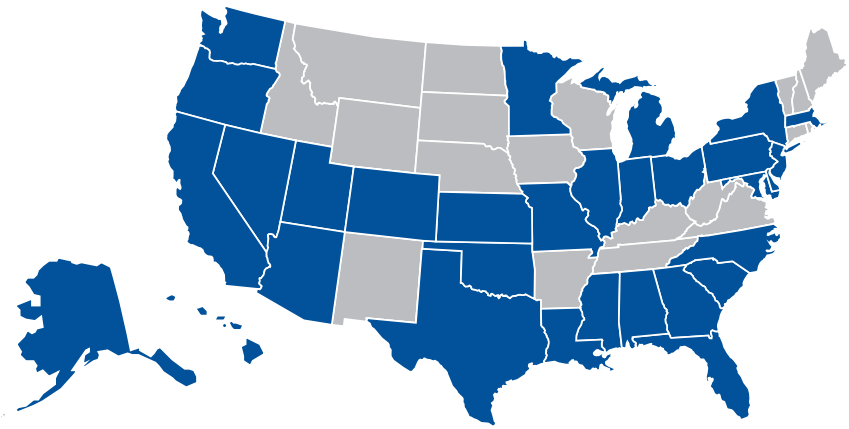
Provides premier training, world-class facilities, modern equipment, and unwavering family care.

AGILE COMBAT SUPPORT

While weapon systems are an integral part of the Air Force, the heart of the Air Force combat capability resides with Airmen. To meet Total Force requirements, the Air Force Reserve must attract, develop, and retain Citizen Airmen needed to operate and support Air Force weapon systems. To ensure this, the Air Force Reserve must provide premier training, world-class facilities, modern equipment, and unwavering family care.

Air Force Reserve Airmen are called on to perform a wide array of demanding duties. This requires extensive training both in the air and on the ground. To provide the seamless integration into the Total Force, our Airmen require upgraded facilities. The current and future battlespace environments will remain uncertain. To remain the world's premier Air Force, our Airmen must have state-of-the art equipment. The cornerstone of providing battle-ready Airmen is giving them the best medical care, family support, and work environment possible. In this area, our commitment cannot waiver. If our Airmen are not ready at home, they will not be ready to fight.

Through an unwavering commitment to effective recruiting, training, and presentation of combat-ready Citizen Airmen to Combatant Commanders, where and when they are needed, the Air Force Reserve will remain the unrivaled wingman for the world's pre-eminent Air Force.



AFR CURL Priority 1

C-40D PROCUREMENT

- The 932nd Airlift Wing (AW) is an active associate unit comprised of three C-9C aircraft and three C-40C aircraft. The C-9Cs are programmed to retire in FY11, without an identified follow-on.
- Air Mobility Command (AMC) currently associates on C-40Cs in operations only, providing crews and flying hours. AMC will support an increased association for six C-40C/Ds.
- The 932nd AW is principally an Operational Support Airlift (OSA) unit primarily for Congressional Delegation (CODEL) support. It also serves as overflow for VIP Special Airlift Mission (VIPSAM) and Joint Operational Support Airlift Center (JOSAC) missions.
- The C-9C is a legacy aircraft with extensive limitations on overseas travel. CODEL travel support requires maximum overseas travel.
- The C-40D is a multi-role aircraft capable of conducting cargo, medevac, passenger, and palletized missions with a robust communications configuration.

REQUIREMENT

- Replace aging C-9C aircraft with more capable multi-role C-40Ds. The replacement cost is $150M for the first aircraft and $110M for the second and third aircraft.
- FY12 additional manpower and Contactor Logistics Support (CLS) will be required.

IMPACT IF NOT FUNDED

- The ability to provide OSA will be severely impacted by loss of C-9Cs without replacement aircraft.

UNITS IMPACTED

- 932nd Airlift Wing, Scott AFB, IL

CONTRACTOR(S)

- Boeing Co, Chicago, IL

C-40D Procurement	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	370.0	0.0	0.0	0.0	0.0	370.0
Medicare (1008)	0.0	0.0	0.0	0.2	0.4	0.6
Manpower - AFR (3700)	0.0	0.0	0.0	0.8	1.6	2.4
O&M - AFR (3740)	0.0	0.0	0.0	30.7	35.5	66.2
Total ($M)	370.0	0.0	0.0	31.7	37.5	439.2
Quantity	3	0	0	0	0	3

AFR CURL Priority 2

86 COMBAT WING (CW) MANPOWER REQUIREMENTS

BACKGROUND

- FY2006 Quadrennial Defense Review (QDR) requires a Total Force of 86 CWs.
- Seventeen years of Air Force (AF) combat operations and reduced funding for modernization have resulted in premature aging of weapon systems and infrastructure.
- In 2006, the AF Total Force included approximately 700K people —(approximately 359K Regular AF, 106K Air National Guard, 76K Air Force Reserve, and 163K civilians).
- In FYs 2006–2008, the AF reduced manpower end strength and redirected funding to modernize the rapidly aging hardware.
- The AF will fall to 316.5K Regular and 67.7K Reserve personnel by FY2009.

REQUIREMENT

- Fully manning 86 CWs requires a Reserve manpower increase of 3,400 in FY2009 and 4,256 in FY2010. This increase includes an additional 300 McConnell AFB maintenance personnel (see separate CURL entry).
- Fully manning 86 CWs requires funding for increased Total Force end-strength to be consistent with the Congressional Report on Review of AF end-strength.

	FY09	FY10	FY11	FY12	FY13	FY14	FY15
AFCYBER	316	316	316	316	316	316	316
Global Hawk	69	144	144	144	144	144	144
Predator	376	376	376	576	576	576	576
CSAR X Force Structure Growth	347	347	347	347	347	347	347
Battlefield Airmen Wing	69	69	69	69	69	69	69
Classic Reserve Associates	1,393	1,625	1,425	1,425	1,425	1,425	1,425
Robust Existing Missions	30	579	579	579	579	579	579
IMA Increase for New Missions	800	800	800	800	800	800	800
Total Unfunded AFR Requirements	3,400	4,256	4,056	4,256	4,256	4,256	4,256
FY09 PB Profile	67,400	67,700	67,900	67,700	67,700	67,000	67,000
86 Combat Wing Required Force	70,800	71,956	71,956	71,956	71,956	71,956	71,956

IMPACT IF NOT FUNDED

- Failure to fully fund personnel strength for 86 CWs will limit the AF's ability to accomplish it's core competencies as identified in the FY2006 QDR.
- To fund this requirement in FY2009 within current AF top-line, Air Force Reserve must reprogram dollars from readiness and modernization accounts. This action would significantly impact readiness and cause continued aging of our weapon systems.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- N/A

86 Combat Wing (CW) Manpower Requirements	FY09	FY10	FY11	FY12	FY13	FYDP
Medicare (1008)	6.4	15.6	18.2	19.4	21.2	80.8
Personnel - AFR (3700)	30.7	81.3	99.2	106.5	115.4	433.1
O&M - AFR (3740)	31.0	72.2	80.2	82.7	88.0	354.1
Total ($M)	68.1	169.1	197.6	208.6	224.6	868.0

AFR CURL Priority 3

COST PER FLYING HOUR (CPFH) PROGRAM

BACKGROUND

- The Cost per Flying Hour is a model-driven computation that uses the various expenses involved in the operation of a specific model of each particular weapon system to derive an average cost that is used in all programming and budgeting exercises. For example, the costs of operating a C-130J are appreciably different from those of a C-130E, and an F-16 with an F-100-derivative engine will be different than those of a model with the GE engine.
- The CPFH model includes averages of fuel consumed, cost of spare parts required, etc. and is updated annually. Programmatic adjustments such as inflation indices and working capital fund rate changes are incorporated in the Future Year Defense Plan (FYDP), as well as any changes in mission profile, aircraft configuration or maintenance concepts.
- Under the Centralized Asset Management (CAM) reimbursement process, AFRC retains its funding and reimburses Air Force Materiel Command for hours flown.

REQUIREMENT

- AFRC is currently funded at 88% of requirements in FY09 based on the current information. Additionally, the Training, Test & Ferry program is only funded at 78%.

IMPACT IF NOT FUNDED

- Lack of funding has a direct and proportional impact on flying training and mission readiness.

UNITS IMPACTED

- All AFRC flying units

CONTRACTOR(S)

- N/A

Cost Per Flying Hour (CPFH) Program	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	40.5	287.1	273.0	265.7	267.4	1133.7
Total ($M)	40.5	287.1	273.0	265.7	267.4	1133.7

AFR CURL Priority 5

DEPOT PURCHASED EQUIPMENT MAINTENANCE (DPEM)

BACKGROUND

- DPEM – The depot maintenance financial program encompasses all funding through the Depot Maintenance Activity Group (DMAG) for organic, contract, and inter-service depot level maintenance.
- The projected funding level for FY09 is 77% of total requirements.
- The 23% shortfall is due to Headquarters Air Force leveling of DPEM funding across all Major Commands. AFRC DPEM funding falls to less than 60% of requirements in FY10–13.
- Annual re-pricing of DMAG services continues to grow due to the high cost of materials and overhead.

REQUIREMENT

- Increase DPEM funding to 92% to maintain AFRC readiness capability and prevent a bow wave of deferred DPEM maintenance. AFRC needs increased funding for scheduled maintenance to maintain aircraft availability as well as meet unforeseen repair requirements imperative for aircraft and engine sustainment.

IMPACT IF NOT FUNDED

- Failure to fund aircraft, engine and support equipment repair/maintenance requirements will not only defer critical repairs but ultimately ground aircraft creating a bow wave effect of non-combat ready aircraft in coming years.
- Aircraft availability and readiness will decline and drive a loss to the DMAG, compounding future years' funding requirements.

UNITS IMPACTED

- All AFRC flying units

CONTRACTOR(S)

- N/A

Depot Purchased Equipment Maintenance (DPEM)	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	101.0	293.7	309.7	335.9	342.2	1382.5
Total ($M)	101.0	293.7	309.7	335.9	342.2	1382.5

AFR CURL Priority 6

SUSTAINING ENGINEERING

BACKGROUND

- Sustaining Engineering funding accounts for contractual costs of engineering efforts on systems, products, or materials required to solve technical or supportability deficiencies revealed in operational service.
- Requirements support engineering tasks such as Aircraft Structural Integrity Program (ASIP), Functional Systems Integrity Program, safety, mishap investigations, and systems engineering.
- AFRC Sustaining Maintenance Engineering is only 30% funded in FY09.
- A review of the requirements and validation process currently underway is expected to increase requirement levels and further exacerbate funding shortfall.

REQUIREMENT

- Fund Sustaining Engineering to 70% to meet most requirements for aging aircraft sustainment.
- Funding is critical in supporting AFRC's aging aircraft in order to meet mission requirements.

IMPACT IF NOT FUNDED

- Failure to fund the Sustaining Engineering requirements will significantly impact the readiness of AFRC aging aircraft in FY09 and beyond. In order to maintain AFRC readiness capability, funding resources for sustaining engineering is imperative.
- Failure to fund will inhibit discovery of safety of flight issues, mishap investigation analysis, adequate ASIP support, and other engineering support possibly leading to loss of aircraft and life.

UNITS IMPACTED

- All AFRC flying units

CONTRACTOR(S)

- N/A

Sustaining Engineering	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	18.9	25.0	22.0	20.0	18.0	103.9
Total ($M)	18.9	25.0	22.0	20.0	18.0	103.9

AFR CURL Priority 7

INDIVIDUAL MEDICAL READINESS (IMR)

BACKGROUND

- Department of Defense (DoD) mandates an annual physical assessment and dental exam for all Air Force Reservists. Associated laboratory, immunization, and optical requirements also exist.
- Approximately 27% of AF Reservists are overdue on medical and dental requirements and 13% are overdue on immunization, laboratory, and optical requirements. Overdue physical requirements decrease AFR medical readiness to support Combatant Commander requirements worldwide.
- AFR medical units are not staffed nor funded for the requirements. Also, more than 1,850 Citizen Airmen are assigned to geographically separated units not supported by DoD medical facilities.
- Regular component commands operate their own medical treatment facilities or have access to the TRICARE network when facilities are over tasked. Regular component facilities cannot provide medical readiness services to Reserve Airmen in their areas or schedule these services during short duty lengths of Reserve members.

REQUIREMENT

- Fund sufficient civilian medical contract support to ensure a fit and healthy force as the most effective means to provide services where no Reserve medical units are available or where medical manning is insufficient to meet operational needs.
- IMR requirements: DOD requires 75%, AF/SG requires 85% - AFR is currently at 63%.

IMPACT IF NOT FUNDED

- The AFR IMR score is 63% and will not meet AF and DOD requirements if not funded.
- Thirty-nine (39) Wings will continue to be non-deployable based on the following: approximately 23% of Wings are overdue on medical and dental (11,267 Airmen) requirements, 13% are overdue on immunization (8025 Airmen), laboratory (10,603 Airmen), and optical (1,477 Airmen) requirements. Overdue physical requirements decrease Wings medical readiness to support worldwide combat taskings.
- Historically, for the last two years, funding for AFRC IMR from Congress has had a significant impact even though the funds were made available late in the year. IMR statistics for AFRC have gone from a low of 53% to current levels (63%).

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- TBD

Individual Medical Readiness (IMR)	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	4.4	0.0	0.0	0.0	0.0	4.4
Total ($M)	4.4	0.0	0.0	0.0	0.0	4.4

AFR CURL Priority 8

MCCONNELL AFB MAINTENANCE INCREASE

BACKGROUND

- AFRC maintenance manpower at McConnell AFB includes 52 Air Reserve Technicians (ART), 57 drill positions, and 1 Title V civilian.
- The FY08 President's Budget authorized an increase in AFRC maintenance manpower beginning in FY10.
- McConnell AFB will increase the number of aircraft assigned from 30 to 48 between FY09 and FY13 causing a maintenance manpower shortfall for FY09 and FY10.

REQUIREMENT

- Additional funding is required to accelerate the increase in AFRC aircraft maintenance authorizations to match the aircraft delivery timeline.
- Proper maintenance levels are required to execute the flying hour program and meet AFRC's total force commitment to the Air Mobility Command host unit.

IMPACT IF NOT FUNDED

- McConnell AFB KC-135s will not be able to meet Global War on Terrorism (GWOT) and Combatant Commander taskings for FY09 and FY10.
- McConnell AFB will be unable to provide aircraft necessary to conduct local training and keep aircrews current and qualified.
- AFRC manpower shortfall will place additional burden on active duty maintainers.

UNITS IMPACTED

- 931st Air Refueling Group, McConnell AFB, KS

CONTRACTOR(S)

- N/A

McConnell AFB Maintenance Increase	FY09	FY10	FY11	FY12	FY13	FYDP
Medicare (1008)	0.6	0.6	0.0	0.0	0.0	1.2
Personnel - AFR (3700)	2.2	2.2	0.0	0.0	0.0	4.4
O&M - AFR (3740)	4.9	4.2	0.0	0.0	0.0	9.1
Total ($M)	7.7	7.0	0.0	0.0	0.0	14.7

AFR CURL Priority 9

AIR NATIONAL GUARD / AIR FORCE RESERVE TEST CENTER (ANG/AATC) SUPPORT

BACKGROUND

- AATC is the home of the F-16 Block 30 Avionics Combined Test Force which is solely responsible for the development, operational test, and evaluation of the Operational Flight Program (OFP) for all Air Force Block 25/30/32 F-16 aircraft.
- AATC provides flight test and system testing for USAF/TE, AFOTEC, AFFTC, AMC and ACC.
- Primary test agency for LITENING pod enhancements.
- AATC is a low cost solution to develop/implement better training for the ANG and AFRC simulation and Distributed Mission Operations (DMO) programs.
- Long term agreement between the ANG and AFRC to support this organization with aircraft, manpower, and funding to perform operational test program.
- AATC provides opportunities to explore/develop training system innovations to cut costs and facilitates development of new tactics, techniques and procedures. AATC allows the Air Reserve Component (ARC) to leverage better training for less money in quicker time.
- Funding provides AFRC's share of daily operations for required support from AATC.

REQUIREMENT

- Provide FY09 funding for this high-priority AFRC effort that finds ways for the command to save critical funds in other areas.

IMPACT IF NOT FUNDED

- Improvements to Active Duty and ARC C-130, F-16, F-15, A-10 and B-52 aircraft severely impacted by testing delays.
- Current Active Duty test facilities cannot handle test requirements currently performed by AATC.
- Relocation of all Block 30 F-16 testing to an alternate test facility.
- AATC provides all LITENING pod software and hardware testing; enhancement programs and combat capability would be severely impacted if not funded.

UNITS IMPACTED

- AATC, Tucson, AZ

CONTRACTOR(S)

- N/A

ANG/AATC Support	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	2.0	2.0	2.0	2.1	2.1	10.2
Total ($M)	2.0	2.0	2.0	2.1	2.1	10.2

AFR CURL Priority 20

LITENING POD SPIRAL UPGRADES

BACKGROUND

- AFRC purchased LITENING Advanced Targeting pods (ATP) for AFRC Combat Air Forces (A-10, B-52, and F-16). ATPs were procured between 2001 and 2007. As new technologies are developed and proven, Northrop Grumman Corporation (NGC), through interaction with ATP users, incorporates emerging technologies and capabilities.
- Prior spiral upgrades (LITENING II, LITENING ER, LITENING AT) have allowed for AFRC to provide Combatant Commanders with relevant, improved and effective combat capabilities.

REQUIREMENT

- Upgrade AFRC LITENING pods with Generation 4 (GEN 4) technology. This upgrade greatly increases effective operating range using increased resolution 1K CCD (TV camera) and 1K Forward Looking Infrared (FLIR) sensors, higher energy diode pumped laser designator with eye safe training capability, Laser Target Imaging Program (LTIP) using laser designator for illumination and target ID, and improvements to display processing.

IMPACT IF NOT FUNDED

- Without continuous spiral upgrades AFRC LITENING ATPs will fail to meet emerging Combatant Commander and new weapon delivery requirements assuring obsolescence.
- AFRC combat aircraft unable to deploy in support of wartime taskings due to inability to meet minimum capability standards required to fly in-theater.

UNITS IMPACTED

- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 482nd Fighter Wing, Homestead ARB, FL
- 442nd Fighter Wing, Whiteman AFB, MO
- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Northrop Grumman Corporation, Rolling Meadows, IL

LITENING Pod Spiral Upgrades	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	25.0	25.0	0.0	0.0	0.0	50.0
Total ($M)	25.0	25.0	0.0	0.0	0.0	50.0
Quantity	32	32	0	0	0	64

DEPLOYED COMMUNICATION RECAPITALIZATION

BACKGROUND

- Air Force Reserve Command (AFRC) re-missioned 37 Reserve units with an "Expand the Base" communications package, which standardizes Reserve forces and equipment throughout the command.
- Package contains Unit Training Codes that provide classified and unclassified internet as well as Defense Switched Network services, ground-to-air radios, UHF tactical satellite, land mobile radios, Giant Voice, and microwave links.
- Reserve units are required to take their communications package when deploying; package integrates into deployed host base infrastructure, expanding capabilities to support arriving AFRC mission.

REQUIREMENT

- Recapitalize aging equipment tasked in the Reserve "Expand the Base" package.

IMPACT IF NOT FUNDED

- Equipment in the Reserve communications package will become obsolete and may negatively impact mission accomplishment.
- Inhibits ability for Reservists to integrate with Regular component counterparts due to lack of experience with currently fielded communication equipment.

UNITS IMPACTED

- 37 Reserve units currently tasked with this communications package

CONTRACTOR(S)

- TBD

Deployed Communication Recapitalization	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	2.2	6.8	6.9	7.1	7.2	30.2
Total ($M)	2.2	6.8	6.9	7.1	7.2	30.2

FAMILY READINESS

BACKGROUND

- The FY06 National Defense Authorization Act (NDAA), Public Law 109-163, Section 594 expanded Air Expeditionary Force (AEF) workloads and added unfunded mandates, to include the establishment of a Transition Assistance Program for Reserve Components.
- Regulations (DODI 1342.23, AFRCI 36-3001, AFI 36-3009) mandate proactive, prevention-based services be delivered to AFRC military and civilian personnel (80,335) and their families (over 300,000 people).
- New mandates require Air Force Reserve Command (AFRC) Family Readiness personnel to maintain proficiency in providing assistance to Reservists in the areas of job search, resume writing, and employment counseling.
- Additional services focus on preparing and providing support for members and their families during the various phases of deployments and/or mobilizations, as well as ongoing crisis assistance and intervention.
- The goal is successful transition from serving on active duty — member/family and economic well-being.

REQUIREMENT

- Additional funding is required for a full-time civilian employee to meet new FY06 NDAA mandated transition services and additional AEF support requirements.
- Additional funding is required to support additional annual training requirements levied on AFRC Family Readiness personnel.

IMPACT IF NOT FUNDED

- AFRC will not meet Quality of Life needs for improving support to families within the Air Force Reserve.

UNITS IMPACTED

- Air Force Reserve Command – all units

CONTRACTOR(S)

- N/A

Family Readiness	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.4	0.0	0.0	0.0	0.0	0.4
Total ($M)	0.4	0.0	0.0	0.0	0.0	0.4

NUCLEAR BIOLOGICAL CHEMICAL (NBC) DEFENSE EQUIPMENT

BACKGROUND

- Nuclear Biological Chemical (NBC) defense equipment is needed to sustain unit operational readiness during NBC attacks/incidents.
- AFRC has a shortfall in ground crew and aircrew chemical defense equipment for all deployable AFRC personnel.
- Current program funding is $2M/year.

REQUIREMENT

- $9M is required to eliminate the current backlog and establish minimal NBC protective equipment supply levels not currently funded.
- Additional sustainment funding of $2M is required to maintain inventory and replace shelf-life expired/defective lot protective equipment.

IMPACT IF NOT FUNDED

- Unserviceable NBC defense equipment backlog will increase and place Air Force Reserve Airmen in danger of not having required equipment to deploy in support of Combatant Commander wartime requirements.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- TBD

Nuclear Biological Chemical (NBC) Defense Equipment	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	11.0	0.0	0.0	0.0	0.0	11.0
Total ($M)	11.0	0.0	0.0	0.0	0.0	11.0

AIRCRAFT MAINTENANCE SUPPORT INFORMATION TECHNOLOGY

BACKGROUND

- Air Force is rapidly transitioning to digitized aircraft technical data and reducing the amount of printed material. In order to access digitized tech data and support numerous point of maintenance initiatives, Air Force Reserve Command requires an access tool that can be utilized on the flightline and in the maintenance shop.
- This logistics-specific definition differs from common information technology infrastructure in that these are tools that are required in direct execution of the aircraft maintenance mission — they are not meant to function in any other role.

REQUIREMENT

- Recapitalize existing ruggedized laptops, support equipment (chargers, optical drives, spare batteries, cables, etc.), as well as any future ruggedized products such as tablets, ultra mobile computers, and handhelds.

IMPACT IF NOT FUNDED

- eTools will become obsolete and incompatible with many Air Force network requirements. Lack of proper tools will severely hamper aircraft maintenance efforts as more and more technical data becomes digitized.

UNITS IMPACTED

- All AFR units

CONTRACTOR(S)

- TBD

Aircraft Maintenance Support Information Technology	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	3.0	3.1	3.2	3.2	3.3	15.8
Total ($M)	3.0	3.1	3.2	3.2	3.3	15.8

COMBAT CAMERA SUPPORT

BACKGROUND

- 4th Combat Camera Squadron (4 CTCS) empowers the joint force commander to meet National Command Authority objectives by acquiring and distributing classified and unclassified still and motion imagery in support of full spectrum military operations.
- Historical execution rates exceed current funding level.
- 4 CTCS is a mirror of 1 CTCS (Regular component) in the number of personnel, equipment and missions supported, but has only 20% of the O&M funding.
- Deployment rates to austere environments are creating decreased lifecycle for equipment.
- Reduction in O&M has resulted in unit unable to purchase aircrew equipment for 34 aerial qualified photographer/videographer positions, office and personnel supplies, and contract maintenance required for often deployed high-end equipment.

REQUIREMENT

- Increase O&M baseline to meet historical execution rates.

IMPACT IF NOT FUNDED

- Inadequate O&M funding limits 4 CTCS combat readiness.

UNITS IMPACTED

- 4th Combat Camera Squadron, March AFB, CA

CONTRACTOR(S)

- TBD

Combat Camera Support	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.3	0.3	0.3	0.3	0.3	1.3
Total ($M)	0.3	0.3	0.3	0.3	0.3	1.3

P5 COMBAT TRAINING SYSTEM

BACKGROUND

- The 482nd Fighter Wing (FW) at Homestead ARB lacks adequate funding for operations and maintenance (O&M) of the P5 Combat Training System (CTS).
- The P5 CTS is used by AFRC F-16 aircrews for real-time monitoring and post-mission debrief of aerial combat exercises.
- In May 2007, 482nd FW received this system from Air Combat Command (ACC) for use during daily F-16 flying training. The 482nd FW is responsible for system components O&M costs.

REQUIREMENT

- P5 CTS consists of a Participant Subsystem (PS) and a Ground Subsystem (GS). The PS is the Airborne Subsystem (AS) or "pod" which is mounted on an F-16 missile rail. AFRC now owns 24 P5 pods at Homestead ARB. Memorandum of Agreement (MOA) between Homestead ARB and NAS Key West allows contractors at NAS Key West to work on AFRC P5 CTS components. This agreement saves AFRC $200K annually by eliminating the need for dedicated contractors at Homestead ARB.
- Require annual funding approximately $56K for labor and $100K for parts for continued operation of P5 CTS.

IMPACT IF NOT FUNDED

- 482nd FW will rely on incomplete and inaccurate techniques on a daily basis for air combat assessment which has negative training effect and will leave the unit ill-prepared for air-to-air combat against 4th generation threat. P5 CTS plays a critical role in accurate real-time assessment and post-mission analysis of combat training exercises ensuring air combat training is as realistic as possible.
- Safety of flight is at risk, particularly for large-scale exercises. P5 CTS also enhances safety of flight by giving mission monitors ability to deconflict aircraft engagements.
- Without P5 CTS AFRC F-16 units cannot train with Regular component and international units at exercises such as Red Flag. P5 CTS ensures interoperability with Active component forces.

UNITS IMPACTED

- 482nd Fighter Wing, Homestead ARB, FL
- 301st Fighter Wing, NAS JRB Fort Worth, TX

CONTRACTOR(S)

- N/A

P5 Combat Training System	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.3	0.0	0.0	0.0	0.0	0.3
Total ($M)	0.3	0.0	0.0	0.0	0.0	0.3

INFORMATION TECHNOLOGY (IT) RECAPITALIZATION

BACKGROUND

- The Air Force Chief Information Officer, the Air Force Information Technology (IT) Commodity Council (AFITCC), and the AFNetOps Architecture Integrated Product Team (AIPT) mandate minimum standards for purchase, life-cycle, implementation, configuration, and operation of the IT environment within the Air Force to support National Security Systems C4ISR activities.
- Air Force Major Commands are mandated to program for IT devices and the "first 400 feet" of the operational IT environment.
- A periodic recapitalization cycle has been mandated to meet requirements set out by AF IT directives and guidelines, which allows Air Force Reserve Command (AFRC) to maintain a minimum IT steady-state sustainment capability for: IT lifecycle management, compliance, interoperability, and integration with AF enterprise-level systems.

REQUIREMENT

- Increase AFRC's IT recapitalization baseline to maintain war/peacetime operating lifeline and to sustain a robust operational IT environment.
- Sustain a lifecycle management and recapitalization strategy for the AFRC segment of the Global Information Grid, National Security Systems, voice and data systems (secure and non-secure) and "first 400 feet" infrastructure.

IMPACT IF NOT FUNDED

- Affects readiness and will jeopardize AFRC capability to execute its wartime missions.
- AFRC will not meet the DOD transformational goal of: "Assuring IT systems in the face of attack and conducting effective information operations."

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- TBD

Information Technology (IT) Recapitalization	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	11.9	11.2	9.1	9.2	9.4	50.8
Total ($M)	11.9	11.2	9.1	9.2	9.4	50.8

VEHICLE REQUIREMENTS

BACKGROUND

- AFRC must replace $56M in vehicles due to old age and attrition. This includes 341 General Purpose Vehicles (i.e. law enforcement and aircraft maintenance), 178 Special Purpose Vehicles (i.e. aircraft and munitions towing), 84 Base Maintenance Vehicles (i.e. runway sweepers, snow blowers, and snow plows), and 123 Material Handling Vehicles.
- This initiative is projected to reduce the backlog to 12% of total fleet value by FY14.
- Annual Planning and Programming Guidance (APPG), paragraph 3.2.4, directs Major Commands to continue to program for Alternative Fuel Vehicles (AFVs) to meet the requirements IAW Executive Order 13149 and Energy Policy Act (EPACT) 1992 target by end of FY09.

REQUIREMENT

- Fund FY09 requirements in accordance with Executive Order 13149, EPACT 1992, and the APPG to purchase AFVs, low emission vehicles, more fuel-efficient vehicles, and to satisfy environmental laws and executive orders.

IMPACT IF NOT FUNDED

- Will not meet the APPG goal for vehicle replacement in FY13.
- AFRC cannot meet requirements of Executive Order 13149 for a 20 percent reduction in petroleum consumption through improvements in fuel efficiency and the use of AFVs and alternative fuels by the end FY09.

UNITS IMPACTED

- All Air Force Reserve units

CONTRACTOR(S)

- Hyster – NC, KY, AL
- Caterpillar – IL
- Yale (NACCO Material Handling Group) – NC, KY, AL
- NMC Wollard – WI
- FMC Technologies – FL
- Intercontinental Truck – MT
- Lift King – Canada

Vehicle Requirements	FY09	FY10	FY11	FY12	FY13	FYDP
Other Procurement (3080)	8.9	0.0	0.0	0.0	0.0	8.9
O&M - AFR (3740)	6.7	0.0	0.0	0.0	0.0	6.7
Total ($M)	15.6	0.0	0.0	0.0	0.0	15.6
Quantity	163	0	0	0	0	163

RECRUITING ADVERTISING

BACKGROUND

- Air Force Reserve Recruiting Service is scheduled to receive $14M in FY08 for advertising. However, $16M is required.
- Advertising and media costs have skyrocketed in all categories — increasing 6–10% annually, while the advertising budget reflects only a 2% (approximate) inflationary increase.
- Advertising levels are not generating sufficient leads needed to meet current-year and future-year accession requirements. Requirements are affected by BRAC realignments, Total Force Integration, and programmatic actions – recruitment is needed for 7,000 positions.
- Monies spent each year on advertising generate leads to obtain accessions in the following year. Reductions in lead generation result in a negative impact on accessions for a six to twelve-month period following funding reductions.
- Additional costs occur to shift recruiting efforts into the highly-competitive non-prior service market. Air Force Reserve Command competes with the other Services for the same 18–34 year old candidate. This requires a considerably wider and more expansive advertising net.
- Command attrition is more than 15 percent, up from 13 percent which automatically generates a two percent increase in recruiting requirements.

REQUIREMENT

- Provide increased funding for ongoing recruiting advertisements.

IMPACT IF NOT FUNDED

- Effective manning levels will decline.
- Inability to adequately support the stand-up of new units.

UNITS IMPACTED

- All Air Force Reserve Command units

CONTRACTOR(S)

- Blaine Warren Advertising, Las Vegas, NV

Recruiting Advertising	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	2.0	2.0	2.1	2.2	2.3	10.6
Total ($M)	2.0	2.0	2.1	2.2	2.3	10.6

MOBILITY ELECTRONIC FLIGHT BAGS

BACKGROUND

- Aircrews must have access to worldwide flight manuals, operations manuals, enroute charts, and instrument approach templates during flight.
- Currently, aircrews hand-carry paper documents to meet this requirement.
- An electronic flight bag would replace the paper documents saving money, paper and space.
- Electronic flight bag enhances situational awareness and cockpit safety by displaying text, picture and graphics information.

REQUIREMENT

- Procure electronic flight bags for Reserve mobility aircrews.
- Pilots require access to enroute charts and approach templates for all contingencies such as diverts and emergencies during off station missions.
- An electronic device that will store the current the printed documentation will greatly reduce the current amount of media carried onboard.

IMPACT IF NOT FUNDED

- Decreased situational awareness in all phases of flight operations will increase the risk of accidents and collisions.
- Continued high cost associated with production, distribution, and maintenance of paper products required by aircrews.

UNITS IMPACTED

- 349th Air Mobility Wing, Travis AFB, CA
- 439th Airlift Wing, Westover ARB, MA
- 445th Airlift Wing, Wright-Patterson AFB, OH
- 433rd Airlift Wing, Lackland AFB, TX
- 514th Air Mobility Wing, McGuire AFB, NJ
- 452nd Air Mobility Wing, March ARB, CA

CONTRACTOR(S)

- Teledyne Technologies Company, El Segundo, CA

Mobility Electronic Flight Bags	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	12.0	12.0	6.5	0.0	0.0	30.5
Total ($M)	12.0	12.0	6.5	0.0	0.0	30.5
Quantity	48	48	25	0	0	121

AIR FORCE RECRUITING INFORMATION SUPPORT SYSTEM – RESERVE (AFRISS-R) SUSTAINMENT

BACKGROUND

- AFRC Recruiting Service (AFRC/RS) employs AFRISS-R as the command's personnel accession processing system of record.
- AFRC fielded AFRISS-R in FY04 to satisfy electronic lead distribution, security clearance submission, Military Entrance Processing Station (MEPS) processing, and creation of personnel records. AFRISS-R is a robust system that must handle personnel through the full range of administrative accession and gain-to-unit processes against particular billets.
- The command's ability to realize the Personnel Services Delivery Transformation (PSDT) initiative is directly dependent on AFRISS-R. By integrating manual accession personnel records into AFRISS-R and Military Personnel Data System (MilPDS) interface, AFRC saves over $400K/year.
- AFRISS-R provides MilPDS interface for the Air Reserve Personnel Center (ARPC), decreasing steps in the commissioning application process, saving ARPC $200K+/yr.
- AFRISS-R interfaces with Office of Personnel Management to provide instantaneous verification of security clearance data and is designed to interface with U.S. Military Entrance Processing Command to provide electronic data verification, aptitude, and physical screening/processing (in progress).

REQUIREMENT

- Provide funding for system support, system maintenance, and utility integration.

IMPACT IF NOT FUNDED

- Overall production would be crippled. All AFRC recruiters rely entirely on AFRISS-R to process all applicants into the Air Force Reserve. Loss of AFRISS-R would result in an immediate negative impact on meeting both the command recruiting goal and end-strength requirements.

UNITS IMPACTED

- Air Force Reserve Command, Robins AFB, GA
- U.S. Military Entrance Processing Command, North Chicago, IL
- Air Reserve Personnel Center, Denver, CO

CONTRACTOR(S)

- Dulcian, Inc., Trenton, NJ

AFRISS-R Sustainment	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	2.2	2.2	2.3	2.3	2.4	11.4
Total ($M)	2.2	2.2	2.3	2.3	2.4	11.4

AIRCREW LIFE SUPPORT EQUIPMENT AND RECORD TRACKING SYSTEM (ALERTS)

BACKGROUND

- Aircrew Life Support Equipment & Record Tracking System (ALERTS) is a web-based system developed by Air Mobility Command and CDO Technologies to allow "total asset visibility" of Aircrew Flight Equipment (AFE) and associated documentation processes.
- System interlinks AFE sections Air Force wide and provides real-time visibility — the system replaced several legacy equipment management systems.
- ALERTS provides necessary tools to the Air Staff, Major Command, Numbered Air Force and unit AFE managers to oversee all real-time inspection, training, supply and administration documents at all times.

REQUIREMENT

- Provide funding for yearly maintenance support and future enhancements of the ALERTS.

IMPACT IF NOT FUNDED

- Personnel will have to use antiquated systems, and management will have no oversight of command assets and have limited capabilities to adequately validate existing or fund future equipment items.
- Multi-level headquarters oversight would be inhibited and limit AFRC's world-wide combat capabilities.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- CDO Technologies, O'Fallon, IL

ALERTS	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.3	0.3	0.3	0.3	0.3	1.3
Total ($M)	0.3	0.3	0.3	0.3	0.3	1.3

AIR RESERVE ORDER WRITING SYSTEM – RESERVE (AROWS-R) SUSTAINMENT

BACKGROUND

- Air Reserve Order Writing System-Reserves (AROWS-R) is a web-based system designed and developed by the Defense Finance & Accounting Service to better facilitate the order writing process throughout Air Force Reserve Command.
- AROWS-R replaced several legacy order writing and related systems.
- AROWS-R provides necessary tools to the commander to watch dollars budgeted for various duty tour types, and allows the commander total visibility over his people.
- Due to the nature of the system and the financial data and tracking involved, this system must be kept updated and accurate.

REQUIREMENT

- Provide funding for additional regulation-driven enhancements and yearly maintenance support for AROWS-R.

IMPACT IF NOT FUNDED

- Personnel will use an antiquated manual process that is neither completely accurate nor feasible.
- If using a manual process, it would be impossible to provide the level of support that AROWS-R currently offers.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- U.S. Marine Corps Tech Services Organization, Kansas City, MO

AROWS-R Sustainment	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.7	0.7	0.7	0.7	0.7	3.5
Total ($M)	0.7	0.7	0.7	0.7	0.7	3.5

RESERVENET SUSTAINMENT

BACKGROUND

- ReserveNet is a DoD-certified secure enterprise web-based reservist management system and application framework which fundamentally streamlines the core force provider processes used to get Citizen Airmen to the mission.
- ReserveNet includes development of a standardized Air Force Portal integrated infrastructure used as the framework for mission application delivery to over 30,000 Air Force Reserve Command users, a standardized data structure aligned and integrated with Air Force systems of record, and a suite of mission tools that currently provide the following mission application capabilities: readiness management, training delivery and tracking, duty planning and scheduling, participation and productivity management, member and skills management, locator services, volunteer opportunities and email messaging.
- ReserveNet replaced thousands of local and command-level inefficient manual and/or automated processes, resulting in an 80% reduction in workload on key processes at the group level.

REQUIREMENT

- Provide funding to support and sustain the existing ReserveNet capabilities and framework to existing users, to expand the user base, and to field additional net-centric mission capabilities.

IMPACT IF NOT FUNDED

- Jeopardizes the force management capabilities of ReserveNet and the ability to streamline wasteful processes and enable 18,000 man-days of efficiency that can be redirected to a primary mission.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- L3 Communication Government Services, Inc., Chantilly, VA

ReserveNet Sustainment	FY09	FY10	FY11	FY12	FY13	FYDP
Personnel - AFR (3700)	0.5	0.5	0.5	0.5	0.6	2.7
O&M - AFR (3740)	2.1	2.2	2.3	2.3	2.3	11.2
Total ($M)	2.6	2.7	2.8	2.8	2.9	13.9

SUPPORT EQUIPMENT SUSTAINMENT

BACKGROUND

- Support equipment includes vehicles, base maintenance support equipment, and communications and electronic support equipment.
- This program is funded at approximately 47% for the Air Force.
- The average life cycle of support equipment is 15 years. Inadequate funding extends the use of support equipment beyond it projected life cycle.

REQUIREMENT

- Support equipment is required for mission sustainment. The current shortfall is approximately $74M from FY09–13. Of this amount, $12M is required in FY09.

IMPACT IF NOT FUNDED

- The use of support equipment is a critical element in maintaining the AFRC flying hours, training and ground force programs. Without sufficient procurement and sustainment funding, sorties will be lost. Security Forces, Communications, and Civil Engineering readiness may decrease and training requirements will not be met.

UNITS IMPACTED

- 482nd Fighter Wing, Homestead ARB, FL
- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 302nd Airlift Wing, Peterson AFB, CO
- 934th Airlift Wing, Minneapolis-St Paul ARS, MN
- 434th Air Refueling Wing, Grissom ARB, IN

CONTRACTOR(S)

- N/A

Support Equipment Sustainment	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	2.0	0.0	0.0	0.0	0.0	2.0
Other Procurement (3080)	2.0	0.0	0.0	0.0	0.0	2.0
O&M - AFR (3740)	8.0	0.0	0.0	0.0	0.0	8.0
Total ($M)	12.0	0.0	0.0	0.0	0.0	12.0

CIVILIAN DISABILITY FUNDS

BACKGROUND

- Air Force Deputy Chief of Staff, Manpower and Personnel funds the Department of Labor bill for civilian disability compensation and seeks reimbursement from other Air Force agencies, including Air Force Reserve Command.
- FY09 "chargeback" is based on the actual costs incurred from 1 Jul 2005–30 Jun 2006.
- Program costs are rising as a direct result of escalating health insurance costs.
- Increased numbers of injuries and additional employees are also factors in the rising costs of the program.

REQUIREMENT

- Additional funding is required to meet "due-on-demand" charges levied by the Department of Labor.

IMPACT IF NOT FUNDED

- Air Force Reserve Command will not be able to correct current programmed funds for inflation and historical changes in actuarial formulas – FY09 chargeback cannot be paid in full with programmed funds.

UNITS IMPACTED

- Air Force Reserve Command – all units with civilian employees

CONTRACTOR(S)

- N/A

Civilian Disability Funds	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.8	0.0	0.0	0.0	0.0	0.8
Total ($M)	0.8	0.0	0.0	0.0	0.0	0.8

C-5 Galaxy

The C-5 Galaxy provides inter-theater airlift in support of U.S. national defense.

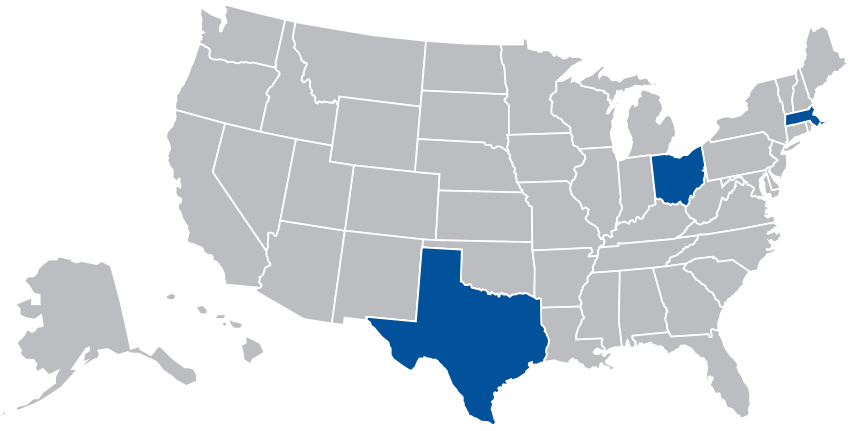
GLOBAL REACH

The C-5 Galaxy can carry outsize and oversize cargo over intercontinental distances and can take off or land within relatively short distances. The C-5 Galaxy and the C-17 Globemaster III are partners in the Air Force's strategic airlift concept.

The Air Force Reserve operates C-5 aircraft at the 445th Airlift Wing, Wright-Patterson AFB, OH; the 433rd Airlift Wing, Lackland AFB, TX; and the 439th Airlift Wing, Westover ARB, MA. The 433rd Airlift Wing at Lackland AFB is home to the Air Force's C-5 Formal Training Unit (FTU), which supports aircrew training for the entire C-5 fleet. The AFR associates with the active duty on C-5 aircraft at the 512th Airlift Wing, Dover AFB, DE and 349th Air Mobility Wing, Travis AFB, CA.

Two major modernization programs address C-5 reliability and maintenance issues: the Avionics Modernization Program (AMP) and the Reliability Enhancement and Re-engining Program (RERP). Additional capabilities being considered include C-5A Airlift Defensive Systems (ADS), C-5 Large Aircraft Infrared Countermeasures (LAIRCM), C-5 Structures Modifications, C-5 Night Vision Goggles for Observers, C-5 Rear Lookout Capability, and C-5 Yoke Mounted Expendables Switch.

Contractors include Lockheed Martin (airframe), General Electric (engines and RERP), Honeywell (AMP), ARINC (AMP), and Goodrich (RERP).



AFR CURL Priority 11

C-5 AIRLIFT DEFENSIVE SYSTEMS (ADS)

BACKGROUND

- Worldwide proliferation of shoulder-fired surface-to-air missiles makes airlift aircraft extremely vulnerable during low-altitude operations, particularly during approach and landing.
- The only C-5s authorized to operate into Combatant Command designated hostile airfields are C-5Bs with ADS installed.
- Since 2001, the C-5A utilization rate is 525 hrs/yr (14% under projections); the C-5B utilization rate is 1008 hrs/yr (23% over projections); and the C-17 utilization rate is 1380 hrs/yr (38% over projections).
- Funding C-5A ADS will immediately help relieve over-utilized C-5Bs and C-17s.

REQUIREMENT

- Equip the 15 remaining unprotected AFR C-5As with ADS allowing them worldwide access to fully support the Global War on Terrorism (GWOT).

IMPACT IF NOT FUNDED

- Lack of C-5A ADS necessitates transloading GWOT cargo onto ADS equipped aircraft for delivery to threat locations.
- Transloading cargo increases delivery timelines and contributes to under-utilization of C-5As and over-utilization of ADS-equipped C-5Bs and C-17s.
- As the C-5B fleet begins full-rate AMP and RERP modifications, C-5A ADS will be needed to meet continuing GWOT airlift demands.

UNITS IMPACTED

- 433rd Airlift Wing, Lackland AFB, TX

CONTRACTOR(S)

- L3 Communications, Inc. (Lexington, KY); Alliant Techsystems (Edina, MN)

C-5 Airlift Defensive Systems (ADS)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	15.5	0.0	0.0	0.0	0.0	15.5
Total ($M)	15.5	0.0	0.0	0.0	0.0	15.5
Quantity	15	0	0	0	0	15

AFR CURL Priority 16

C-5 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM)

BACKGROUND

- AFR C-5s operate worldwide to support U.S. forces in low to medium threat environments, including threats from widely-proliferated shoulder fired infrared (IR) missiles.
- Currently fielded airlift defensive systems do not optimally protect aircraft from advanced IR threats.
- The LAIRCM protective suite uses laser technology to defeat incoming IR missiles and does not rely on pyrotechnic expendables (flares).
- C-5 LAIRCM complements flare-based defensive systems currently used and provides increased protection against advanced and emerging IR missile threats.
- Missile attacks on C-5, C-17, and commercial aircraft demonstrate the seriousness of the threat and highlight the difficulty of defining areas for avoidance.

REQUIREMENT

- Procure and install LAIRCM on nine AFR C-5 aircraft. Advanced IR countermeasures are required to mitigate significant risk of aircraft damage and loss.

IMPACT IF NOT FUNDED

- LAIRCM is critical to prevent loss of life or aircraft.
- Failure to install the LAIRCM system leaves aircraft and aircrew vulnerable to an array of commonly held shoulder fired missiles endangering the ability to contribute in wartime efforts. USAF aircrews will operate in this environment for the foreseeable future.

UNITS IMPACTED

- 433rd Airlift Wing, Lackland AFB, TX
- 439th Airlift Wing, Westover ARB, MA
- 445th Airlift Wing, Wright-Patterson AFB, OH

CONTRACTOR(S)

- Northrop Grumman Corporation (Rolling Meadows, IL); Lockheed Martin (Marietta, GA)

C-5 Large Aircraft Infrared Countermeasures (LAIRCM)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	90.0	90.0	90.0	90.0	60.0	420.0
O&M - AFR (3740)	0.0	5.0	5.0	5.0	5.0	20.0
Total ($M)	90.0	95.0	95.0	95.0	65.0	440.0
Quantity	9	9	9	9	6	42

AFR CURL Priority 18

C-5 STRUCTURES

BACKGROUND

- The C-5A fleet provides 25% of the U.S. outsize cargo airlift capability.
- Confirmed Stress Corrosion Cracking (SCC) of C-5A Aft Crown Skins (ACS) and Contour Box Beam Fittings (CBBFs) requires a 10-year, fleet-wide replacement program to avoid extensive grounding and flight restrictions projected to start in FY12.
- ACS replacement costs are estimated at approximately $8.5M per aircraft.
- CBBF replacement costs are estimated at approximately $2.5M per aircraft.
- Replacement ACS panels and CBBFs are manufactured from improved, SCC resistant material; ACS replacements are also thicker than original design.

REQUIREMENT

- Fund ACS and CBBF structural repairs on two C-5As. This will avoid crippling non-availability bow waves and preserve C-5 strategic airlift capability through 2040.

IMPACT IF NOT FUNDED

- Catastrophic failure of ACS integrity during flight will lead to explosive decompression, loss of life, and possible loss of aircraft.
- If the proposed C-5A structures program is not executed, the C-5A fleet is projected to suffer non-availability bow waves in FY12-13 (47% of the fleet) and again in FY20-21 (79% of the fleet).
- Incurs an estimated $95M increase in inspection and repair costs during FY09-13 without a planned replacement program.

UNITS IMPACTED

- 433rd Airlift Wing, Lackland AFB, TX
- 445th Airlift Wing, Wright-Patterson AFB, OH

CONTRACTOR(S)

- Lockheed Martin Aero (Bethesda, MD, and Marietta, GA)

C-5 Structures	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	22.0	66.0	66.0	66.0	66.0	286.0
Total ($M)	22.0	66.0	66.0	66.0	66.0	286.0
Quantity	2	6	6	6	6	26

AFR CURL Priority 19

C-5 SURFACE-TO-AIR FIRE (SAFIRE) LOOKOUT CAPABILITY

BACKGROUND

- Worldwide proliferation of small arms and shoulder-fired infrared (IR) missiles makes mobility aircraft vulnerable to attack during low-altitude operations, particularly during approach and landing.
- Visual threat detection and reaction have become increasingly important based on multiple real world missile attacks on air mobility and commercial cargo aircraft.
- C-5 troop door window does not provide an adequate field-of-view (FOV) for crew members scanning for ground-based threats.
- Cargo compartment scanner positions are unsafe for use and ineffective in a combat environment.

REQUIREMENT

- Modify 21 AFR C-5 aircraft with bubble scanning windows and tactical harnesses at paratroop doors.
- Increased window size provides better FOV facilitating timely threat identification and countermeasures employment; tactical harnesses provide stability and safety for aircrew.
- Troop door window modification and tactical harnesses are critical for supporting the Global War on Terrorism (GWOT), particularly as C-5s land and operate out of more front line locations.

IMPACT IF NOT FUNDED

- C-5s remain vulnerable to an array of commonly held weapons due to limited FOV of current troop door windows.
- Cargo compartment scanners remain unsafe due to lack of protection and insufficient restraint at scanning position.
- Loss of even one C-5 aircraft due to SAFIRE will significantly impact GWOT airlift operations and Combatant Commander support.

UNITS IMPACTED

- 433rd Airlift Wing, Lackland AFB, TX
- 439th Airlift Wing, Westover ARB, MA
- 445th Airlift Wing, Wright-Patterson AFB, OH

CONTRACTOR(S)

- Concurrent Technologies Corporation, Johnstown, PA

C-5 Surface-to-Air Fire (SAFIRE) Lookout Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	8.5	8.0	0.0	0.0	0.0	16.5
Total ($M)	8.5	8.0	0.0	0.0	0.0	16.5
Quantity	21	21	0	0	0	42

C-5 YOKE MOUNTED EXPENDABLES DISPENSE SWITCH (YMEDS)

BACKGROUND

- C-5 aircraft routinely operate in hostile environments to support the Global War on Terrorism (GWOT) and Combatant Commanders.
- The Yoke Mounted Expendables Dispense Switch (YMEDS) is an additional chaff and flare dispenser switch, hard wired into or onto the pilot and copilot yokes on C-5 aircraft. It is similar to the dispense switch currently installed and in use on MC-130 aircraft.
- YMEDS provides an increased capability and covers a gap during specific phases of flight to counter and defeat surface-to-air threats.

REQUIREMENT

- Procure and install YMEDS on 20 AFR C-5 aircraft.
- C-5 aircraft are continuously operating in threat environments requiring immediate countermeasure response for survival.

IMPACT IF NOT FUNDED

- C-5 aircraft and aircrew will operate with decreased response capability possibly resulting in loss of aircraft or life.
- Loss of even one C-5 aircraft due to a surface-to-air strike will significantly impact GWOT airlift operations and Combatant Commander support.

UNITS IMPACTED

- 433rd Airlift Wing, Lackland AFB, TX
- 439th Airlift Wing, Westover ARB, MA
- 445th Airlift Wing, Wright-Patterson AFB, OH

CONTRACTOR(S)

- TBD

C-5 Yoke Mounted Expendable Dispense Switch (YMEDS)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	2.0	1.5	0.0	0.0	0.0	3.5
Total ($M)	2.0	1.5	0.0	0.0	0.0	3.5
Quantity	20	22	0	0	0	42

C-5 NIGHT VISION GOGGLES (NVG) FOR OBSERVERS

BACKGROUND

- AFR C-5s operate worldwide supporting U.S. and Allied forces in low/medium threat environments, including threats from widely-proliferated shoulder fired infrared (IR) missiles.
- Missile attacks on C-5, C-17, and commercial aircraft demonstrate the seriousness of the threat and highlight the difficulty of defining areas for avoidance.
- Currently fielded airlift defensive systems do not optimally protect aircraft from advanced IR threats.
- Cargo compartment scanners have limited ability to visually detect threats during arrival and departure at night.

REQUIREMENT

- Procure 100 sets of NVG's for C-5 threat observers.
- NVGs significantly increase the ability of scanners to detect and respond to IR threats at night.

IMPACT IF NOT FUNDED

- C-5 observers will not be able to identify threats in time to warn the cockpit crew to take evasive action.
- C-5s will remain vulnerable to an array of commonly held weapons due to limited visual acuity when not using NVGs.
- Loss of even one C-5 aircraft due to surface-to-air engagement will significantly impact GWOT airlift operations and Combatant Commander support.

UNITS IMPACTED

- 433rd Airlift Wing, Lackland AFB, TX
- 439th Airlift Wing, Westover ARB, MA
- 445th Airlift Wing, Wright-Patterson AFB, OH

CONTRACTOR(S)

- ITT Night Vision, Roanoke, VA

C-5 Night Vision Goggles (NVG) For Observers	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.6	0.0	0.0	0.0	0.0	0.6
Total ($M)	0.6	0.0	0.0	0.0	0.0	0.6
Quantity	100	0	0	0	0	100

C-17 Globemaster

Provides inter-theater and intra-theater airlift in support of U.S. national defense.

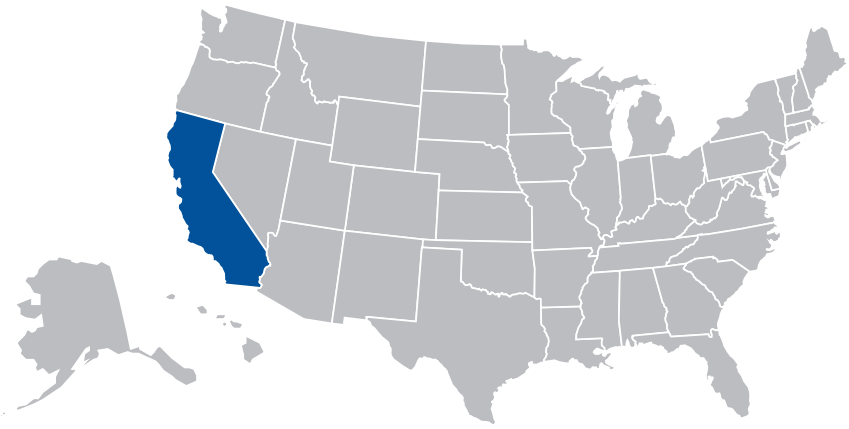
GLOBAL REACH

The C-17 Globemaster III is capable of performing combat airdrop and can land on short, austere airfields. The inherent flexibility and performance of the C-17 fleet improves the ability of the total airlift system to meet the worldwide air mobility requirements of the United States.

The Air Force Reserve (AFR) operates C-17s at the 452nd Air Mobility Wing, March ARB, CA. The AFR associates with the active duty on C-17 aircraft at the 315th Airlift Wing, Charleston AFB, SC; the 446 Airlift Wing, McChord AFB, WA; the 514th Air Mobility Wing, McGuire AFB, NJ; the 512th Airlift Wing, Dover AFB, DE and 349th Air Mobility Wing, Travis AFB, CA.

Contractors include Boeing Aircraft (airframe), Pratt & Whitney (propulsion), and Vought Aircraft Industries (major airframe components).

Required capabilities include: C-17 assault landing zone for March ARB, wireless interphone for loadmasters, and electronic flight bag.



MARCH ARB ASSAULT LANDING ZONE (ALZ)

BACKGROUND

- The C-17 delivers time-sensitive cargo, personnel, and supplies to meet Global War on Terrorism (GWOT) and Combatant Commander requirements.
- C-17 aircrews must be trained to operate into hostile, austere locations including the ability to takeoff and land on short assault landing zone (ALZ) runways.
- Aircrews at March ARB, CA do not have an adequate training ALZ to acquire and maintain the needed skills demanded to meet wartime requirements. The closest suitable field is Grant County Airport in Moses Lake, WA--a two hour flight each way. Travis AFB will have a suitable field by 2009--a one hour flight each way.
- Victorville Airport, CA (a twelve minute flight each way) will build a suitable ALZ, at no cost to the government, upon securing a usage agreement with March ARB.
- The estimated FY09 operating cost for Victorville Airport will be $2.6M compared to $14.0M to operate at Travis AFB.

REQUIREMENT

- March ARB requires $2.6M for usage fees to perform training at Victorville Airport.
- Aircrews must use an actual ALZ to maintain worldwide combat ready status.

IMPACT IF NOT FUNDED

- March ARB aircrews will not be mission certified to support GWOT and Combatant Commander requirements.
- Forces inefficient training sorties costing an additional $11.4M per year to maintain currency.

UNITS IMPACTED

- 452nd Air Mobility Wing, March ARB, CA

CONTRACTOR(S)

- N/A

March ARB Assault Landing Zone (ALZ)	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	2.6	2.7	2.8	2.8	2.9	13.8
Total ($M)	2.6	2.7	2.8	2.8	2.9	13.8

C-130 Hercules

Provides capability to takeoff and land on short, unimproved runways normally found during austere operations.

GLOBAL REACH

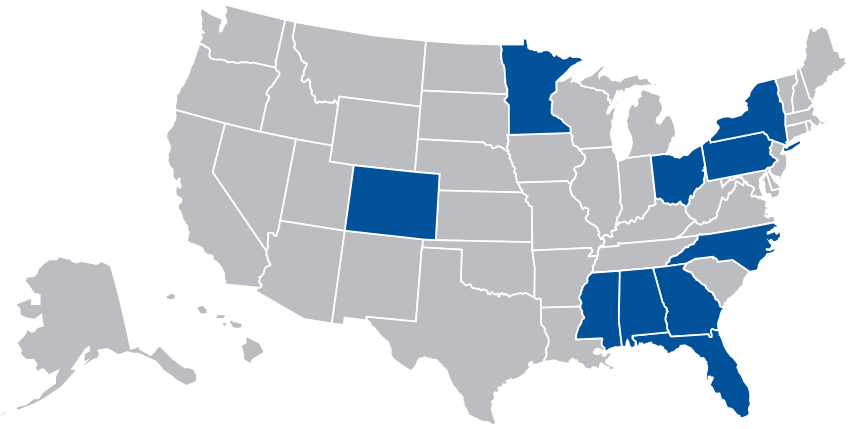
The C-130 Hercules can be flown more than 3,000 nautical miles without refueling and with a maximum payload of 42,000 pounds. Several variants of the C-130 are described below.

The C-130H2/3 provides rapid transportation of personnel or cargo for delivery day or night by parachute or landing. It can also be used for aeromedical evacuation of injured personnel. The AFR maintains C-130H2 aircraft at Minneapolis-St. Paul ARS, MN; Dobbins ARB, GA; Pope AFB, NC; Maxwell AFB, AL; Youngstown ARS, OH; and Pittsburgh IAP, PA. AFR maintains C-130H3 aircraft at Peterson AFB, CO; and Niagara Falls IAP, NY.

The HC-130P/N conducts day or night operations to affect the recovery of downed aircrews or other isolated personnel from hostile or denied environments during war. They may provide air refueling of recovery force helicopters and tactical delivery via airdrop or airland of rescue personnel watercraft, all-terrain vehicles, and/or direct assistance in advance of recovery vehicles. Current AFR HC-130P/N inventory is based at Patrick AFB, FL.

The MC-130E Combat Talon I provides infiltration, exfiltration and resupply of special operations forces and equipment in hostile or denied territories. Secondary missions include psychological operations and helicopter air refueling. The AFR maintains MC-130E aircraft at Duke Field, FL.

The C-130J is the latest and most advanced version of the C-130, with more fuel efficiency and greater range than previous versions. With increased reliability and maintainability, the C-130J reduces the cost



C-130 Hercules (continued)

of ownership by as much as 45%. It supports ground operations through the delivery of paratroopers and equipment to austere runways at forward bases. The C-130J conducts humanitarian relief missions and can be used for medical evacuations. The WC-130J provides weather reconnaissance capability. The AFR maintains C-130Js and WC-130Js at Keesler AFB, MS. Contractors include Lockheed Martin (airframe) and Allison (propulsion).

As the aircraft age, the Air Force must modernize and recapitalize the mobility fleet. The Air Force Reserve is actively pursuing the Large Aircraft Infrared Countermeasures (LAIRCM), missile warning sensors and flare dispensers, a beyond line-of-sight communication capability, real-time battlespace information in the cockpit, an upgraded all-weather radar, crashworthy loadmaster seat, an updated aerial spray system, Blue Force tracking data link/common operating picture ability, computerized takeoff and landing data computer, civil SATCOM for WC-130Js, digital map interface, aerial refueling modification for HC-130s, an enhanced rear vision capability to detect incoming missiles, and a radar jamming capability.

AFR CURL Priority 10

C-130 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM)

BACKGROUND

- C-130H/J aircraft operate worldwide to support U.S. and Allied forces in threat environments that include widely proliferated shoulder-fired infrared (IR) missiles.
- Current fielded defensive systems do not effectively protect the aircraft from current and future IR threats. The AN/AQQ-24 LAIRCM system uses a laser beam to defeat the missile and does not rely on hazardous and politically sensitive flares, which often highlight the aircraft to additional threats.

REQUIREMENT

- Air Force Reserve Command's C-130H and C-130J aircraft fleet must be modified with the AN/AQQ-24 LAIRCM, to include spares and support equipment for one half of the aircraft at the unit. These aircraft support the Global War on Terrorism (GWOT) where the primary threat is shoulder-fired IR missiles.

IMPACT IF NOT FUNDED

- Loss of aircraft due to unanticipated IR threats.
- Failure to install LAIRCM leaves aircraft/aircrews vulnerable to IR missiles, endangering the ability to contribute to wartime efforts by exclusion from certain threat environments.

UNITS IMPACTED

- 934th Airlift Wing, Minn-St Paul ARS, MN
- 94th Airlift Wing, Dobbins ARB, GA
- 910th Airlift Wing, Youngstown ARS, OH
- 911th Airlift Wing, Pittsburgh IAP, PA
- 403rd Wing, Keesler AFB, MS

CONTRACTOR(S)

- Northrop Grumman Electronic Systems, Rolling Meadows, IL

C-130 Large Aircraft Infrared Countermeasures (LAIRCM)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	33.4	33.4	19.2	0.0	0.0	86.0
O&M - AFR (3740)	0.0	5.0	5.0	5.0	5.0	20.0
Total ($M)	33.4	38.4	24.2	5.0	5.0	106.0
Quantity	14	14	8	0	0	36

AFR CURL Priority 12

C-130 SECURE LINE-OF-SIGHT / BEYOND LINE-OF-SIGHT (SLOS/BLOS) COMMUNICATIONS CAPABILITY

BACKGROUND

- C-130 aircrews lack equipment to gain timely battlespace knowledge of enemy threats, friendly positions, and other pertinent wartime information.
- Airlift C-130s do not have the capability for continuous secure command and control (C2) communication while operating in austere and hostile environments that require immediate updates for threats, airspace restrictions, and C2.

REQUIREMENT

- Upgrade remaining AFRC C-130s with ARC-210, Model 1851A and Joint Range Extension Gateway (JRE) that provide secure line-of-sight and beyond line-of-sight capability.

IMPACT IF NOT FUNDED

- Loss of aircraft due to lack of real time enemy threat information.
- Degraded operational capability from insufficient mission C2.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 440th Airlift Wing, Pope AFB, NC
- 911th Airlift Wing, Pittsburgh IAP, PA
- 914th Airlift Wing, Niagara Falls IAP, NY
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 403rd Wing, Keesler AFB, MS

CONTRACTOR(S)

- Rockwell Collins, Cedar Rapids, IA
- L3 Communications (JRE), San Diego, CA

C-130 SLOS/BLOS Communications Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	8.4	8.4	0.0	0.0	0.0	16.8
O&M - AFR (3740)	0.0	0.0	0.5	0.5	0.5	1.5
Total ($M)	8.4	8.4	0.5	0.5	0.5	18.3
Quantity	28	28	0	0	0	56

AFR CURL Priority 14

C-130H2 APN-241 RADAR

BACKGROUND

- The APN-241 Low Power Color Radar is an all-weather, color radar currently installed on newer C-130H3's, C-130J's and other special mission C-130 variants.
- The APN-59 currently installed on the C-130H2 aircraft is suffering from deteriorating reliability, maintainability, and sustainability.
- The APN-59 radar which has been in use for over 40 years is unsustainable due to parts shortages and obsolescence.
- The newer APN-241 has proven to enhance mission accomplishment by being more reliable (with less maintenance cost), using less power (which significantly reduces the probability of enemy detection), and gives the C-130 a greater capability in weather.

REQUIREMENT

- Fund APN-241 radar, spares, sustainment, and contractor support for remaining 17 unmodified AFRC C-130H2 aircraft.
- The poor reliability and maintainability of the APN-59 is adversely affecting mission capability rates of the C-130 fleet.

IMPACT IF NOT FUNDED

- Mission capability of C-130H2s with APN-59s will suffer resulting in failure to support Global War on Terrorism and Combatant Commander requirements.
- C-130H2 aircrews will continue to use the obsolete APN-59 radar with increasing failure rates and eventual unsustainability.

UNITS IMPACTED

- 911th Airlift Wing, Pittsburgh IAP, PA
- 94th Airlift Wing, Dobbins ARB, GA

CONTRACTOR(S)

- Northrop Grumman Corporation, Electronic Sensors and Systems Sector, Linthicum, MD

C-130H2 APN-241 Radar	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	14.8	0.0	0.0	0.0	0.0	14.8
O&M - AFR (3740)	0.0	0.5	0.5	0.5	0.5	2.0
Total ($M)	14.8	0.5	0.5	0.5	0.5	16.8
Quantity	17	0	0	0	0	17

AFR CURL Priority 17

C-130 SURFACE-TO-AIR FIRE (SAFIRE) LOOKOUT CAPABILITY

BACKGROUND

- Air Force Reserve Command (AFRC) C-130H2s have two paratroop doors containing a small, round porthole window.
- Aircrews use the window to visually scan for threats to the aircraft; however, it has a restrictive field of view (FOV) for scanning.
- The troop door scanner must use the window for long periods of time and be forced to stand unrestrained when performing threat scanning duties.
- Scanners need the ability to visually acquire and identify SAFIRE behind aircraft and at least 45 degrees below the horizon.

REQUIREMENT

- Modify remaining AFRC C-130 paratroop doors with larger windows or a plug that increases the FOV for the scanner.

IMPACT IF NOT FUNDED

- C-130s remain vulnerable to an array of commonly held weapons due to limited FOV of current troop door windows.
- Cargo compartment scanners remain unsafe due to lack of protection and insufficient restraint at scanning position.
- Loss of even one C-130 aircraft due to SAFIRE will significantly impact GWOT airlift operations and Combatant Commander support.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 911th Airlift Wing, Pittsburgh IAP, PA
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 440th Airlift Wing, Pope AFB, NC

CONTRACTOR(S)

- Lockheed Martin Aeronautical, Marietta, GA

C-130 Surface-To-Air Fire (SAFIRE) Lookout Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	10.3	0.0	0.0	0.0	0.0	10.3
O&M - AFR (3740)	0.5	0.5	0.5	0.5	0.5	2.5
Total ($M)	10.8	0.5	0.5	0.5	0.5	12.8
Quantity	41	0	0	0	0	41

MC-130E FLYABLE STORAGE

BACKGROUND

- Air Force Special Operations Command (AFSOC) recapitalization plan directed the removal of four MC-130E aircraft from AFSOC inventory based on manpower reductions in the 919th Special Operations Wing.
- The four MC-130E aircraft remain in flyable storage and are being maintained by Lear Seigler Services (LSI) Inc. at March ARB, CA until AFRC receives Congressional approval to retire.

REQUIREMENT

- Funding is required for continued support for the existing contract and Quality Assurance Representative. Contract support for this effort will grow to approximately $540,000 and annual consumable costs are approximately $50,000.
- Current contract was awarded to LSI for $470,000 to maintain four MC-130E aircraft. Once Congressional retirement authorization is received, requirement will dissolve.

IMPACT IF NOT FUNDED

- AFRC will continue to be required to fund this requirement using funds needed for other justified requirements.

UNITS IMPACTED

- 452nd Air Mobility Wing, March ARB, CA

CONTRACTOR(S)

- Lear Seigler Services, Inc.

MC-130E Flyable Storage	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.5	0.5	0.5	0.5	0.5	2.5
Total ($M)	0.5	0.5	0.5	0.5	0.5	2.5
Quantity	4	4	4	4	4	4

C-130 TACTICAL DATA LINK (TDL)

BACKGROUND

- C-130 aircrews lack equipment to gain timely battlespace knowledge of enemy threats, friendly positions, and other pertinent wartime information.
- GWOT operations require comprehensive, networked command and control (C2) throughout all theaters of operation.
- TDL provides the C2 link and maximizes C-130 aircrew situational awareness and provides real time information to C-130 aircrews so they can participate in present day network-centric battlespace.
- Real-time-in-the-cockpit data greatly increases survivability in combat operations.

REQUIREMENT

- Upgrade 32 AFRC C-130s with an interoperable combat communications capability to exchange real time information collaboratively with all battlespace users. Capability Development Document for Tactical Data Link Integration, 22 Jan 04. AMC MAF Tactical Data Link Transformation CDD, Increment1, 31 Jan 04.

IMPACT IF NOT FUNDED

- AFRC C-130 aircrews in contingency operations that require best, current information will remain outside the C2 networks in various theaters of operation and blind to the wealth of real-time information available to the warfighter which impacts mission success and reduces survivability.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 440th Airlift Wing, Pope AFB, NC
- 911th Airlift Wing, Pittsburgh IAP, PA
- 914th Airlift Wing, Niagara Falls IAP, NY
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 403rd Wing, Keesler AFB, MS

CONTRACTOR(S)

- Boeing, Chantilly, VA
- ARINC, Oklahoma City, OK
- Rockwell Collins, Cedar Rapids, IA
- Northrop Grumman, Melbourne, FL

C-130 Tactical Data Link (TDL)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	6.3	6.5	5.1	0.0	0.0	17.9
O&M - AFR (3740)	0.0	0.0	0.0	0.5	0.5	1.0
Total ($M)	6.3	6.5	5.1	0.5	0.5	18.9
Quantity	32	32	25	0	0	89

C/HC/MC-130 CRASHWORTHY LOADMASTER SEAT

BACKGROUND

- Crashworthy seating is not available for loadmasters/scanners who occupy the paratroop door scanning position.
- Loadmasters/scanners must be positioned at the paratroop doors during critical phases of flight in order to properly scan for threats to the aircraft. The loadmasters/scanners must now take the risk of remaining unrestrained during takeoffs and landings.
- Recent C-130 wartime losses have proven fatal to unrestrained crewmembers. Adding stowable, crashworthy seats to both paratroop doors would have prevented injury or death to those crewmembers.

REQUIREMENT

- Thirty-three (33) AFRC C/HC/MC-130s need crashworthy seats at the paratroop door position. These seats must be capable of being stowed to allow for cargo handling, airdrop missions, and aircraft egress.

IMPACT IF NOT FUNDED

- The lack of a crashworthy seat at the paratroop doors greatly increases the risk of injury or death to loadmasters and/or scanners occupying these vital positions.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 403rd Wing, Keesler AFB, MS
- 440th Airlift Wing, Pope AFB,NC
- 919th Special Operations Wing, Eglin AFB, FL
- 920th Rescue Wing, Patrick AFB, FL
- 910th Airlift Wing, Youngstown ARS, OH
- 914th Airlift Wing, Niagara Falls IAP, NY

CONTRACTOR(S)

- Aerospace Integration Corporation, Crestview, FL

C/HC/MC-130 Crashworthy Loadmaster Seat	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	3.0	0.0	0.0	0.0	0.0	3.0
O&M - AFR (3740)	0.0	0.1	0.1	0.1	0.1	0.4
Total ($M)	3.0	0.1	0.1	0.1	0.1	3.4
Quantity	33	0	0	0	0	33

MC-130E COMBINED ALTITUDE RADAR ALTIMETER (CARA)

BACKGROUND

- The MC-130E special operations aircraft use a terrain following (TF) system to safely fly through high mountainous regions in poor weather. The TF system requires a radar altimeter input (valid signal) or it will fail in flight.
- The current radar altimeter is unreliable whenever above ground level (AGL) altitude exceeds 5,000 feet in current wartime areas. When the MC-130E operates over a 20,000 ft mean sea level (MSL) mountain peak and descends into a valley surrounded by large mountains in poor weather, the current radar altimeter fails, causing the TF system to also fail.
- Lack of TF capability during a critical phase of flight poses severe risk to the aircraft and aircrew.

REQUIREMENT

- AFRC's 10 MC-130E Combat Talons require the current HG9050 radar altimeters be replaced with CARA.
- Modification allows MC-130E crews to perform operational missions in all Combatant Command areas of responsibility (AORs) with terrain following protection, while keeping situational awareness of nearby terrain.

IMPACT IF NOT FUNDED

- Loss of aircraft and mission failure (particularly in mountainous regions).

UNITS IMPACTED

- 919th Special Operations Wing, Eglin AFB, FL

CONTRACTOR(S)

- Rockwell Collins, Cedar Rapids, IA (CARA)

MC-130E Combined Altitude Radar Altimeter (CARA)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	4.6	0.0	0.0	0.0	0.0	4.6
Total ($M)	4.6	0.0	0.0	0.0	0.0	4.6
Quantity	10	0	0	0	0	10

C-130H RADAR WARNING RECEIVER (RWR)

BACKGROUND

- AFRC C-130 aircrews need an enhanced capability to precisely locate and identify modern day radar threats in order to maximize survivability and complete the mission.
- The original, legacy RWR produces false signals that can be difficult to interpret as an actual threat. In addition, threat locations cannot be precisely determined. Precision threat information from a modernized RWR is now available to assist the aircrews in identifying and defeating radar missile threats to the aircraft.

REQUIREMENT

- Equip all 81 C-130s in AFRC's fleet with modernized ALR-69 equipment including the Precision Location and Identification (PLAID) enhancement to counter increasing threat of radar guided surface-to-air missiles.

IMPACT IF NOT FUNDED

- Inability of AFRC C-130 aircrew to defeat enemy radar missiles.
- Loss of aircraft or inability to complete mission.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 440th Airlift Wing, Pope AFB, NC
- 911th Airlift Wing, Pittsburgh IAP, PA
- 914th Airlift Wing, Niagara Falls IAP, NY
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 403rd Wing, Keesler AFB, MS

CONTRACTOR(S)

- Raytheon, Goleta, CA

C-130H Radar Warning Receiver (RWR)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	21.0	20.0	20.0	20.0	0.0	81.0
O & M - AFR (3740)	0.0	0.3	0.3	0.3	0.3	1.2
Total ($M)	21.0	20.3	20.3	20.3	0.3	82.2
Quantity	21	20	20	20	0	81

HC-130 SECURE LINE-OF-SIGHT / BEYOND LINE-OF-SIGHT (SLOS/BLOS) DATA TRANSFER CAPABILITY

BACKGROUND

- Air Force Reserve Command (AFRC) HC-130 aircraft lack reliable secure communication capability with joint forces. Experiences from Operations ENDURING FREEDOM and IRAQI FREEDOM plus Joint Task Forces KATRINA and RITA highlighted this deficiency.
- Integrating an on board data link/gateway with a BLOS capability allows two-way exchange of tactical data to aircraft equipped for BLOS and SLOS capability.
- The AN/ARC-210 and the AN/ARC 164/222/KY-58 can provide BLOS and SLOS capability in the HC-130.

REQUIREMENT

- Upgrade five AFRC HC-130 aircraft with AN/ARC-210 and the AN/ARC 164/222/KY-58, radios and crypto equipment. The AN/ARC-210 radio is a multi-band, jam resistant, BLOS, secure radio replacement for the current HC-130 array of three older radios.

IMPACT IF NOT FUNDED

- Inability to communicate with joint forces during critical mission events resulting in decreased situational awareness and risk to mission success.
- Legacy radios are unreliable and failure rates will increase.
- Joint warfighting interoperability success at risk.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- Rockwell Collins, Cedar Rapids, IA

HC-130 SLOS/BLOS Data Transfer Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.8	0.0	0.0	0.0	0.0	0.8
Total ($M)	0.8	0.0	0.0	0.0	0.0	0.8
Quantity	5	0	0	0	0	5

C-130 MODULAR AERIAL SPRAY SYSTEM (MASS)

BACKGROUND

- The 910th Airlift Wing is tasked by DoD Directive 4150.7, Para 5.4 to maintain a large area fixed wing aerial spray capability to control disease vectors in continental U.S. disaster areas (e.g., Hurricane Katrina), combat areas and DoD installations.
- The current MASS is 20 years old and no longer in production. It is expected to reach the end of the life cycle within the next five years.
- Supportability issues are causing system failures while performing operational missions, causing lost sorties.
- The ability of these aircraft to cover large areas with the proper pest control cannot be duplicated in the civilian sector and is not available through any other DoD units.

REQUIREMENT

- Replace the current MASS with a newly designed system. This is required to meet current and future aerial spray applications directed by the Center for Disease Control, Homeland Defense, and DoD requirements.
- No commercial off-the-shelf systems are available for fixed-wing aircraft; therefore, a development effort will be required.

IMPACT IF NOT FUNDED

- Eventual loss of capability to control large area disease vectors by any entity in the U.S.
- If a replacement system is not procured, the DoD will not be able to maintain an aerial spray capability to control disease vectors, pest organisms, vegetation, or treat oil spills.

UNITS IMPACTED

- 910th Airlift Wing, Youngstown ARS, OH

CONTRACTOR(S)

- TBD

C-130 Modular Aerial Spray System (MASS)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.0	30.0	0.0	0.0	0.0	30.0
RDT&E (3600)	20.0	0.0	0.0	0.0	0.0	20.0
O&M - AFR (3740)	0.0	0.0	1.0	1.0	1.0	3.0
Total ($M)	20.0	30.0	1.0	1.0	1.0	53.0
Quantity	1	5	0	0	0	6

HC-130 BLUE FORCE TRACKING/DATALINK GATEWAY

BACKGROUND

- During combat rescue missions, HC-130 crews lack "Blue Force Tracking" (friendly force identification) interoperability with HH-60 helicopters involved in the same effort.
- Real-time threat information is available but cannot be received by HC-130 crews without this equipment.
- With system modifications, HC-130s can receive "Blue Force Tracking" and real-time threat information on existing moving map displays.

REQUIREMENT

- Five AFRC HC-130s must be modified with the necessary equipment to allow "Blue Force Tracking" and common operating picture ability to access real-time threat information.
- Information should be able to integrate with all related and associated Blue Force-equipped forces either directly or through a gateway.

IMPACT IF NOT FUNDED

- Capture of survivors likely if timely information not relayed to CSAR crews.
- Lack of a real-time threat display exposes HC-130 crews to hazardous situations.
- Absence of "Blue Force Tracking" information prohibits commonality with other rescue crews and increases fratricide risk.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- Raytheon, Waltham, MA

HC-130 Blue Force Tracking/DataLink Gateway	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	2.0	0.0	0.0	0.0	0.0	2.0
Total ($M)	2.0	0.0	0.0	0.0	0.0	2.0
Quantity	5	0	0	0	0	5

C-130 ELECTRONIC TAKEOFF AND LANDING DATA (E-TOLD) TABLETS

BACKGROUND

- Crews need the ability to display Electronic Flight Manuals, calculate Electronic Take-off and Landing Data (E-TOLD) and input C-130 Structural Data Sheets.
- AF Portable Flight Planning System (PFPS) E-TOLD has not been certified and released for C-130s and relies on data supplied by Lockheed Martin which is very expensive to maintain.
- Air National Guard and Air Mobility Command Battle Lab worked with Teledyne Corporation to develop E-TOLD software that would run on a ruggedized personal computer.
- The software has been designed to operate on a computer with touch-screen input.

REQUIREMENT

- Procure 161 ruggedized Tablet PCs/Tough books. Unit must meet EMI certification for use aboard USAF aircraft.

IMPACT IF NOT FUNDED

- Increased ground time in hostile areas.
- Mission failure, injury, or loss of life when complex TOLD calculations are impossible due to airfield attacks.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 911th Airlift Wing, Pittsburgh IAP, PA
- 914th Airlift Wing, Niagara Falls IAP, NY
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 440th Airlift Wing, Pope AFB, NC

CONTRACTOR(S)

- DEMO Systems LLC, Moorpark, CA

C-130 Electronic Takeoff And Landing Data (E-TOLD) Tablets	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	0.5	0.0	0.0	0.0	0.0	0.5
Total ($M)	0.5	0.0	0.0	0.0	0.0	0.5
Quantity	161	0	0	0	0	161

WC-130J CIVIL SATELLITE COMMUNICATIONS (SATCOM)

BACKGROUND

- Congress directed the 53rd Weather Reconnaissance Squadron to perform weather reconnaissance as a critical protection measure for DoD installations and East and Gulf coasts populations.
- The National Hurricane Operations Plan (NHOP) requires tasked reconnaissance missions to be flown at altitudes too low for radar coverage and line-of-sight communications, yet within Federal Aviation Administration (FAA) controlled airspace.
- In order to ensure maximum safety for aircrews during hazardous hurricane weather conditions and to update the FAA with airspace requirements during tasked weather missions, real-time, dependable communications with the FAA are essential.

REQUIREMENT

- AFRC's WC-130J "Hurricane Hunter" aircraft have a requirement to communicate directly with the FAA command center in Washington, D.C. The radios currently installed on the WC-130J do not allow this capability.

IMPACT IF NOT FUNDED

- Communications will be delayed or unreliable with FAA and higher authorities.

UNITS IMPACTED

- 403rd Wing, Keesler AFB, MS

CONTRACTOR(S)

- Rockwell Collins, Cedar Rapids, IA

WC-130J Civil Satellite Communications (SATCOM)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	3.8	0.0	0.0	0.0	0.0	3.8
O & M - AFR (3740)	0	0.3	0.3	0.4	0.5	1.5
Total ($M)	3.8	0.3	0.3	0.4	0.5	5.3
Quantity	10	0	0	0	0	10

HC-130 DIGITAL MAPPING INTERFACE SYSTEM (DMIS) LAPTOP CONNECTION

BACKGROUND

- HC-130's are low-density/high-demand assets supporting worldwide contingencies and combat operations.
- The nature of Combat Rescue precludes little if any pre-mission planning especially while in a ground or airborne alert scenario like Operation IRAQI FREEDOM (OIF).
- The DMIS modification would greatly enhance crew ability to mission plan "on-the-fly." The DMIS modification would not only let crews update the Self Contained Navigation System but would also give the rest of the crew enhanced situational awareness (SA).
- SA is one of the most important factors affecting mission success. This modification will significantly increase crews SA, survivability, and therefore enhance the likelihood of mission success.

REQUIREMENT

- Install DMIS on five AFRC HC-130P/N aircraft.
- DMIS can be modeled to mirror installation on MC-130E/P/H aircraft.

IMPACT IF NOT FUNDED

- HC-130 aircrews will not have critical battlefield information.
- Increased risk in fratricide and mission failure.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- Support Systems Associates, Inc., Melbourne, FL

HC-130 DMIS Laptop Connection	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.4	0.0	0.0	0.0	0.0	0.4
Total ($M)	0.4	0.0	0.0	0.0	0.0	0.4
Quantity	5	0	0	0	0	5

HC-130 UNIVERSAL AIR REFUELING RECEPTACLE SLIPWAY INSTALLATION (UARRSI) MODIFICATION

BACKGROUND

- The Universal Aerial Refueling Receptacle Slipway Installation (UARRSI) modification allows aircraft to receive fuel in flight from USAF tanker aircraft.
- This force multiplying capability extends the range of receiver aircraft up to the physical limitations of the aircrews.
- AFRC's five HC-130 aircraft mission is to refuel helicopters in flight but cannot be refueled themselves without the UARRSI modification. AFRC's HC-130s must land to refuel which is inefficient and shortens airborne on-station availability.

REQUIREMENT

- Install UARRSI on AFRC's five HC-130 aircraft to increase mission flexibility in deployment/ employment of rotary wing assets and reduce threat to aircrews.

IMPACT IF NOT FUNDED

- AFRC HC-130 aircraft will remain limited in their ability to perform critical mission requirements.
- Less operational flexibility results in more aircraft and people needed to support missions and diminished capacity to recover downed personnel.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- Lockheed Martin, Marietta, GA

HC-130 UARRSI Modification	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	10.0	7.4	0.0	0.0	0.0	17.4
O & M - AFR (3740)	0	0.0	0.2	0.2	0.2	0.6
Total ($M)	10.0	7.4	0.2	0.2	0.2	18.0
Quantity	3	2	0	0	0	5

HC-130 COMBAT SURVIVOR EVADER LOCATOR (CSEL) CAPABILITY

BACKGROUND

- The AN/ARS-6 Lightweight Airborne Recovery System (LARS) currently installed in AFRC HC-130's only displays range and bearing information to downed survivors.
- The CSEL radio currently used by aircrews sends over-the-horizon text messages and geographical coordinates, which significantly improves rescue mission success. This information enables a quicker response time, minimizing exposure to hostile threats and greatly reducing the risk to aircrews and survivors.
- A LARS upgrade can be installed into HC-130 cockpit radios, enabling crews to receive over-the-horizon text messages and coordinates of the survivor.

REQUIREMENT

- Upgrade Group-A wiring in AFRC HC-130s.
- Upgrade six AFRC LARS-equipped HC-130s allowing reception of survivor text messages and coordinates. This information enables a quicker response time, minimizing exposure to hostile threats and greatly reducing the risk to aircrews and survivors.

IMPACT IF NOT FUNDED

- Continued extended exposure to enemy threats for survivors/rescuers and decreased chances of mission success.
- Range and bearing only information takes more time to locate and rescue survivors than knowing their precise location.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- Cubic Defense Applications Inc., San Diego, CA

HC-130 Combat Survivor Evader Locator (CSEL) Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	1.4	0.0	0.0	0.0	0.0	1.4
Total ($M)	1.4	0.0	0.0	0.0	0.0	1.4
Quantity	6	0	0	0	0	6

C-130 UNIVERSAL SERIAL BUS (USB) DATA TRANSFER MODULE

BACKGROUND

- Data Transfer Module (DTM) receptacles are outdated and no longer manufactured.
- DTMs damaged or destroyed during GWOT operations are not replaceable.
- Insufficient operable DTMs create operational delays.
- USB receptacle is needed and is currently being used to load mission data into the CF-29 Falcon View computer.
- Upgrade to the DTS-68000 provides loading of the PC based Portable Flight Planning System (PFPS) mission planning systems via a PCMICA Card with USB capability.

REQUIREMENT

- Replace the existing DTM receptacle with a DTS-68000 USB capable data transfer system on 81 AFRC C-130 aircraft.

IMPACT IF NOT FUNDED

- Reduced aircrew/aircraft survivability in hostile environments.
- Inability to load flight planning information to the navigation system.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 440th Airlift Wing, Pope AFB, NC
- 914th Airlift Wing, Niagara Falls IAP, NY
- 911th Airlift Wing, Pittsburgh IAP, PA
- 934th Airlift Wing, Minn-St Paul ARS, MN

CONTRACTOR(S)

- DEMO Systems LLC, Moorpark, CA

C-130 Universal Serial Bus (USB) Data Transfer Module	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	2.9	0.0	0.0	0.0	0.0	2.9
Total ($M)	2.9	0.0	0.0	0.0	0.0	2.9
Quantity	81	0	0	0	0	81

HC-130 OIL COOLER AUGMENTATION

BACKGROUND

- The HC-130 must be able to operate world wide in a diverse range of temperatures and weather conditions.
- Desert and hot weather environments exceed the ability of the current oil cooling system, often requiring engine shutdowns in hostile environments.
- HC-130 aircraft need increased cooling capacity.

REQUIREMENT

- Augment cooling capacity on all HC-130 engines and spares.

IMPACT IF NOT FUNDED

- HC-130 engine life expectancy will be greatly reduced.
- Crews will be faced with choice of shutting engines down in combat zones or operating engines in excess of limitations. Depending upon the phase of flight the aircraft is in and the tendency of the HC-130 to operate at or near flight envelope, this could equal mission failure or loss of aircraft.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- Lockheed Martin, Marietta, GA

HC-130 Oil Cooler Augmentation	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	2.0	0.0	0.0	0.0	0.0	2.0
Total ($M)	2.0	0.0	0.0	0.0	0.0	2.0
Quantity	27	0	0	0	0	27

C-130, C-5, C-17 LOADMASTER WIRELESS INTERPHONE

BACKGROUND

- Current intercom systems for short-range communications in and around airlift and tanker aircraft utilize 50–100 ft cords that physically connect the maintainers and aircrew to the aircraft.
- These cords restrict user movement and become tangled with other cords and equipment.
- Maintenance must be conducted beyond the reach of the cords forcing maintainers to use hand signals which can be misinterpreted.

REQUIREMENT

- Procure a wireless intercom system that provides hands-free, full duplex communication which allows 31 users on a single channel. Six personnel can speak simultaneously to aircraft ground crews during cargo loading, aircraft maintenance, engine runs, refueling/defueling, pre- and post-flight checks and other external operations faster and safer. The system is more economical than using current long cord wires.

IMPACT IF NOT FUNDED

- Continue using antiquated, troublesome and dangerous corded systems.
- Existing interphones cords get hung up on equipment or tangled with other cords. This restricts movement and in extreme cases prevents the loadmaster or maintainer from performing critical duties in a timely manner, thus reducing mission effectiveness.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 911th Airlift Wing, Pittsburgh IAP, PA
- 440th Airlift Wing, Pope AFB, NC
- 914th Airlift Wing, Niagara Falls IAP, NY
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 433rd Airlift Wing, Lackland AFB, TX
- 445th Airlift Wing, Wright-Patterson AFB, OH
- 452nd Air Mobility Wing, March ARB, CA

CONTRACTOR(S)

- Telephonics Corporation, Farmingdale, NY

C-130, C-5, C-17 Loadmaster Wireless Interphone	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	1.2	0.0	0.0	0.0	0.0	1.2
Total ($M)	1.2	0.0	0.0	0.0	0.0	1.2
Quantity	139	0	0	0	0	139

C-130 VIRTUAL ELECTRONIC COMBAT TRAINING SYSTEM (VECTS)

BACKGROUND

- Air Force Reserve C-130 aircrews must be trained to fly against electronic, optical and infrared guided threats.
- VECTS will provide pre-mission threat scenario planning, in-flight threat simulations to radar and missile warning systems as well as provide post-mission playback capability.

REQUIREMENT

- Aircrews require an electronic warfare trainer.
- VECTS training simulations are hosted on a laptop computer that also serves as a planning station for the training missions.

IMPACT IF NOT FUNDED

- Crew proficiency with threat detection at both low and high altitudes will be insufficient to face current threat environment.
- Decreases survivability for Reserve C-130 crews in the tactical environment.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 911th Airlift Wing, Pittsburgh IAP, PA
- 914th Airlift Wing, Niagara Falls IAP, NY
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 403rd Wing, Keesler AFB, MS
- 440th Airlift Wing, Pope AFB, NC

CONTRACTOR(S)

- Georgia Tech Research Institute (GTRI), Atlanta, GA

C-130 Virtual Electronic Combat Training System (VECTS)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	1.3	0.0	0.0	0.0	0.0	1.3
O&M - AFR (3740)	0.0	1.0	1.0	1.0	1.0	4.0
Total ($M)	1.3	1.0	1.0	1.0	1.0	5.3
Quantity	42	0	0	0	0	42

C-130 RADAR JAMMING CAPABILITY

BACKGROUND

- Current defensive systems do not effectively protect aircrews from current and future radar threats.
- Radar guided surface-to-air missile (SAM) and anti-aircraft artillery (AAA) systems are deployed extensively by unfriendly countries.
- Jamming system will provide self-protection jamming for the C-130 aircraft and is designed to operate in a dense, hostile environment of radar directed threats that require high duty cycle (pulse Doppler) or CW jamming techniques.
- Enhanced aircraft/aircrew survivability against SAM and AAA systems is required for combat deployments.

REQUIREMENT

- Upgrade AFRC C-130s with a self-protection jamming capability.

IMPACT IF NOT FUNDED

- AFRC C-130 aircrews will continue to be at risk while operating in hostile environments, impacting mission success and reducing survivability in combat operations.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA
- 302nd Airlift Wing, Peterson AFB, CO
- 908th Airlift Wing, Maxwell AFB, AL
- 910th Airlift Wing, Youngstown ARS, OH
- 911th Airlift Wing, Pittsburgh IAP, PA
- 914th Airlift Wing, Niagara Falls IAP, NY
- 934th Airlift Wing, Minn-St Paul ARS, MN
- 440th Airlift Wing, Pope AFB, NC

CONTRACTOR(S)

- Northrop Grumman Corp, Rolling Meadows, IL

C-130 Radar Jamming Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	64.0	64.0	80.6	80.6	36.2	325.4
O&M - AFR (3740)	0.0	0.0	1.0	1.0	1.0	3.0
Total ($M)	64.0	64.0	81.6	81.6	37.2	328.4
Quantity	16	16	20	20	9	81

HC-130 AIR CONDITIONING PACKS

BACKGROUND

- The HC-130 air conditioning pack is insufficient to cool modern avionics in hot and desert environments.
- The aircraft has been heavily modified with numerous electronic/avionic improvements exacting a heavy load on the existing air conditioning packs.
- Four heavy duty air conditioning packs can be salvaged from retiring MC-130E airframes. These airframes had similar configurations to the HC-130.

REQUIREMENT

- Later versions of this airframe had an increased capacity air conditioning pack installed. Requirement is to match or exceed that capability to stay current with ever increasing cooling requirements of new equipment.

IMPACT IF NOT FUNDED

- Failure of newly installed aircraft electronic/avionics.
- Mission failure during mission execution.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- Lockheed Martin, Marietta, GA

HC-130 Air Conditioning Packs	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	2.0	0.0	0.0	0.0	0.0	2.0
Total ($M)	2.0	0.0	0.0	0.0	0.0	2.0
Quantity	4	0	0	0	0	4

KC-135 Stratotanker

Provides worldwide air refueling and strategic airlift in support of U.S. national defense.

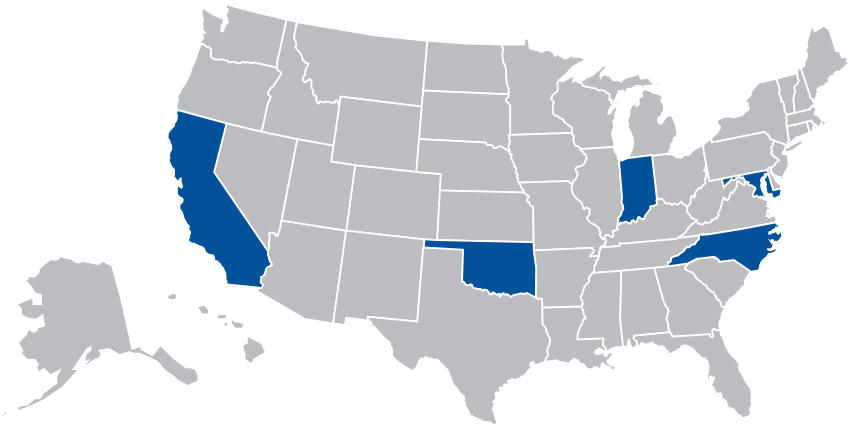
GLOBAL REACH

The KC-135 Stratotanker is a critical enabler of the Air Force's four core strategic capabilities: Global Power, Global Reach, Global Vigilance, and Agile Combat Support.

In FY09, the Air Force Reserve operates KC-135R aircraft at the 434th Air Refueling Wing, Grissom ARB, IN; the 452nd Air Mobility Wing, March ARB, CA; the 459th Air Refueling Wing, Andrews AFB, MD; the 507th Air Refueling Wing, Tinker AFB, OK; and the 916th Air Refueling Wing, Seymour-Johnson AFB, NC. The AFR associates with the active duty on KC-135R aircraft at the 931st Air Refueling Group, McConnell AFB, KS. BRAC-directed realignments terminated AFR KC-135 operations at the 927th Air Refueling Wing, Selfridge ANGB, MI; the 939th Air Refueling Wing, Portland IAP, OR; and the 940th Air Refueling Wing, Beale AFB, CA.

Contractors include Boeing (engineering and depot maintenance), General Electric (R-model engines), Rockwell Collins (avionics), and PEMCO (depot maintenance).

Required capabilities include Flight Station Armor.



KC-135 ARMOR

BACKGROUND

- Worldwide proliferation of small arms makes mobility aircraft vulnerable to attack during low altitude operations, particularly during approach and landing.
- Small arms fire constitutes a known threat to KC-135 operations.
- USAF tankers are not presently equipped to counter this threat, and even low attrition rates from hostile air defenses or terrorists can adversely affect mission accomplishment.

REQUIREMENT

- Procure and install armor on 20 AFR KC-135 aircraft.
- Armament around the crew compartment and the boom pod is needed to provide protection for aircrews and the auxiliary oxygen tanks above the boom pod.

IMPACT IF NOT FUNDED

- KC-135 aircraft and aircrew remain vulnerable to an array of commonly held weapons.
- Loss of even one KC-135 aircraft will significantly impact GWOT air refueling operations and Combatant Commander support.

UNITS IMPACTED

- 452nd Air Mobility Wing, March ARB, CA
- 507th Air Refueling Wing, Tinker AFB, OK
- 434th Air Refueling Wing, Grissom ARB, IN
- 459th Air Refueling Wing, Andrews AFB, MD
- 916th Air Refueling Wing, Seymour-Johnson AFB, NC

CONTRACTOR(S)

- Last Armor (A division of Foster-Miller Inc.), Boston, MA

KC-135 ARMOR	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	3.6	3.6	3.6	3.6	0.0	14.4
Total ($M)	3.6	3.6	3.6	3.6	0.0	14.4
Quantity	20	20	20	20	0	80

B-52H Stratofortress

Serves as the workhorse of the conventional bomber fleet possessing intercontinental range and a large, diverse weapons payload.

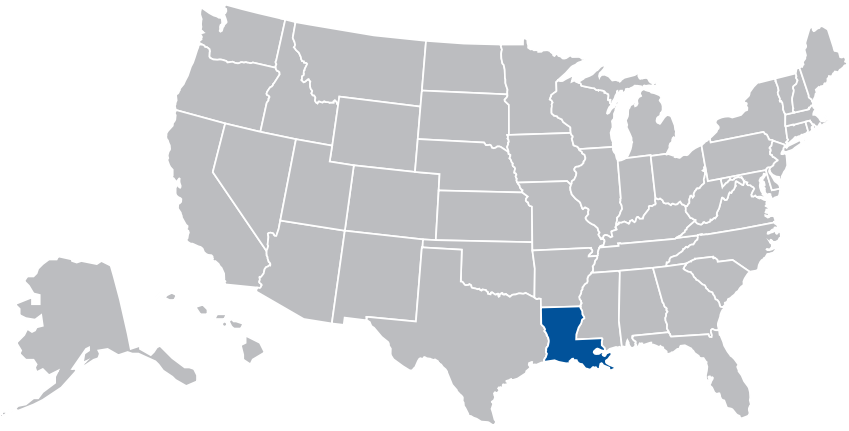
GLOBAL POWER

The B-52 is an air refuelable, long-range bomber capable of performing a variety of missions, including strategic attack, precision strike, defense suppression, and maritime interdiction. The B-52 employs cruise missiles, the Harpoon Anti-Ship Missile, and precision munitions including laser guided bombs and Joint Direct Attack Munitions (JDAM). The airframe is certified to the year 2040.

The Air Force Reserve maintains B-52 aircraft assigned to the 917th Wing, Barksdale AFB, LA.

Contractors include: Boeing (airframe), Pratt & Whitney (propulsion), ITT (major subsystems) and Honeywell (Avionics Midlife Improvement).

The B-52 requires upgrades to over-the-horizon capability to receive mission changes and image transmission from ground forces, Blue Force tracking data link/common operating picture, Advanced Targeting Pod spiral upgrades, 1760 MIL-STD bus installation, covert interior and exterior lighting, CNS/ATM upgrades, and digital data recorders.



B-52 BEYOND LINE-OF-SIGHT (BLOS) DATALINK

BACKGROUND

- Recent deployments highlighted AFRC B-52 aircrew inability to communicate in secure mode beyond line-of-sight (BLOS) during Close Air Support (CAS) missions.
- Currently B-52 aircraft have one ARC-210 radio with very high frequency (VHF) and BLOS capability satellite communications (SATCOM) and one ARC-164 UHF radio to communicate with ground forces and command and control locations, but both radios cannot operate in secure mode at the same time.
- Normally, in a Combatant Command area of responsibility, B-52 communications are configured to secure SATCOM and unusable for VHF or single-channel ground and airborne systems (SINCGARS) operations.
- AFRC B-52 aircraft need an additional multi-band, jam resistant, BLOS, and secure capable radio. The radio must support ultrahigh frequency, VHF, SATCOM, SINCGARS, and secure capabilities.

REQUIREMENT

- Purchase nine radios with required capability to support ground forces directly engaged in combat.

IMPACT IF NOT FUNDED

- The B-52 will remain unable to simultaneously communicate to both ground forces and command and control assets during a CAS scenario.
- Current secure communications are limited by poor voice quality and long transmission delays which severely impact the ability to successfully execute the mission and increase the risk of error, mission failure, and fratricide.
- AFRC B-52 units will not meet anticipated Combatant Commander in-theater communication requirements and, therefore, are unable to support wartime taskings.

UNITS IMPACTED

- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Boeing Military Aircraft, Wichita, KS; Rockwell Collins, Cedar Rapids, IA

B-52 Beyond Line-of-Sight (BLOS) Datalink	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	1.5	0.0	0.0	0.0	0.0	1.5
Total ($M)	1.5	0.0	0.0	0.0	0.0	1.5
Quantity	9	0	0	0	0	9

B-52 DIGITAL DATA RECORDING / DEBRIEF SYSTEM

BACKGROUND

- B-52 Airborne Video Tape Recorders are no longer supportable or sustainable resulting in many missions flown without recording capability.
- Combatant Commanders require timely, accurate damage assessments.
- Increasing sophistication of aircraft systems drives need for weapons effect assessment, in-flight events documentation, in-flight fault data recording, in-flight systems monitoring, and in-flight intelligence gathering.
- Digital Video Recorders (DVR) developed for legacy aircraft are installed on F-16 Block 30 and B-2 aircraft. Due to F-16 drawdowns excess systems are available for B-52 use.

REQUIREMENT

- Provide funds for B-52 DVR program to enhance battle damage assessment, intelligence collection, and training during operational missions.
- Playback station software capable of synchronizing multiple channels from the same aircraft and multiple channels from multiple aircraft and event cueing capability will enhance debrief, fault data and battle damage assessment functions.

IMPACT IF NOT FUNDED

- Mission success at risk because aircrews and Combatant Commanders have no means of timely, accurate damage assessment.

UNITS IMPACTED

- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Boeing Military Aircraft, Wichita, KS; EFW Systems, Ft. Worth, TX

B-52 Digital Data Recording / Debrief System	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	1.5	0.0	0.0	0.0	0.0	1.5
Total ($M)	1.5	0.0	0.0	0.0	0.0	1.5
Quantity	11	0	0	0	0	11

B-52 1760 CAPABILITY IN THE BOMB BAY

BACKGROUND

- 1760 data gives the B-52 the capability to employ the Air Force's complement of "smart weapons" that are the weapons of choice on the battlefield.
- The B-52 has 1760 capability to wing pylons, but not to the B-52 bomb bay.
- B-52's have the highest loiter capability of any weapons delivery platform in Air Force inventory.

REQUIREMENT

- Add 1760 capability and "smart weapons" carriage capability in the bomb bay to nine AFRC B-52 aircraft.

IMPACT IF NOT FUNDED

- Continued limited capability of the B-52 to support close air support or other type strike missions a Combatant Commander may want prosecuted with higher quantities of smart weapons requiring additional sorties.

UNITS IMPACTED

- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Boeing Military Aircraft, Wichita, KS

B-52 1760 Capability in the Bomb Bay	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	4.0	0.0	0.0	0.0	0.0	4.0
Total ($M)	4.0	0.0	0.0	0.0	0.0	4.0
Quantity	9	0	0	0	0	9

B-52 COVERT INTERIOR AND EXTERIOR LIGHTING

BACKGROUND

- Operations in the B-52 have taken on a night orientation to avoid threats and maintain an element of surprise in support of target strikes. This dictates the use of night vision goggles (NVG) to allow for see-and-avoid operations and safety of flight.
- B-52 aircraft lighting are not modified to accommodate the use of NVGs requiring use of stick-on light sticks for compatible lighting in the cockpit.

REQUIREMENT

- Install interior instrument/cabin NVG compatible lighting and exterior covert lighting on nine AFRC B-52 aircraft.

IMPACT IF NOT FUNDED

- Aircraft lighting incompatibilities have posed hazards to safe aircraft night operations without external covert lighting and internal NVG compatible lighting.

UNITS IMPACTED

- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Boeing Military Aircraft, Wichita, KS

B-52 Covert Interior and Exterior Lighting	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	5.4	0.0	0.0	0.0	0.0	5.4
Total ($M)	5.4	0.0	0.0	0.0	0.0	5.4
Quantity	9	0	0	0	0	9

B-52 COMMUNICATION, NAVIGATION, SURVEILLANCE / AIR TRAFFIC MANAGEMENT (CNS/ATM)

BACKGROUND

- The B-52 avionics suite is not compliant with new worldwide air traffic control agreements required for entry and overflight in foreign airspace.
- Partial Air Force funding has addressed some issues through the B-52 Program Office. ILS Immunity (MLR-2020) is nearing production and is funded for all B-52 aircraft; however, the next two efforts (IFF and SAASM compliance) are not funded.

REQUIREMENT

- Full compliance of AFRC B-52 aircraft avionics to meet implementation dates of CNS/ATM.

IMPACT IF NOT FUNDED

- B-52 aircraft denied access to airspace/overflight worldwide will complicate or inhibit deployment, employment, and redeployment of AFRC B-52 aircraft.
- Increased reliance on limited tanker fleet due.
- Combatant Commanders will have delayed response or no B-52 strike capabilities.

UNITS IMPACTED

- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Boeing Military Aircraft, Wichita, KS

B-52 CNS/ATM	FY09	FY10	FY11	FY12	FY13	FYDP
IFF Aircraft Procurement (3010)	0.0	0.7	0.0	0.0	0.0	0.7
IFF RDT&E (3600)	0.5	0.0	0.0	0.0	0.0	0.5
SAASM Aircraft Procure (3010)	0.0	4.0	0.0	0.0	0.0	4.0
SAASM RDT&E (3600)	8.0	0.0	0.0	0.0	0.0	8.0
Total ($M)	8.5	4.7	0.0	0.0	0.0	13.2
Quantity	9	0	0	0	0	9

A-10 Thunderbolt II

Provides close air support, precision strike, forward air control, and combat search and rescue in day or night operations.

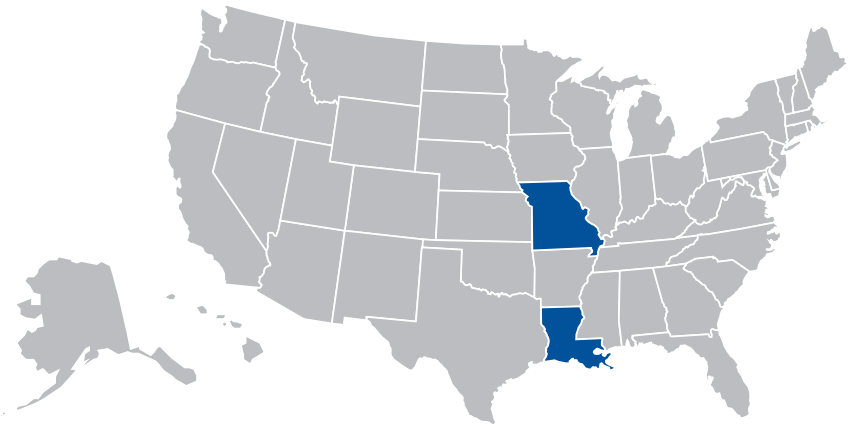
GLOBAL POWER

The A-10 Thunderbolt II is the primary Air Force Close Air Support ground attack fighter. The A-10 uses the internal 30mm cannon and external weapons load to conduct close air support, precision strike, forward air control, and Combat Search and Rescue in day or night operations. It is a highly effective, lethal, and survivable twin-engine jet aircraft used against all ground targets including tanks, other armored vehicles and hardened ground support equipment.

The Air Force Reserve maintains A-10 aircraft at the 917th Wing, Barksdale AFB, LA; and the 442nd Fighter Wing, Whiteman AFB, MO. As part of the Air Force's Total Force Integration, the Air Force Reserve teamed with Air Combat Command to establish two A-10 associate units in October 2007. More than 200 reservists support the Regular Air Force's 23rd Wing at Moody Air Force Base, GA, while 14 reservists augment the A-10 Formal Training Unit at Davis-Monthan AFB, AZ.

Contractors include General Electric (propulsion), and Lockheed Martin (major subsystems).

The Air Force Reserve A-10's require structural, avionics, and engine modernization upgrades to enable this highly accurate weapons platform to continue its critical mission performance throughout its planned lifespan. These upgrades include installation of missile warning and protection systems, Advanced Targeting Pod spiral upgrades, and updates to A-10 training systems for pilots.



AFR CURL Priority 13

A-10 INFRARED MISSILE WARNING SYSTEM

BACKGROUND

- AN/AAR-47 Missile Warning System (MWS) is a passive electro-optical system designed to warn and protect aircraft from infrared (IR)-guided surface-to-air missile or air-to-air missile attack. AN/AAR-47 MWS is the primary IR MWS for United States Air Force and Navy. System consists of four sensor units oriented about the aircraft to provide 360-degree protection. A processor that analyzes the signals received by the sensors declares an incoming threat, warns the aircrew, and expends flares to defeat threats.
- AN/AAR-47 MWS will reduce pilot workload, provide warning of unobserved missile engagements, and automatically cue onboard dispensers to eject countermeasures flares to defeat the incoming missile.
- AN/AAR-47 MWS system has saved lives and aircraft by providing protection from missile attack.

REQUIREMENT

- Upgrade all 54 AFRC A-10 aircraft with the AN/AAR-47 MWS.

IMPACT IF NOT FUNDED

- Based on historical experience without warning of attack and threat response there is significant risk of an IR missile destroying the aircraft.

UNITS IMPACTED

- 442nd Fighter Wing, Whiteman AFB, MO
- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Alliant Techsystems, Clearwater, FL

A-10 Infrared Missile Warning System	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	4.8	4.8	0.0	0.0	0.0	9.6
O&M - AFR (3740)	0.2	0.4	0.4	0.4	0.4	1.8
Total ($M)	5.0	5.2	0.4	0.4	0.4	11.4
Quantity	27	27	0	0	0	54

AFR CURL Priority 15

A-10/F-16/HC-130 RADAR MISSILE WARNING SYSTEM (MWS) UPGRADE / REPLACEMENT

BACKGROUND

- AN/ALR-69 Radar Warning Receiver (RWR) serves as the primary MWS on most legacy Air Force aircraft. AFRC has this system installed on all A-10, F-16 and HC-130 aircraft. This system is 1970s technology that suffers from increasing obsolescence, decreasing capability and diminishing sources of supply as components are increasingly difficult to repair/replace. Many of the components have only one supply source.
- The current A-10A/F-16/HC-130 AN/ALR-69 RWR provides threat radar warning indications to aircrews. This aging RWR is not capable of ensuring adequate defensive situational awareness (SA) against some present and most future radar systems. Specific performance shortfalls include inadequate response time, overload conditions, unacceptable identification performance, and inadequate threat information. The current RWR hardware will not retain its mission relevancy through the lifespan of any of the series aircraft.
- RWR equipment is a mission essential requirement (aircraft will abort mission if RWR inoperable).

REQUIREMENT

- Upgrade or replace aging ALR-69 RWR components in all AFRC A-10/F-16/HC-130s.

IMPACT IF NOT FUNDED

- Aircraft remain vulnerable to radar guided weapons with reduced SA of aircrews in an increasingly complex radar threat environment.
- RWR components will ultimately fail precluding mission accomplishment.

UNITS IMPACTED

- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 482nd Fighter Wing, Homestead ARB, FL
- 920th Rescue Wing, Patrick AFB, FL
- 917th Wing, Barksdale AFB, LA
- 442nd Fighter Wing, Whiteman AFB, MO

CONTRACTOR(S)

- Georgia Tech Research Institute, Atlanta, GA

A-10/F-16/HC-130 Radar MWS Upgrade / Replacement	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.0	0.0	27.0	29.5	0.0	56.5
RDT&E (3600)	7.0	8.0	0.0	0.0	0.0	15.0
Total ($M)	7.0	0.0	27.0	29.5	0.0	71.5
Quantity	0	0	54	59	0	113

A-10 COMBAT SURVIVOR EVADER LOCATOR (CSEL) CAPABILITY

BACKGROUND

- The AN/ARS-6 Lightweight Airborne Recovery System (LARS) currently installed in 12 AFRC A-10's only displays range and bearing information to downed survivors.
- CSEL radio currently used by aircrews sends over-the-horizon text messages and geographical coordinates which significantly improves rescue mission success. This information enables a quicker response time, minimizing exposure to hostile threats and greatly reducing the risk to aircrews and survivors.
- An upgrade to LARS will enable aircrews to receive over-the-horizon text messages and coordinates of the survivor.

REQUIREMENT

- Upgrade wiring in all 54 AFRC A-10s to allow for installation of LARS equipment (permits moving 12 LARS systems between aircraft for mission flexibility).
- Upgrade 12 AFRC LARS-equipped A-10s allowing reception of survivor text messages and coordinates. This information enables a quicker response time, minimizing exposure to hostile threats and greatly reducing the risk to aircrews and survivors.

IMPACT IF NOT FUNDED

- Delay in survivor location by rescue aircrews with continued extended exposure to enemy threats for survivors and rescuers with decreased chance of mission success.

UNITS IMPACTED

- 442nd Fighter Wing, Whiteman AFB, MO
- 917th Wing, Barksdale AFB, LA

CONTRACTOR(S)

- Cubic Defense Applications Inc., San Diego, CA

A-10 Combat Survivor Evader Locator (CSEL) Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	2.8	0.0	0.0	0.0	0.0	2.8
Total ($M)	2.8	0.0	0.0	0.0	0.0	2.8
Quantity	12	0	0	0	0	12

F-16 Fighting Falcon

Provides full air-to-air and air-to-ground combat capabilities in a single-engine multi-role tactical fighter aircraft.

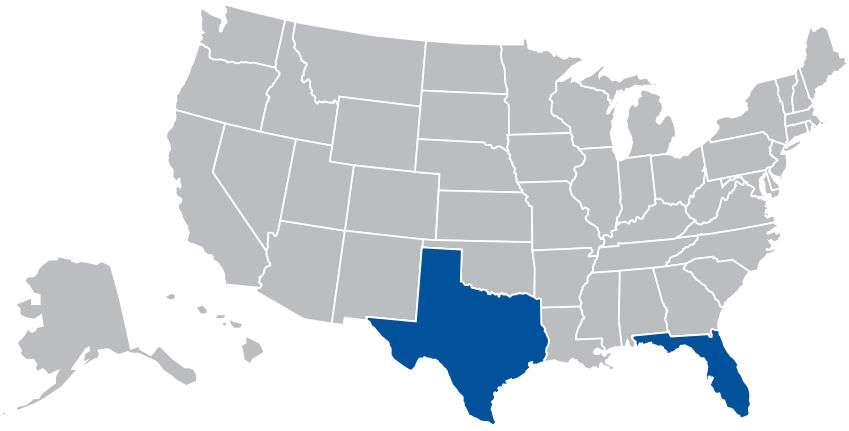
GLOBAL POWER

The F-16 Fighting Falcon can perform precision strike, suppression of enemy air defenses, night attack, and beyond-visual-range interception missions. F-16s can locate targets in all weather conditions and detect low-flying aircraft in radar ground clutter.

The Air Force Reserve maintains F-16 primary aircraft assigned to the 301st Fighter Wing, NAS JRB Fort Worth, TX and the 482nd Fighter Wing, Homestead ARB, FL.

Contractors include Lockheed Martin (airframe), General Electric/Pratt & Whitney (propulsion), and Northrop Grumman (radar).

AFR F-16s require several upgrades to extend viability until the end of service life: Advanced Targeting Pod spiral upgrades, precision self-targeting capability, improved threat detection and passive targeting, advanced autonomous aircraft identification systems, increased capability of Digital Video Recorders, and updates to flight simulators.



F-16 AUTONOMOUS IDENTIFICATION FRIEND FOE (AIFF)

BACKGROUND

- Provides ability to autonomously interrogate advanced IFF systems (mode 5/S).
- Upgrade to mode 5/S is mandated by the Air Force. AIFF gives AFRC F-16s an autonomous interrogation capability. Ability to interrogate mode 5/S signals is critical to conducting air defense missions. Both the 482nd Fighter Wing and 301st Fighter Wing are currently positioned as Tier 2 Homeland Defense support assets for Operation NOBLE EAGLE (ONE). When the national threat level is raised from "Elevated" to "High" both units are required to stand up alert facilities in support of ONE.

REQUIREMENT

- Upgrade 54 AFRC F-16 block 30 aircraft with AIFF.
- Due to the uncertainty of when the National Threat Level will rise, modifying all aircraft per fighter wing with AIFF will provide capability to meet Tier 2 ONE Alert operations without affecting additional unit taskings.

IMPACT IF NOT FUNDED

- Without this capability AFRC units supporting Operation Noble Eagle are at a severe disadvantage when sent to intercept a possible threat in a high density traffic environment. The AIFF will reduce pilot workload, provide increased situational awareness, increases ability to find the threat among multiple friendly aircraft, decreases friendly-fire potential and increases capability to complete an intercept on a threat aircraft.

UNITS IMPACTED

- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 482nd Fighter Wing, Homestead ARB, FL

CONTRACTOR(S)

- BAE Advanced Systems Unit, Greenlawn, NY

F-16 Autonomous Identification Friend Foe (AIFF)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	19.6	0.0	0.0	0.0	0.0	19.6
Total ($M)	19.6	0.0	0.0	0.0	0.0	19.6
Quantity	54	0	0	0	0	54

F-16 DIGITAL VIDEO RECORDER (DVR) PHASE II

BACKGROUND

- The current F-16 DVR was procured and installed as a reliability improvement program and as such, was limited to a form fit function replacement for the old recorder. The old recorder capability was limited to recording only three video channels.
- Subsequently, AFRC was only able to support three video channels with the new recorders although the new recorders have the capability to record five additional data channels.

REQUIREMENT

- Fully integrate the new DVR to allow recording on all five video/data channels. Increasing sophistication of aircraft systems drives a requirement for monitoring in-flight information. Requirements are: weapons effect assessment, in-flight events documentation, in-flight fault data recording, in-flight systems monitoring, and in-flight intelligence gathering.
- Playback station software capable of synchronizing multiple channels from the same aircraft and multiple channels from multiple aircraft as well as event cueing.

IMPACT IF NOT FUNDED

- AFRC F-16 aircrews unable to take advantage of enhanced debrief, fault data and battle damage assessment functions inherent in currently installed DVR.

UNITS IMPACTED

- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 482nd Fighter Wing, Homestead ARB, FL

CONTRACTOR(S)

- EFW, Fort Worth, TX

F-16 Digital Video Recorder (DVR) Phase II	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	6.0	0.0	0.0	0.0	0.0	6.0
Total ($M)	6.0	0.0	0.0	0.0	0.0	6.0
Quantity	54	0	0	0	0	54

F-16 ALL WEATHER PRECISION STRIKE CAPABILITY

BACKGROUND

- Current F-16 Block 30 aircraft do not possess all weather sensor and targeting capability. The F-16 Block 30 needs this capability to provide all weather Close Air Support (CAS). Upgrade to existing APG-59 (V)5 radar is not economically feasible; however, an external Synthetic Aperture Radar (SAR) pod has demonstrated capability through tests conducted at the Air National Guard and Air Force Reserve Test Center (AATC).
- New capability allows for identification and geolocation of targets and improved situational awareness in all weather conditions.

REQUIREMENT

- Upgrade all 54 AFRC F-16s with required wiring, brackets, hardware and software to allow carriage of an all weather precision strike capability pod. Potential SAR pod is the Thunder Pod with a requirement for 12 Thunder Pods for training and employment.

IMPACT IF NOT FUNDED

- Reduced capability for AFRC F-16 aircraft to perform CAS mission only during suitable weather. Without this capability F-16s cannot provide CAS during adverse weather conditions.

UNITS IMPACTED

- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 482nd Fighter Wing, Homestead ARB, FL

CONTRACTOR(S)

- Elta, Israel

F-16 All Weather Precision Strike Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	10.0	10.0	0.0	0.0	0.0	20.0
O&M - AFR (3740)	0.0	0.3	0.6	0.6	0.6	2.1
Total ($M)	10.0	10.3	0.6	0.6	0.6	22.1
Quantity	6	6	0	0	0	12

F-16 INFRARED MISSILE WARNING SYSTEM

BACKGROUND

- AN/AAR-47 Missile Warning System (MWS) is a passive electro-optical system designed to warn and protect aircraft from infrared (IR)-guided surface-to-air missile or air-to-air missile attack. AN/AAR-47 MWS is the primary IR MWS for United States Air Force and Navy. System consists of four sensor units oriented about the aircraft to provide 360-degree protection; a processor that analyzes the signals received by the sensors declares an incoming threat, warns the aircrew, and expends flares to defeat threats.
- AN/AAR-47 MWS will reduce pilot workload, provide warning of unobserved missile engagements, and automatically cue onboard dispensers to eject countermeasures flares to defeat the incoming missile.
- AN/AAR-47 MWS system has saved lives and aircraft by providing protection from missile attack.

REQUIREMENT

- Upgrade all 54 AFRC F-16 Block 30 aircraft with the AN/AAR-47 MWS.

IMPACT IF NOT FUNDED

- Based on historical experience, without warning of attack and threat response there is significant risk of an IR missile destroying the aircraft.

UNITS IMPACTED

- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 482nd Fighter Wing, Homestead ARB, FL

CONTRACTOR(S)

- Alliant Techsystems, Clearwater, FL

F-16 Infrared Missile Warning System	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	6.5	6.5	0.0	0.0	0.0	13.0
O&M - AFR (3740)	0.2	0.4	0.4	0.4	0.4	1.8
Total ($M)	6.7	6.9	0.4	0.4	0.4	14.8
Quantity	27	27	0	0	0	54

F-16 MISSION TASK TRAINER (MTT) UPGRADE

BACKGROUND

- The 482nd and 301st Fighter Wings each possess a single F-16 Mission Task Trainer (MTT). Each are receiving another MTT from Hill AFB and Luke AFB due to those AFRC units converting to Classic Associate.
- The current MTTs are unusable for training due to system problems and non-concurrency of the avionics. Both units were unable to meet their Ready Aircrew Tasking Message cycle requirements for emergency and tactical simulators due to MTT reliability.
- Both units have increasing MTT use requirements with plans for Total Force Integration (TFI) Regular component associations and responsibility to provide equivalent training of active duty pilots.

REQUIREMENT

- Upgrade four F-16 MTTs, two each at Homestead ARB and NAS JRB Fort Worth, with full field of view, 360-degree wraparound visual systems, spares, and additional visual and sensor data bases and debrief systems. The upgraded devices will meet requirements for continuation training, as well as USAF distributive mission training requirements.

IMPACT IF NOT FUNDED

- AFRC F-16 units will fail to stay in line with Air Combat Command continuation training requirements, support TFI Active Associations, and participate in missions requiring distributive mission rehearsal.

UNITS IMPACTED

- 301st Fighter Wing, NAS JRB Fort Worth, TX
- 482nd Fighter Wing, Homestead ARB, FL

CONTRACTOR(S)

- Air Force Research Labs, Mesa, AZ

F-16 Mission Task Trainer (MTT) Upgrade	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	6.0	0.0	0.0	0.0	0.0	6.0
O&M - AFR (3740)	0.2	0.2	0.2	0.2	0.0	0.6
MILCON - AFR (3730)	1.4	0.0	0.0	0.0	0.0	1.4
Total ($M)	7.6	0.2	0.2	0.2	0.0	8.0
Quantity	4	0	0	0	0	4

HH-60 Pave Hawk

Conduct day or night operations into hostile environments to recover downed aircrew or other isolated personnel during conflict.

GLOBAL POWER

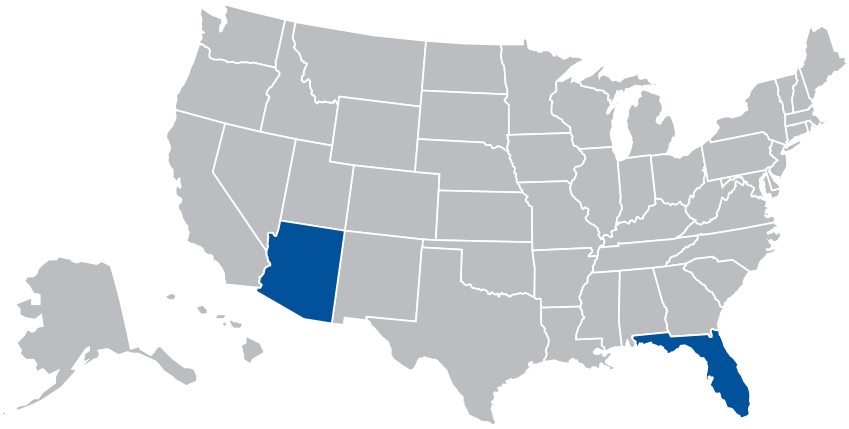
GLOBAL REACH

The HH-60 Pave Hawk transports sick and wounded personnel from hostile areas to advanced medical facilities. Because of its versatility, the HH-60 is also tasked to perform military operations other than war. These tasks include civil search and rescue, emergency aeromedical evacuations, disaster relief (including domestic relief operations like Hurricane Katrina), international aid, counterdrug activities and NASA space shuttle support.

The Air Force Reserve operates HH-60G aircraft at the 920th Rescue Wing at Davis-Monthan AFB, AZ, and Patrick AFB, FL.

The prime contractor is Sikorsky.

Required upgrades include the forward-looking infrared radar (FLIR); CSAR rescue board; tactical data link equipment for situational awareness; Blue Force tracking and real-time threat updates; equipment that provides increased capability for terminal guidance to combat survivors; over-the-horizon location, tracking and communications systems; and M-134 gun system updates.



HH-60 SECURE LINE-OF-SIGHT / BEYOND LINE-OF-SIGHT (SLOS/BLOS) DATA TRANSFER

BACKGROUND

- Global Airborne Tactical Operations Relay (GATOR) Link software can transmit Joint Surveillance and Target Attack Radar System (JSTARS) tactical overlay data to aircraft equipped for BLOS and SLOS capability.
- The AN/ARC-210 and the AN/ARC 164/222/KY-58 provide BLOS and SLOS capability in the HH-60G.
- HH-60 rescue aircrews augment their navigation suite with the electronically linked mission overlay (ELMO), a pen tablet computer linked by data cable to the 1553 bus, to provide moving map display.
- Integrating JSTARS data with the ELMO via the GATOR Link software offers the potential to significantly enhance the situational awareness of HH-60G aircrews.

REQUIREMENT

- Upgrade 15 AFRC helicopters with two low-cost/low-risk wiring modifications. One cable will enable data transfer to the ELMO. The other cable will provide ARC-164/ARC-222/KY-58 SLOS communications. The parallel installation will enable data transfer over either UHF or VHF AM/FM to allow redundancy and access to a broader frequency spectrum for mission equipment.

IMPACT IF NOT FUNDED

- Lack of battlefield awareness can significantly delay survivor location, threat identification and neutralization, and survivor extraction.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL
- 943rd Rescue Group, Davis-Monthan AFB, AZ

CONTRACTOR(S)

- Northrop Grumman Corporation, Melbourne, FL

HH-60 SLOS/BLOS Data Transfer	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.4	0.0	0.0	0.0	0.0	0.4
Total ($M)	0.4	0.0	0.0	0.0	0.0	0.4
Quantity	15	0	0	0	0	15

HH-60 FORWARD LOOKING INFRARED RADAR (FLIR) UPGRADE

BACKGROUND

- Air Force Reserve Command HH-60 helicopters are equipped with either the Q-16 or Q-22 FLIR. These systems are antiquated, not integrated, and are non-standard from the common, integrated FLIR (Q-29) used on the rest of the Air Force HH-60 fleet.
- Equipment sustainment is increasingly difficult and mission effectiveness has suffered because of FLIR failures. The new system will be interoperable with existing avionics systems and software. Planned future software upgrades will optimize system performance even further.

REQUIREMENT

- Equip 15 AFRC HH-60 helicopters with new Q-29 enhanced FLIR.

IMPACT IF NOT FUNDED

- AFRC rescue forces will have limited imaging equipment available to locate survivors.
- Current equipment malfunctions will increase, adversely affect mission accomplishment.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL
- 943rd Rescue Group, Davis-Monthan AFB, AZ

CONTRACTOR(S)

- Raytheon, Los Angeles, CA

HH-60 Forward Looking Infrared Radar (FLIR) Upgrade	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	9.0	0.0	0.0	0.0	0.0	9.0
Total ($M)	9.0	0.0	0.0	0.0	0.0	9.0
Quantity	15	0	0	0	0	15

HH-60 COMBAT SURVIVOR EVADER LOCATOR (CSEL) CAPABILITY

BACKGROUND

- The AN/ARS-6 Lightweight Airborne Recovery System (LARS) currently installed in AFRC HH-60's only displays range and bearing information to downed survivors.
- The CSEL radio currently used by aircrews sends over-the-horizon text messages and geographical coordinates, which significantly improves rescue mission success. This information enables a quicker response time, minimizing exposure to hostile threats and greatly reducing the risk to aircrews and survivors.
- A LARS upgrade can be installed into HH-60 cockpit radios, enabling aircrews to receive over-the-horizon text messages and survivor coordinates.

REQUIREMENT

- Upgrade all 15 AFRC LARS-equipped helicopters allowing reception of survivor text messages and coordinates. This information enables a quicker response time, minimizing exposure to hostile threats and greatly reducing the risk to aircrews and survivors.

IMPACT IF NOT FUNDED

- Continued extended exposure to enemy threats for survivors/rescuers and decreased chances of mission success.
- Range and bearing only information takes more time to locate and rescue survivors, than knowing their precise location.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL
- 943rd Rescue Group, Davis-Monthan AFB, AZ

CONTRACTOR(S)

- Cubic Defense Applications Inc., San Diego, CA

HH-60 Combat Survivor Evader Locator (CSEL) Capability	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	3.0	0.0	0.0	0.0	0.0	3.0
Total ($M)	3.0	0.0	0.0	0.0	0.0	3.0
Quantity	15	0	0	0	0	15

HH-60 COMBAT SEARCH AND RESCUE (CSAR) BOARD

BACKGROUND

- The original CSAR board was built to provide storage of pararescue, flight engineer, and aerial gunner equipment, and to support a single Stokes litter with a patient.
- After a flight incident, the original designed board was removed from service when analysis determined it increased the risk of restraint system failure during a crash.
- A new CSAR board which does not require straps to secure it was developed and built on contract for the Warner-Robins Air Logistics Center (WR-ALC)/LUHE.

REQUIREMENT

- The primary mission of the HH-60G helicopter is to recover downed aircrew members, and other isolated personnel. This mission requires specific rescue equipment, which must be secured in the cargo area, and must be accessible to rescue personnel.
- The mission also requires a means for securing occupied litters in the aircraft once a recovery has been made.

IMPACT IF NOT FUNDED

- During combat operations it is impossible for one aircraft to treat more than one non-ambulatory patient at a time due to lack of cabin space. This forces additional aircraft and crews into the terminal area, thus increasing operational risk due to threat of exposure.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL
- 943rd Rescue Group, Davis-Monthan AFB, AZ

CONTRACTOR(S)

- TCS Design and Management Services, Warner-Robins Air Logistics Center, GA

HH-60 Combat Search and Rescue (CSAR) Board	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.5	0.0	0.0	0.0	0.0	0.5
Total ($M)	0.5	0.0	0.0	0.0	0.0	0.5
Quantity	15	0	0	0	0	15

HH-60 INTELLIGENCE BROADCAST RECEIVER (IBR)

BACKGROUND

- Combat Search and Rescue (CSAR) forces require robust battle space/situational awareness (SA) and survivable/redundant interoperability with various command, control, communication, and intelligence (C3I) nodes.
- CSAR forces need the ability to receive real-time information in the cockpit (RTIC) such as threat updates, friendly order of battle, and survivor data from theater C3I nodes.
- The IBR will provide this capability and is essential for reactive, time-critical missions that require dynamic planning and maximum flexibility in a very fluid environment.

REQUIREMENT

- In accordance with Combat Mission Needs Statement 335-01 (Critical CAF MNS 315-92), HH-60 aircrews require RTIC to ensure situational awareness during rescue missions.

IMPACT IF NOT FUNDED

- Lack of real-time over-the-horizon threat information creates a high potential for mission failure, lost aircrew, and lost aircraft due to lack of situational awareness in the battle area.
- CSAR forces may decline missions that are executable or attempt missions with inappropriate risk. HH-60s will be incompatible with Air and Space Expeditionary CSAR Force packages, jeopardizing the interoperability of the Total Force.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL
- 943rd Rescue Group, Davis-Monthan AFB, AZ

CONTRACTOR(S)

- DRS Engineering Development Labs Inc., Dayton, OH

HH-60 Intelligence Broadcast Receiver (IBR)	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	1.9	0.0	0.0	0.0	0.0	1.9
Total ($M)	1.9	0.0	0.0	0.0	0.0	1.9
Quantity	15	0	0	0	0	15

HH-60 UPGRADED WEAPON SYSTEM

BACKGROUND

- The HH-60 helicopter is unable to provide adequate defensive firepower in high altitude, high temperature conditions encountered in desert environments. The GAU-2B and GAU-18 machine guns are too heavy to properly support high altitude, high temperature operations. The weight of the gun limits helicopter performance under those conditions.
- The Dillon M-134 machine gun has the same capabilities or better than the GAU-2B, but is 40% lighter. The associated Dillon ammunition handling system increases stored ammunition by 150% and reduces reloading time to just a few seconds.

REQUIREMENT

- Configure 15 AFRC HH-60 aircraft with Dillon M-134 machine guns. Current wartime operations revealed the urgent need to reduce the HH-60 overall gross weight.

IMPACT IF NOT FUNDED

- HH-60 performance at high altitude and/or during high temperatures will continue to be marginal. This poses higher risk and could adversely affect mission accomplishment in the recovery of personnel as well as aircrew survivability.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL
- 943rd Rescue Group, Davis-Monthan AFB, AZ

CONTRACTOR(S)

- Fabrique Nationale Herstal Group, McLean, VA

HH-60 Upgraded Weapon System	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	3.0	0.0	0.0	0.0	0.0	3.0
Total ($M)	3.0	0.0	0.0	0.0	0.0	3.0
Quantity	15	0	0	0	0	15

Guardian Angel (GA) Weapon System

Provides a dedicated capability to prepare, report, locate, support, recover, and reintegrate isolated personnel in support of Combat Search and Rescue (CSAR) and personnel recovery programs.

AGILE COMBAT SUPPORT

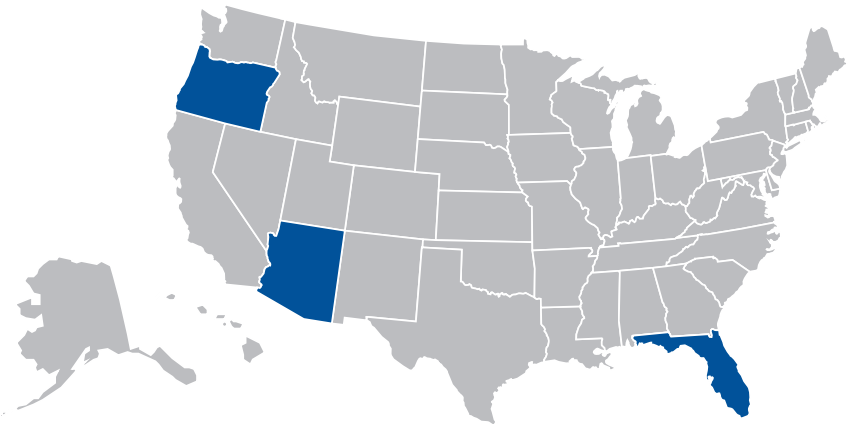
Guardian Angel is an Air Force weapon system consisting of Combat Rescue Officers (CRO); Pararescuemen (PJ); and Survival, Evasion, Resistance, and Escape Specialists (SERE) operating together to provide a dedicated capability to prepare, report, locate, support, recover, and reintegrate isolated personnel in support of Combat Search and Rescue (CSAR) and personnel recovery programs.

Guardian Angel forces operate in 12-man Recovery Teams (RT) with dedicated CSAR in austere and non-permissive environments involving humanitarian and disaster relief, and support NASA and other national rescue missions, including civil search and rescue operations.

Air Force Reserve GA personnel and equipment are assigned to the 920th Rescue Wing (RQW), Patrick AFB, FL. Subordinate 920th RQW GA units are located at Davis-Monthan AFB, AZ; and Portland IAP, OR.

Contractors supporting GA are numerous and located throughout the United States.

Guardian Angel capability requires increased training resources and updated equipment, including high-angle training equipment.



AFR CURL Priority 4

GUARDIAN ANGEL (GA) SQUADRONS

BACKGROUND

- Guardian Angel (GA) is an Air Force non-aircraft weapon system made up of a Family of Systems (FoS) formulated to conduct Combat Search and Rescue (CSAR) and Personnel Recovery (PR) across the full spectrum of military operations.
- The Air Force employs the GA FoS in three distinct Air Force specialties: Pararescue (PJ); Survival, Evasion, Resistance, and Escape (SERE); and Combat Rescue Officer (CRO).
- PJs are direct combatants specifically trained to locate, support and recover Isolated Personnel (IP) and sensitive equipment. SERE specialists provide training and specific expertise to operational and command echelons. CROs are direct combatants providing command and control during each PR task while providing battle staff with weapon system, CSAR, and PR subject matter expert support.
- AFR GA squadrons are currently being restructured to meet Air Force requirements and increase combat capability. This has caused significant funding shortfalls for training.

REQUIREMENT

- Qualification/Continuation Training (O&M) funds are required for 4080 enlisted and 720 officer mandays to achieve combat ready status. This provides traditional-Reserve mandays for 96 PJs, 18 CROs, and 6 SERE Specialists.

IMPACT IF NOT FUNDED

- Lack of funding will greatly increase the risk of loss of life or capture of downed U.S. and Allied personnel.
- GA squadrons will be unable to qualify personnel to obtain and maintain combat readiness levels required to meet Global War on Terrorism (GWOT) and Combatant Commander taskings.

UNITS IMPACTED

- 304th Rescue Squadron, Portland IAP, OR
- 306th Rescue Squadron, Davis-Monthan AFB, AZ
- 308th Rescue Squadron, Patrick AFB, FL

CONTRACTOR(S)

- N/A

Guardian Angel (GA) Squadrons	FY09	FY10	FY11	FY12	FY13	FYDP
Personnel - AFR (3700)	1.2	0.0	0.0	0.0	0.0	1.2
O&M - AFR (3740)	1.8	0.0	0.0	0.0	0.0	1.8
Total ($M)	3.0	0.0	0.0	0.0	0.0	3.0

GUARDIAN ANGEL (GA) WEAPON SYSTEM STATIC HIGH ANGLE TRAINING DEVICE

BACKGROUND

- Guardian Angel (GA) is an Air Force non-aircraft weapon system made up of a Family of Systems (FoS) formulated to conduct Combat Search and Rescue (CSAR) and Personnel Recovery (PR) across the full spectrum of military operations.
- The Air Force employs the GA FoS in three distinct Air Force specialties: Pararescue (PJ), Survival-Evasion-Resistance-Escape (SERE), and Combat Rescue Officer (CRO).
- PJs are direct combatants specifically trained to locate, support and recover Isolated Personnel (IP) and sensitive equipment. SERE specialists provide training and specific expertise to operational and command echelons. CROs are direct combatants providing command and control during each PR task while providing battle staff with weapon system, CSAR, and PR subject matter expert support.
- Guardian Angel teams have limited availability to travel to sites where vertical training is accomplished due to personnel high operations tempo.

REQUIREMENT

- Guardian Angel teams require a local, static high angle training device to receive proper training prior to employment of the teams.

IMPACT IF NOT FUNDED

- Guardian Angel team members risk injury or death without proper training prior to deployment in support of combat operations.

UNITS IMPACTED

- 304th Rescue Squadron, Portland IAP, OR
- 306th Rescue Squadron, Davis-Monthan AFB, AZ
- 308th Rescue Squadron, Patrick AFB, FL

CONTRACTOR(S)

- Various (No Prime)

GA Weapon System Static High Angle Training Device	FY09	FY10	FY11	FY12	FY13	FYDP
Aircraft Procurement (3010)	0.6	0.0	0.0	0.0	0.0	0.6
Total ($M)	0.6	0.0	0.0	0.0	0.0	0.6
Quantity	3.0	0.0	0.0	0.0	0.0	3.0

C4 Systems

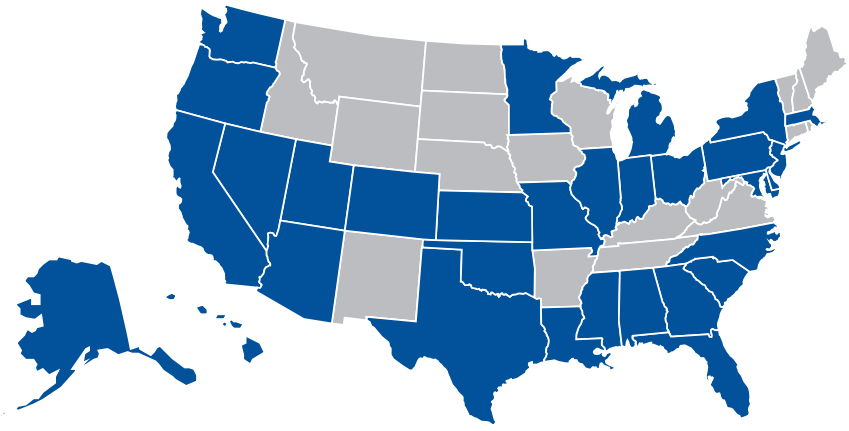
Amplifies the effects of force application and are a vital piece of Joint C4 architectures.

AGILE COMBAT SUPPORT

GLOBAL VIGILANCE

Command, Control, Communications and Computer (C4) systems in the space, air, ground and cyberspace domains are crucial to warfighter decision making and situational awareness. Timely information collection and the ability to pass information via common user communications and computer systems is critical for monitoring events and the status of forces worldwide, developing courses of action, and engaging targets. Today's Air Force C4 assets amplify the effects of force application and are a vital piece of Joint C4 architectures.

Air Force Reserve operates C4 organizations in 31 states, but the effects are felt well beyond the states' boundaries. The Air Force Reserve requires digital equipment consoles, high frequency (HF), ultrahigh frequency (UHF), and very high frequency (VHF) radios, and combat camera sustainment to ensure reliable C4.



COMMAND AND CONTROL CONSOLE SUSTAINMENT

BACKGROUND

- Provides rapid, flexible communications and patching capability among all voice media types, including phones, HF, UHF, VHF, and land mobile radios to support first-responder, digital voice recording and console capabilities for Air Force Reserve Command (AFRC) installation command posts, security forces, fire departments, and base operations.
- Digital Voice Record Systems provide a historical record of communications by monitoring of command posts, base operations, security forces operations centers, and fire departments.
- Supports command post communication sustainment; command and control; base emergency operations; and unit, Major Command, Joint Chiefs of Staff, and National Military Command Center emergency action procedures.
- AFRC current investment in these systems is nearly $12.5M.

REQUIREMENT

- Provide funding for sustainment of integrated communications consoles throughout AFRC.

IMPACT IF NOT FUNDED

- There will be no contractually-mandated vendor response for a communication outage at an emergency response center, such as the command post or fire department.

UNITS IMPACTED

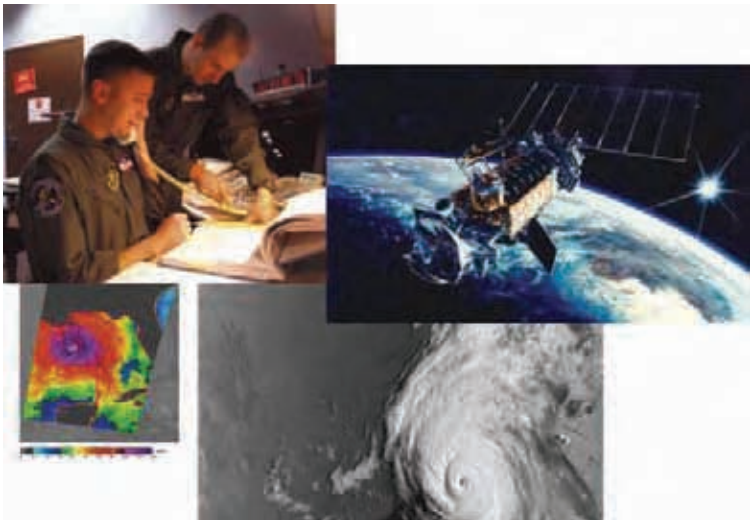
- 29 AFRC Command Posts
- 3 Numbered Air Force Command Centers
- AFRC Command Center
- All AFRC base security forces, base operations, and fire departments

CONTRACTOR(S)

- Siemens Enterprise Networks LLC, Reston, VA

Command and Control Console Sustainment	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	1.1	1.1	1.1	1.1	1.1	5.6
Total ($M)	1.1	1.1	1.1	1.1	1.1	5.6

Space Systems

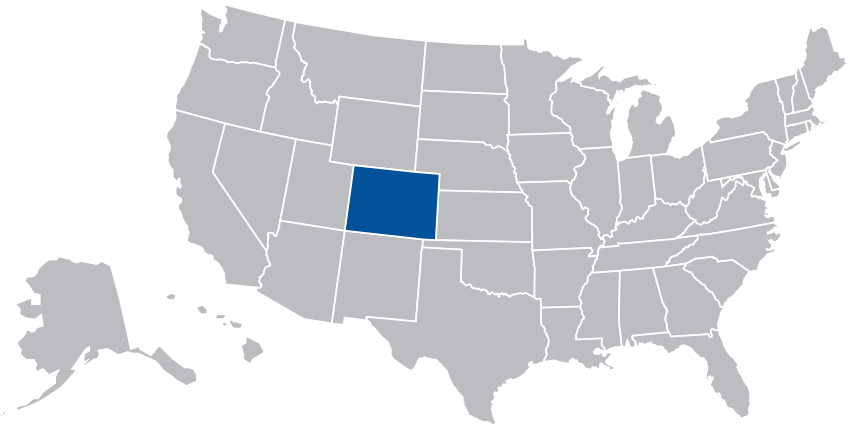


Provides specialized expertise, continuity, and combat ready personnel that project power through space assets to U.S. interests worldwide.

GLOBAL VIGILANCE

Air Force Reserve (AFR) space operations presence is comprised of 15 space units that support a variety of DoD and other government organizations. They integrate into a wide array of Air Force Space Command and U.S. Strategic Command mission areas. AFR space operators are fighting today's war by providing command and control, satellite communications, precision navigation service, space and terrestrial weather support, missile warning, training, and advanced space system testing and evaluation.

AFR's 26th Space Aggressor Squadron (SAS), Schriever AFB, CO, mission requirement to train Air Force combat aircrews for today's Global War on Terrorism requires funding for an expanded wing headquarters facility and training equipment for currency requirements, tactics development, and SATCOM mission qualification courses.



SPACE ELECTRONIC WARFARE TRAINER

BACKGROUND

- Present SATCOM training equipment is shared (on an as available basis) to support operator initial and currency training for two mission areas: tactics development and the SATCOM mission qualification course.
- This training suite provides robust mission simulation capability in a low-risk training environment, allowing Space Aggressor and SATCOM operators to learn and rehearse fundamental skills and to help Space Aggressors develop/refine red force tactics during Unit Training Assemblies without impacting operational exercises or the Space Test and Training Range.

REQUIREMENT

- Procure a dedicated SATCOM electronic warfare (EW) Training Suite for the 26th Space Aggressor Squadron and 380th Space Control Squadron (SPCS) to facilitate on-time relevant training.
- Additionally, existing operational systems are not designed to support training at the frequency/bit level, which is critical for building mission expertise and instincts.
- 380th SPCS will train personnel across multiple specialties to execute a hybrid electronic warfare/ counterspace mission.

IMPACT IF NOT FUNDED

- Failure to fund adequate training equipment will impact 380th SPCS's ability to develop organic mission expertise and provide continuity to counterspace mission.

UNITS IMPACTED

- 380th Space Control Squadron, Peterson AFB, CO
- 26th Space Aggressor Squadron, Schriever AFB, CO

CONTRACTOR(S)

- TBD

Space Electronic Warfare Trainer	FY09	FY10	FY11	FY12	FY13	FYDP
Other Procurement (3080)	0.5	0.0	0.0	0.0	0.0	0.5
Total ($M)	0.5	0.0	0.0	0.0	0.0	0.5
Quantity	1	0	0	0	0	1

Infrastructure

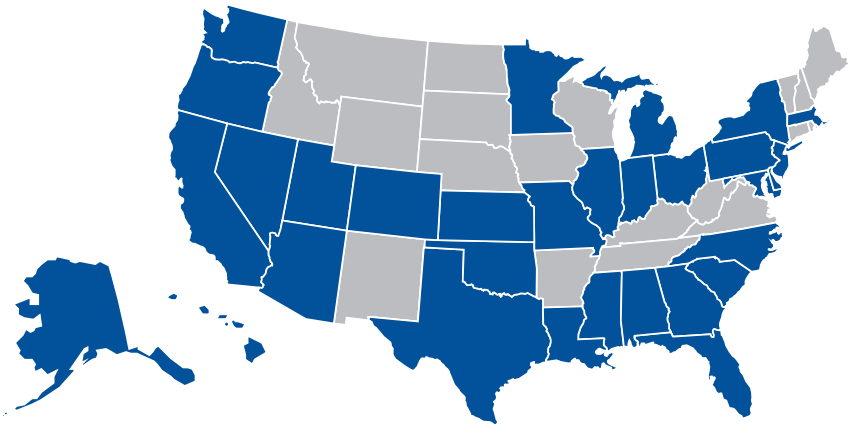
Bases, installations, real property, and the associated physical plants including buildings, utilities, runways and other fixed structures.

AGILE COMBAT SUPPORT

Funding to support infrastructure includes military construction (MILCON); Sustainment, Restoration and Modernization (SRM); Facility Operations, and Environmental Quality. The Air Force Reserve participates as a Total Force player in its wide variety of infrastructure programs. The Air Force Reserve has five Air Reserve Bases which resemble Regular Component Air Force installations, complete with an Air Force Reserve-owned airfield; four Air Reserve Stations with a flying unit located with associated facilities and aircraft parking areas but do not "own" the airfield; and tenant units at 62 other locations, such as Regular Component Air Force and Air National Guard installations.

The Air Force Reserve maintains a three-pronged approach to recapitalize its physical plant: 1) Sustainment, i.e. life cycle replacement of building systems, 2) revitalization through restoration and modernization, and 3) new construction. Sustainment, Restoration and Modernization are needed to extend the life of our facilities which we rely on to support the mission. Once a facility has reached its economic life, it needs to be replaced with new construction or rebuilt to continue its viability. New construction also provides facilities needed for new mission bed down and realignments, such as those created by Base Realignment and Closure (BRAC). SRM, Unspecified Minor Construction, and MILCON are needed to accomplish these tasks.

Years of constrained and reduced funding to support Air Force Reserve infrastructure continues to present quality of life challenges in the work, temporary lodging, and recreational areas. The state of facilities is, in the long term, directly related to readiness and the Air Force Reserve's ability to accomplish its mission.



SCHRIEVER AFB WING HEADQUARTERS FACILITY

BACKGROUND

- CSAF letter, Initial Total Force Integration Plan – Phase II, dated 27 Feb 06, directed the following at Schriever AFB, CO: establish a Guard and Investigate a Reserve Associate unit for Rapid Attack, Identification, Detection and Reporting System (RAIDRS) and establish Classic Associate unit with AFRC for Space-based Infrared System Mission Control Station (SBIRS MCS-B).
- These mission increases along with BRAC-driven changes for Buckley AFB will increase the responsibilities of the 310th Space Group and drive the need for a Wing.
- The additional program management will cause an increase in personnel.
- Existing AFR facility is in highly secured area and cannot be expanded.

REQUIREMENT

- Construct new two story headquarters facility for 310th Space Group, Schriever AFB, CO.
- Provide an adequately-sized and functionally-configured facility to satisfy all training requirements and wing administrative requirements for the Headquarters personnel.

IMPACT IF NOT FUNDED

- The Wing will not have adequate facilities to operate and maintain the different missions for the 310th Space Group as well as an area suitable for protocol functions; this will negatively impact their ability to fully augment the active force.

UNITS IMPACTED

- 310th Space Group, Schriever AFB, CO

CONTRACTOR(S)

- TBD

Schriever AFB Wing Headquarters Facility	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	9.6	0.0	0.0	0.0	0.0	9.6
O&M - AFR (3740)	1.7	0.0	0.0	0.0	0.0	1.7
Total ($M)	11.3	0.0	0.0	0.0	0.0	11.3

LACKLAND AFB C-5 APRON MAINTENANCE LIGHTING

BACKGROUND

- Construct 24 stadium lamps for illumination of the West Apron Annex (251,000 square meters) for nighttime maintenance operations at Lackland AFB, Texas.
- Due to increased C-5 operations in support of the Global War on Terrorism and the Air Force's relocation of the C-5 Formal Training Unit (FTU) from Altus AFB to the 433rd Airlift Wing (AW), the 433rd AW is required to perform maintenance on C-5 aircraft at night on the parking ramp.
- Current security lighting of the C-5 parking apron does not provide the required general area illumination.
- Existing light fixture locations require airfield obstruction waivers.
- There are no other facilities at Lackland AFB that can be used to properly support the new C-5 FTU mission requirements.

REQUIREMENT

- Install apron maintenance lighting which provides adequate nighttime illumination to perform critical maintenance on assigned C-5 aircraft.

IMPACT IF NOT FUNDED

- Inadequate lighted space in which to perform necessary training and aircraft maintenance will inhibit 433rd AW ability to fulfill mission requirements.
- Aircraft generation rates in support of the C-5 FTU may be inadequate to fully support pilot and ground crew training requirements.

UNITS IMPACTED

- 433rd Airlift Wing, Lackland AFB, TX

CONTRACTOR(S)

- TBD

Lackland AFB C-5 Apron Maintenance Lighting	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	1.6	0.0	0.0	0.0	0.0	1.6
Total ($M)	1.6	0.0	0.0	0.0	0.0	1.6

KEESLER AFB AERIAL PORT SQUADRON FACILITY

BACKGROUND

- Current Aerial Port Squadron facility, built in 1941, is located in a portion of a former aircraft maintenance hangar and requires extensive renovations to upgrade for functional, structural, and safety concerns.
- Current facility has poor heating and air conditioning that causes severe mold and mildew throughout the facility, inadequate restrooms, and substandard lighting and electrical power.
- Existing hangar doors are sinking, which restricts their use and existing exterior metal skin is in poor condition.
- Facility has surpassed useful life and requires replacement.

REQUIREMENT

- Construct new, two-story Aerial Port Squadron training facility to train Reserve aerial port personnel to load and unload military cargo aircraft.
- Facility must support 109 Reserve personnel and 12 aircraft.

IMPACT IF NOT FUNDED

- Facility will not be able to support cargo loading/unloading operations due to its deteriorated condition.
- Poor condition of the facility negatively impacts cargo handling training for the Air Force Reserve, lowering the unit's mission capability.

UNITS IMPACTED

- 403rd Wing, Keesler AFB, MS

CONTRACTOR(S)

- TBD

Keesler AFB Aerial Port Squadron Facility	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	7.6	0.0	0.0	0.0	0.0	7.6
O&M - AFR (3740)	0.5	0.0	0.0	0.0	0.0	0.5
Total ($M)	8.1	0.0	0.0	0.0	0.0	8.1

FACILITY RESTORATION AND MODERNIZATION (R&M)

BACKGROUND

- Secretary of Defense directed Department of Defense (DoD) to fund facilities projects to achieve a 67-year recapitalization rate. This requires investment of an average $97M per year to meet the recapitalization rate goal.
- FY09 R&M funding is currently $35.6M (39% of the requirement).
- Present average recapitalization rate from FY08–FY13 is 187 years.

REQUIREMENT

- An additional $54.7M are required to meet the FY09 goal of $90.3M.

IMPACT IF NOT FUNDED

- Underfunding of facility R&M means current high priority facility deficiencies will not be corrected.
- Infrastructure system upgrades and new requirements will be delayed.
- Deferred repair of facilities will result in increased future costs.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- N/A

Facility Restoration and Modernization (R&M)	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	54.7	0.0	0.0	0.0	0.0	54.7
Total ($M)	54.7	0.0	0.0	0.0	0.0	54.7

FURNITURE

BACKGROUND

- Military Construction (MILCON) and Facility Restoration and Modernization (FRM) projects are programmed to occur throughout the FYDP.
- Currently, no funding is available to provide new furnishings for facilities constructed or renovated via MILCON and FRM.
- AFRC facilities are designed and constructed to accommodate systems furniture in order to ensure flexibility for future mission changes.
- Growth in furniture costs is placing a significant burden on O&M funds.

REQUIREMENT

- Furniture costs for MILCON are based on actual projects presented in the FY09 President's Budget.
- Furniture costs for FRM projects are based on analysis of known project backlog requirements with furniture estimates increased due to inflation.

IMPACT IF NOT FUNDED

- New facilities will not have furniture when construction is complete and ready for occupancy.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- TBD

Furniture	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	5.0	0.0	0.0	0.0	0.0	5.0
Total ($M)	5.0	0.0	0.0	0.0	0.0	5.0

DOBBINS ARB CONTROL TOWER

BACKGROUND

- Construct new nine story control tower to replace existing inadequate facility at 94th Airlift Wing, Dobbins ARB, GA.
- The present control tower is over 40 years old and built when the runway was much shorter; due to a longer runway and changing standards, the control tower is much shorter than required today.
- The control tower cab does not meet the current requirement for a minimum of 540 square feet per AFIH 32-1084; there is no space for control tower simulator, nor does control tower contain adequate office space for all required air traffic control functions.
- The present air conditioning system is inadequate and unreliable.

REQUIREMENT

- An adequately sized control tower, properly sited, at the required height to provide air controllers a clear view of the runways, traffic patterns, alert areas and parking areas to ensure adequate and safe airborne and ground traffic control on and around the airfield.

IMPACT IF NOT FUNDED

- Tower control personnel will continue to operate from an unsafe control tower with relatively poor visibility.
- Dangerous downtime will continue to occur from overheated equipment caused by a broken or poorly operating air conditioner.
- Simulator will be housed in a temporary facility.

UNITS IMPACTED

- 94th Airlift Wing, Dobbins ARB, GA

CONTRACTOR(S)

- TBD

Dobbins ARB Control Tower	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	6.7	0.0	0.0	0.0	0.0	6.7
Total ($M)	6.7	0.0	0.0	0.0	0.0	6.7

GRISSOM ARB CONTROL TOWER

BACKGROUND

- The current control tower was constructed in 1969 and is surrounded by property transferred to the civilian community by the Air Force as part of BRAC.
- The tower is the only facility south of the Grissom ARB runway manned with Air Force personnel; security of this isolated facility is substandard due to its remote location.
- The 38-year-old structure lacks the electrical service, access, and climate control of a modern control tower; exterior siding has been repaired numerous times but only provides minimal weather protection; sensitive equipment housed in the facility experiences frequent outages due to inadequate climate control.
- Inability of the aging structure to support modern aviation equipment adversely impacts the mission readiness of the 434th Air Refueling Wing (ARW).

REQUIREMENT

- Construct new eight story control tower within the property of Grissom ARB to replace existing inadequate and improperly located facility.

IMPACT IF NOT FUNDED

- Mission readiness and the safety of the flying operations controlled by the Grissom ARB tower will be adversely impacted by the substandard condition and location of the tower.
- Tower will remain isolated from base security protection.
- As civilian and military air traffic under Grissom ARB control increases, the deficiencies of this facility will increase the potential for a serious accident.

UNITS IMPACTED

- 434th Air Refueling Wing, Grissom ARB, IN

CONTRACTOR(S)

- TBD

Grissom ARB Control Tower	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	7.0	0.0	0.0	0.0	0.0	7.0
O&M - AFR (3740)	1.1	0.0	0.0	0.0	0.0	1.1
Total ($M)	8.1	0.0	0.0	0.0	0.0	8.1

TRAVIS AFB C-17 AND C-5 SQUADRON OPERATIONS AND AIRCRAFT GENERATION FACILITY

BACKGROUND

- AFRC currently occupies a building and temporary facilities that will be demolished to site new active duty C-17 facilities.
- Aircraft maintenance personnel occupy the temporary facilities that will be demolished.
- Travis AFB comprehensive plan calls for the squadron operations and maintenance facilities to be placed in the C-5/C-17 campus area. Current ops facility is outside the campus; therefore, it will be renovated to house the functions that are being displaced by the active duty project and a new facility will be built to house the flying operations and aircraft maintenance personnel.
- There are no active duty facilities available to meet this need.

REQUIREMENT

- Construct new two story squadron operations and aircraft generation squadron facility.
- This project was developed in coordination with Air Mobility Command (AMC) during a site survey conducted in October 2002; joint AFRC/AMC facilities site survey team created a facilities plan to support the bed-down of C-17s at Travis AFB.
- Project will provide space for flight crews and administrative support personnel along with flight line maintenance personnel for both flying squadrons; space will be provided for mission planning, scheduling, tactics, pilot and loadmaster work space, along with storage and locker room facilities.

IMPACT IF NOT FUNDED

- Reserve flying and maintenance personnel will not have facilities if the active duty C-17 bed-down plan proceeds with the demolition of AFRC occupied buildings.
- Project timing is dependent on active duty bed-down plan and scheduled hangar project.

UNITS IMPACTED

- 349th Air Mobility Wing, Travis AFB, CA

CONTRACTOR(S)

- TBD

Travis AFB C-17 & C-5 Squad Ops & Aircraft Generation Facility	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	13.0	0.0	0.0	0.0	0.0	13.0
O&M - AFR (3740)	1.7	0.0	0.0	0.0	0.0	1.7
Total ($M)	14.7	0.0	0.0	0.0	0.0	14.7

PATRICK AFB WEAPONS MAINTENANCE FACILITY

BACKGROUND

- Existing Weapons Maintenance Facility is inadequate to meet mission requirements. Training and gun maintenance areas are too small for current needs. Ammunition processing is performed three miles away due to lack of adequate space.
- Currently, there is no location to perform munitions trailer maintenance; the vault is filled to capacity with weapons and makes moving around difficult.
- New facility is mission critical for the 920th Rescue Wing (RQW) to meet its wartime combat search and rescue (CSAR) mission. Wing helicopters are being modified for the GAU-18 50 caliber machine gun, which the current facility cannot support. The maintenance bay is inadequate for more than three people to work in, due to most of the space being used for storage of current gun system support equipment.

REQUIREMENT

- Construct new weapons maintenance facility that includes space for weapons and parts storage, classroom training and offices, and related areas.

IMPACT IF NOT FUNDED

- 920th RQW will be forced to continue weapons maintenance operations using an undersized facility.
- Mission will be impacted because the new GAU-18 weapon cannot be serviced in the existing facility.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- TBD

Patrick AFB Weapons Maintenance Facility	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	2.6	0.0	0.0	0.0	0.0	2.6
O&M - AFR (3740)	0.1	0.0	0.0	0.0	0.0	0.1
Total ($M)	2.7	0.0	0.0	0.0	0.0	2.7

PITTSBURGH IAP LODGING FACILITY

BACKGROUND

- Existing lodging facilities do not meet current space, fire protection or force protection standards.
- Facilities were constructed of wood in 1952, are not energy efficient, do not have proper environmental controls, and cannot be cost effectively altered to meet current standards.
- The deteriorating condition of the existing facilities is such that only new construction can correct the situation.

REQUIREMENT

- Construct new three story visiting quarters, built to current Air Force standards, to replace existing inadequate facility.

IMPACT IF NOT FUNDED

- Existing facilities will require an excessive amount of repair to sustain lodging operations.

UNITS IMPACTED

- 911th Airlift Wing, Pittsburgh IAP, PA

CONTRACTOR(S)

- TBD

Pittsburgh IAP Lodging Facility	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	9.8	0.0	0.0	0.0	0.0	9.8
O&M - AFR (3740)	1.2	0.0	0.0	0.0	0.0	1.2
Total ($M)	11.0	0.0	0.0	0.0	0.0	11.0

PATRICK AFB ISOCHRONAL INSPECTION DOCK EXTENSION

BACKGROUND

- Current maintenance hangar cannot enclose a C-130 tail section.
- Operations have to cease frequently during summer months due to thunderstorms.
- Corrosion to exposed parts of aircraft increases maintenance costs.

REQUIREMENT

- Construct hangar addition to completely enclose a C-130 aircraft.
- Hangar will allow aircraft maintenance during all types of weather conditions and will reduce corrosion problems caused by salt air environment.

IMPACT IF NOT FUNDED

- Scheduled maintenance will continue to be subject to work stoppages due to inclement weather.
- Corrosion problems and associated higher maintenance costs will continue to impact mission accomplishment.
- Man-hours and resources will continue to be wasted because of weather related delays.

UNITS IMPACTED

- 920th Rescue Wing, Patrick AFB, FL

CONTRACTOR(S)

- TBD

Patrick AFB Isochronal Inspection Dock Extension	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	3.3	0.0	0.0	0.0	0.0	3.3
Total ($M)	3.3	0.0	0.0	0.0	0.0	3.3

YOUNGSTOWN ARS LODGING FACILITY PHASE II

BACKGROUND

- Existing two story wood frame lodging facilities constructed in 1953 are substandard and do not comply with all life/safety/fire requirements and Americans with Disabilities Act (ADA) standards.
- Existing facilities contain only 76 rooms of which 65 are used for double occupancy; Reservists or visitors not accommodated by on base lodging are put in limited contract motels off base.

REQUIREMENT

- Construct new three story lodging facility.
- 338 lodging rooms are required to meet current base and joint use (Naval and Marine Reserves) requirements.
- Facilities will be developed in a "campus" setting that provides aesthetically pleasing and functional facilities while maximizing force protection opportunities.

IMPACT IF NOT FUNDED

- The inconveniences caused by frequent needs to utilize off-base lodging and the double occupancies of on-base rooms have a negative impact on mission accomplishment.

UNITS IMPACTED

- 910th Airlift Wing, Youngstown ARS, OH

CONTRACTOR(S)

- TBD

Youngstown ARS Lodging Facility Phase II	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	10.2	0.0	0.0	0.0	0.0	10.2
O&M - AFR (3740)	1.4	0.0	0.0	0.0	0.0	1.4
Total ($M)	11.6	0.0	0.0	0.0	0.0	11.6

ROBINS AFB BAND COMPLEX

BACKGROUND

- Construct new two story band training and readiness complex for the Air Force Reserve Command Band at Robins AFB, GA.
- Air Force Reserve Command Band has been forced out of their existing rehearsal facility due to extensive termite damage to the structure; building was condemned and demolished due to life safety concerns; repair of the existing structure was not economically feasible.
- Band is conducting group rehearsals in off-base rented facility space; individual practice sessions are being conducted outdoors or in administrative spaces.
- Music library is currently in storage and unavailable for required research and use; equipment storage has been fragmented between multiple facilities and storage containers across the installation; high-value equipment is being stored in metal boxes outdoors and is subject to environmental damage or theft.

REQUIREMENT

- A 1,765 square meter facility conducive to band activities is needed to house the Air Force Reserve Command Band.
- The facility will deliberately establish non-rectangular rooms and circulation corridors.
- The appropriate room volume and reverberation times will be established through the combined use of high ceilings, skewed wall configurations, independent floating floors with wood finish and insulated acoustically sealed masonry walls between adjacent practice areas.

IMPACT IF NOT FUNDED

- Lack of adequate rehearsal facilities will negatively impact the unit's ability to perform its primary mission in a manner that appropriately represents and enhances the Air Force image.
- Inadequate equipment storage space will result in premature wear and damage to equipment; will increase unit maintenance costs, and delay critical training.
- Unit morale and readiness will decline due to lack of adequate training; unit recruiting and retention will be negatively impacted due to inadequate facilities.

UNITS IMPACTED

- Air Force Reserve Command, Robins AFB, GA

CONTRACTOR(S)

- TBD

Robins AFB Band Complex	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	5.9	0.0	0.0	0.0	0.0	5.9
O&M - AFR (3740)	0.3	0.0	0.0	0.0	0.0	0.3
Total ($M)	6.2	0.0	0.0	0.0	0.0	6.2

NIAGARA FALLS IAP JOINT DINING FACILITY

BACKGROUND

- Troop support functions are currently scattered throughout the base and not proximal to lodging. Centrally located dining and activity center is required to provide efficient one-stop hassle-free service to military troops.
- The existing dining facility is a Korean War-era wood framed flat roof structure constructed in 1952 that has outlived its design life by nearly 20 years. The mechanical and electrical systems in the existing facility are inefficient, antiquated and expensive to maintain. There is not sufficient food storage capability for both perishable and non-perishable inventory in accordance with the new food vulnerability standards.
- According to assessments conducted for services facilities by AFRC in April 2007, the existing dining facility is spatially constrained and structurally impractical to modify to meet current military or construction code standards.

REQUIREMENT

- Construct new, one-story community center and dining/training facility to replace existing inadequate facility.
- New Community Activity Center/Dining Facility shall provide for co-location of the military service personnel from the 914th Airlift Wing and the six military units comprising the Army Reserve/Guard Center and allow for the joint use of common areas within the facility.

IMPACT IF NOT FUNDED

- The outdated dining facility will continue to deteriorate and increase the sustainment and repair expenses related to interior damages to the building, office, and mechanical equipment.
- Inefficient facility layout and interior space constraints will continue to inhibit effective training for assigned reservists; prolonged travel time between work areas, lodging, and troop support facilities will continue to degrade training and mission performance.

UNITS IMPACTED

- 914th Airlift Wing, Niagara Falls IAP, NY

CONTRACTOR(S)

- TBD

Niagara Falls IAP Joint Dining Facility	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	9.0	0.0	0.0	0.0	0.0	9.0
O&M - AFR (3740)	1.2	0.0	0.0	0.0	0.0	1.2
Total ($M)	10.2	0.0	0.0	0.0	0.0	10.2

MARCH ARB JOINT DEPLOYMENT CENTER PHASE I

BACKGROUND

- The existing passenger terminal was constructed in 1942 and has exceeded its life cycle; the facility has degraded infrastructure and utilities being used to support personnel.
- The computer systems also need to be updated to support the volume of personnel.
- The second facility being used for this process is a historic facility built in 1929 and adjacent to the passenger terminal. This facility is used for the overflow of military personnel and equipment until embarkation and is capable of only basic accommodation.

REQUIREMENT

- Construct a new one-story joint regional deployment facility and passenger terminal for military deployment personnel processing, passenger services, and response of Federal and state entities in support of national interests.
- This facility will receive and process Marine, Army Reserve, and Total Air Force personnel in support of joint deployment operations worldwide.

IMPACT IF NOT FUNDED

- The facility will continue to be unsuitable for the number of military personnel being processed for deployments.

UNITS IMPACTED

- 604th Regional Support Group, March ARB, CA

CONTRACTOR(S)

- TBD

March ARB Joint Deployment Center Phase I	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	12.8	0.0	0.0	0.0	0.0	12.8
O&M - AFR (3740)	0.7	0.0	0.0	0.0	0.0	0.7
Total ($M)	13.5	0.0	0.0	0.0	0.0	13.5

HEADQUARTERS AIR FORCE RESERVE COMMAND ADMINISTRATIVE FACILITY

BACKGROUND

- HQ AFRC currently has more than 100 staff members in a leased facility outside Robins AFB.
- Leased facility can not be modified to meet the FY09 construction standards, and there is no existing space on Robins AFB available to meet the space requirements.

REQUIREMENT

- Construct new two-story administrative facility incorporating sustainable development and antiterrorism force protection requirements.
- All DoD facilities must meet Unified Facility Code (UFC) 4-010-01 by FY09; UFC requires Antiterrorism and Force Protection standards be provided to all DoD personnel housed on military installations; standard must also be applied to all leased DoD space by FY09; requirement is applicable for all new leases executed on or after 1 Oct 2005, and to renewal or extension of any existing lease on or after 1 Oct 2009.

IMPACT IF NOT FUNDED

- HQ personnel in off-base leased space will not be provided the same level of protection as those on Robins AFB; all personnel occupying leased buildings deserve the same level of protection as those in DoD-owned space.
- This project is required to meet the UFC standard and to protect our most valuable resource.

UNITS IMPACTED

- Air Force Reserve Command, Robins AFB, GA

CONTRACTOR(S)

- TBD

Headquarters Air Force Reserve Command Admin Facility	FY09	FY10	FY11	FY12	FY13	FYDP
MILCON - AFR (3730)	3.3	0.0	0.0	0.0	0.0	3.3
O&M - AFR (3740)	0.5	0.0	0.0	0.0	0.0	0.5
Total ($M)	3.8	0.0	0.0	0.0	0.0	3.8

FACILITY SUSTAINMENT

BACKGROUND

- Sustainment funding target is determined by the Department of Defense.
- Maintenance of efficient, effective and properly configured facilities is required to support mission accomplishment at all operating locations.
- Readiness and operational efficiency of AFRC mission facilities must be sustained through the completion of scheduled maintenance and replacement of systems at the end of their lifecycle.

REQUIREMENT

- Secretary of Defense directed the Services to fund facility sustainment at 100% of the model target.
- Required funding for FY09 is $63.7M; current funding is $52.1M (82%).

IMPACT IF NOT FUNDED

- Underfunding of sustainment means current high priority facility deficiencies may not be corrected and directly impacts mission support and base quality of life.
- Existing facilities will continue to deteriorate due to inadequate or deferred maintenance.
- Deferred maintenance of facilities will result in increased future costs.

UNITS IMPACTED

- All AFRC operating locations

CONTRACTOR(S)

- TBD

Facility Sustainment	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	11.6	0.0	0.0	0.0	0.0	11.6
Total ($M)	11.6	0.0	0.0	0.0	0.0	11.6

INSTALLATION PLANNING SUPPORT

BACKGROUND

- Funding supports AFRC strategic planning initiatives to ensure sound, prioritized capital investments in facilities.
- Includes Base Comprehensive Plans and Facility Operational Capability Utilization Surveys (FOCUS) to promote efficient mission support by targeting critical facility deficiencies.
- FOCUS is a detailed building-by-building/system-by-system assessment of physical assets to determine current and future facility work requirements, ultimately leading to a realistic capital improvement plan; conducted at host and tenant locations in order to address full range of AFRC Command facility requirements.
- Initiative conducts combined General Plan/FOCUS site visits and plan updates at 11 locations in FY09 and six locations in FY10; sustainment costs included after initial surveys are complete.

REQUIREMENT

- Base plans establish and document long-range natural and built infrastructure requirements for development of installations to meet all known mission requirements; required to identify and document land and facility usage as well as opportunities and constraints to effective mission planning.
- Provides critical facilities support at tenant locations without AFRC CE presence.

IMPACT IF NOT FUNDED

- Facility requirements will not be accurately identified and programmed.
- Capital investments will not be effectively prioritized and efficiently planned.

UNITS IMPACTED

- All AFRC units

CONTRACTOR(S)

- TBD

Installation Planning Support	FY09	FY10	FY11	FY12	FY13	FYDP
O&M - AFR (3740)	3.9	0.0	0.0	0.0	0.0	3.9
Total ($M)	3.9	0.0	0.0	0.0	0.0	3.9

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