

OSD RDT&E BUDGET ITEM JUSTIFICATION (R2 Exhibit)

May 2009

APPROPRIATION/ BUDGET ACTIVITY RDTE, Defense Wide BA# 6		PE NUMBER AND TITLE PE 0606301D8Z Aviation Safety Technologies						
COST (\$ in Millions)	FY 2008 Actual	FY 2009 Estimate	FY 2010 Estimate	FY 2011 Estimate	FY 2012 Estimate	FY 2013 Estimate	FY 2014 Estimate	FY 2015 Estimate
	0	0	8.000					

(U) **A. Mission Description and Budget Item Justification:** This funding supports Secretary Gates direction to achieve a 75% reduction in accidents and supports the Defense Safety Oversight Council's (DSOC) pursuit of aviation safety technologies. The Guidance for the Development of the Force (GDF) directs DoD Components to pursue accident reduction and prevention initiatives that emphasize safety in the workplace and hold leaders accountable for their safety programs. In FY 2008, there were 89 Class A aviation accidents with 61 destroyed aircraft and 32 fatalities. The aviation accidents cost the Department over \$2.9 billion with indirect costs approximately four times that amount.

The DSOC used a data-driven approach to identify and evaluate the most effective hardware and software technologies to be implemented to reduce preventable aviation mishaps. The DSOC task force surveyed existing programs and provided an assessment of the viability and advisability of future resource investments. These investments will fund hardware and software technology to prevent helicopters and fighter aircraft mishaps.

Although, this work is currently under review in the DoD, a specific area, collision avoidance was recommended for funding in FY 2010. Automatic Collision Avoidance Technologies (ACAT) has been developed by the Air Force to prevent the most prevalent causes of fighter/attack mishap fatalities and destroyed aircraft. An Automatic Ground Collision Avoidance (Auto-GCAS) component of ACAT has matured and is ready for fleet integration. FY 2010 money will fund continuation of the Automatic Airborne Collision Avoidance (Auto-CAS) component and retain scarce technical expertise and flight test resources in use by Auto-GCAS to mature this newer technology. As an unintended side benefit Auto-ACAS may also hold the key to Unoccupied Aerial Vehicle access to the National Airspace.

The Secretary stated that we can not and should not tolerate the injuries, costs, and capability losses from preventable accidents.

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<u>B. Program Change Summary</u>	FY 2008	FY 2009	FY 2010	FY 2011
Previous President's Budget (FY 2008/2009)	0	0	0	
Current BES/President's Budget (FY 2010)	0	0	8.000	
Total Adjustments	0	0	0	
Congressional Program Reductions	0	0	0	
Congressional Rescissions	0	0	0	
Congressional Increases	0	0	0	
Reprogrammings	0	0	0	
SBIR/STTR Transfer	0	0	0	
Other	0	0	0	

C. Other Program Funding Summary: None.

D. Acquisition Strategy: N/A

E. Performance Metrics:

- Class A aviation accident rates. Number of Class A aviation accidents, (resulting in damages of \$1m or more; aircraft destroyed; and/or fatality or permanent disability), per 100,000 flying hours.
- Number of destroyed aircraft.
- Number of aviation fatalities.
- 75% reduction goal assessed against a FY 2002 baseline.

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COST (\$ in Millions)	FY 2008 Actual	FY 2009 Estimate	FY 2010 Estimate	FY 2011 Estimate	FY 2012 Estimate	FY 2013 Estimate	FY 2014 Estimate	FY 2015 Estimate
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<u>B. Accomplishments/Planned Program:</u>				
<u>Accomplishments/Planned Program Title:</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>
	0	0	8.000	0

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May 2009

APPROPRIATION/ BUDGET ACTIVITY

PE NUMBER AND TITLE

RDTE, Defense Wide BA# 6

PE 0606301D8Z Aviation Safety Technologies

FY 2008 Accomplishments:

- None. This program starts in FY 2010

FY 2009 Plans:

- None. This program starts in FY 2010

FY 2010 Plans:

- Continuation of the Automatic Airborne Collision Avoidance (Auto-CAS) component.
- Retain scarce technical expertise and flight test resources in use by Auto-GCAS to mature this newer technology.
- Assess if Auto-ACAS may also hold the key to Unoccupied Aerial Vehicle access to the National Airspace.

C. Other Program Funding Summary: N/A

FY 2008

FY 2009

FY 2010

FY 2011

Comment:

D. Acquisition Strategy: N/A

E. Major Performers: DSOC, Military Departments, Air Force Research Laboratory