

# FISCAL YEAR 2009 APPROPRIATIONS REQUESTS

## GENERAL QUESTIONNAIRE -- REP. Michael Burgess (TX-26)

Must be completed and submitted NO LATER than COB March 7, 2008

Please submit completed questionnaire to [josh.martin@mail.house.gov](mailto:josh.martin@mail.house.gov)

**PLEASE NOTE: ALL REQUESTS MUST INCLUDE A FORMAL LETTER OF REQUEST ON OFFICIAL LETTERHEAD EXPLAINING THE PROJECT. THIS QUESTIONNAIRE SHOULD ACCOMPANY, NOT REPLACE, A FORMAL LETTER OF REQUEST AND ANY OTHER QUESTIONNAIRE**

### I. PROJECT BACKGROUND & PURPOSE

1. Please provide a formal name for this project:

Unmanned Force Augmentation System (UFAS)

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2. Please describe the project and its purpose:

The UFAS program supports research, development and testing of advanced UAS technologies. The program is intended to facilitate the rapid transition of UAV systems to the warfighters that offer order-of-magnitude improvements in usability, capability, and, hence, operational effectiveness. Specific program and technology areas that the FY09 program will support include extended development and testing of the Air Deployable Sensor (ADS), which is a Sonochute Launched UAS supported by Technology Transition Agreements with multiple Navy sponsors. The Air Deployable Sensor is one of several new capabilities developed under the UFAS program. Additional successful technology developments have included the development of an autonomous sense and avoid system for UAS in support of UAS National Airspace Integration initiatives, UAS autonomous takeoff and landing systems and gap-filler UAS designed to support a growing DoD UAS Intelligence, Surveillance, and Reconnaissance (ISR) capability gap.

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3. Please outline the project plan, including the finance plan:

The 2009 project plan will focus in three (3) research and development areas, including airframe production design, alternative power systems for increased endurance, and customer specific payload integration. This development activity is planned as a nine month effort, followed by three months for additional flight testing of the modified design. The activity will be financed through an existing Task Order based Indefinite Delivery / Indefinite Quantity (IDIQ) contract vehicle held by L-3 Geneva Aerospace under contract with the Naval Aviation Systems Command (NAVAIR).

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### II. BENEFIT TO THE 26<sup>th</sup> DISTRICT AND/OR THE UNITED STATES OF AMERICA

1. Please explain how this project will improve life, the economy or the general welfare of the 26<sup>th</sup> District and/or the country at-large. Please be specific (i.e. outline number of jobs created, savings to economy or taxpayers, improve national security):

This program is directly responsible for <sup>12</sup>10 of Geneva's 55 total jobs at its Carrollton, TX facility. Many of these workers live in the 26<sup>th</sup> District. Along with Congressional funding support, the program development leverages other DoD funding sponsors across multiple programs and is supplemented with L-3 Geneva Aerospace Internal Research and Development funds. Hence, the capability is being developed and transitioned to the Navy at a fraction of the typical development cost for a new weapon system. The Air Deployable Sensor (ADS) provides a highly flexible, easy to use organic UAS capability to the P-3 Maritime Patrol Aircraft crew and the special operations community. The system is a low-cost expendable device that is capable of supporting multiple missions, including ISR and strike, and is capable of deployment from a variety of host platforms, both manned and unmanned. Therefore, ADS provides a new, highly flexible capability to our nation's warfighters in support of our National Security.

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2. Please explain why this project should be considered a priority:

The UFAS technology is derived from the military operational need to make UAS more accessible to the warfighters. Lessons learned from on-going operations have led to the need for a larger proliferation of UAS in virtually every aspect of military and intelligence operations. The proliferation needs dictate that UAS must be more affordable, more usable, and interoperable with the broader military force structure. The UFAS technologies are designed to significantly reduce training and logistics costs for UAS while simultaneously increasing the system reliability and usability. The Air Deployable Sensor (ADS) provides a highly flexible, easy to use organic UAS capability to the P-3 Maritime Patrol Aircraft crew and the special operations community, addressing a portion of the UAS proliferation needs.

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**III. REQUEST**

1. Amount of money you are requesting:

\$4.9 million

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2. Agency from which you are requesting funds:

Department of Defense, Navy Department

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3. Account from which you are requesting funds:

Navy RDT&E; Line 28, Aviation Survivability; PE# 0603216N

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**IV. FUNDING HISTORY**

1. What is the total project cost and can you provide a federal-state/local-other funding breakdown?

\$20 million. As a Dept. of Defense RDT&E program, it is not eligible for state or local funding.

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2. Has the project ever received federal funds before? If so, please elaborate.

UFAS has received appropriations during the years FY05-FY08 totaling \$7.45 million. During this timeframe, ~\$6.7 million of federal (DoD) funds were contracted to L-3 Geneva to supplement the technology development and technology transition.

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3. Has the project received state, local or private funds before? If so, please elaborate.

The UFAS project has been supplemented with L-3 Geneva Internal Research and Development funds.

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4. Can you demonstrate a commitment for future funds from state, local, or private sectors? If so, please elaborate to the extent possible.

L-3 Geneva has committed Fiscal Year 2008 Internal Research and Development funds to facilitate the transition of the ADS technology to other DoD customers.

5. How do you intend to spend federal funds for this project (operating, construction, studies, equipment purchase, salaries, other)?

The requested federal funds will be spent on engineering labor for research and development, as well as materials required for the fabrication, integration and test of ADS test articles.

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6. Does the project request stem from a currently-funded federal program (i.e., an already existing congressional authorization)? If so, please explain and be as specific as possible.

The project request stemmed from unfunded DoD requirements and has been requested to supplement research and development required to mature the technologies to a technology readiness level 7 or higher.

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## V. PROJECT HISTORY

1. Please briefly explain the level of support for the project in the local and any other community (if letters of support exist, please attach to this form).

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2. Has the project encountered any objections within the local or other interested communities? If so, please describe (if letters or official records exist noting objections to the project, please attach to this form).

No.

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3. Please briefly explain the current stage and expected timeline of the project in a great a detail as possible.

The technology has currently been demonstrated to Technology Readiness Level (TRL) 7. The 2009 request will support continued technology maturation, supplementing planned Navy technology transition efforts. Two Navy transition sponsors will be requesting the program, first in the 2010 POM and again in the 2012 POM. The initial capability will undergo real world operational assessments in FY09, maturing the technology to TRL 9 and facilitating the full technology transition starting in 2010.

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## VI. CONTACTS

1. Who is the primary point of contact for the request?

Colin Chapman

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3. Mailing address of entity that would receive the funding?

Department of Defense, Naval Aviation Science and Technology Office  
Patuxent River, Maryland

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**VII. TRANSPORTATION PROJECTS**

1. How much of this request can be spent in fiscal year 2009?

    N/A    

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2. If this is a highway, transit, rail, or aviation request, did you check eligibility with the state DOT, FTA, FRA, or FAA?

    N/A    

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2a. If yes, did the agency indicate the project is eligible under the account requested?

    N/A    

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3. If this is an FHWA request, is the project considered by the state and/or regional transportation officials as critical to their needs?

    N/A    

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4. If a highway request, is the project on the state's transportation improvement plan?

    N/A    

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**PRIORITY PROJECT REQUEST CRITERIA**

CERTIFICATION:

I, Colin Chapman, ATTEST THAT THIS PROJECT REQUEST MADE ON BEHALF OF  
L-3 GENEVA AEROSPACE MEETS THE FOLLOWING CRITERIA:

1. All appropriations requests must be a priority for the 26<sup>th</sup> District and/or the country-at large as defined as enhancing life, liberty, or the general welfare.
2. All requests must be a proper and wise use of federal taxpayer dollars and must be justified as such. Projects that include a commitment to match federal funds will receive priority consideration.
3. All requests will be immediately posted on the website and supporting documentation made available to press outlets and interested individuals.
4. None of the funding requested will be used for a building, program, or project that has been named for Congressman Michael C. Burgess, M.D. No request will be made that Congressman Burgess or his spouse has any financial interest.
5. All requests shall be made in accordance with House of Representatives rules, and within Appropriations Committee deadlines. No funding request will be submitted after the deadline established by the Committee

Name of person certifying Colin Chapman

Title of person certifying President, Chapman Capitol Consulting

Project name as it will appear in the bill Unmanned Force Augmentation System

Legal name of entity making request \_\_\_\_\_  
L-3 Communications Geneva Aerospace, Inc.

Address \_\_\_\_\_  
4240 International Parkway Suite 100  
Carrollton, Texas 75007

[Signature]  
Signature

3/5/8  
Date