



EXECUTIVE ORDER

ESTABLISHING THE PRESIDENTIAL SUPERSONIC AIRLIFT PROGRAM

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as follows:

Section 1. Purpose and Policy.

The United States requires presidential airlift that is secure, resilient, globally capable, and technologically advanced. It is the policy of the executive branch to establish a government-led program to study, design, prototype, test, and, subject to authorization and appropriations provided by law, acquire a new presidential supersonic transport aircraft. The program shall emphasize United States Government control of system architecture, configuration, security, technical data, inspection, and final acceptance.

Sec. 2. Establishment of the Presidential Supersonic Airlift Program.

The Secretary of the Air Force shall establish the Presidential Supersonic Airlift Program (Program) within the Department of the Air Force. The Department of the Air Force shall serve as the Government lead systems integrator to the maximum extent practicable and lawful. No private corporation shall be designated as prime integrator for the complete aircraft unless the Secretary determines, in writing, that Government-led integration is infeasible or would materially compromise safety, schedule, or cost.

Sec. 3. Preliminary Aircraft Requirements.

The Program shall evaluate a clean-sheet presidential transport incorporating, at minimum, the following design objectives: (a) a seven-engine propulsion configuration; (b) six propulsion units integrated into the wing structure, three per wing, without conventional under-wing engine pods, and one centerline tail propulsion unit; (c) a sustained supersonic design objective of at least Mach 2, subject to engineering validation, safety, range, noise, thermal, and fuel requirements; (d) a large rear cargo compartment with a structurally reinforced powered cargo ramp; (e) aerial-refueling capability if technically and operationally feasible; (f) redundant flight-control, electrical, hydraulic, communications, navigation, and life-support systems; (g) secure presidential communications and command capabilities; and (h) survivability, electromagnetic resilience, cybersecurity, and physical-security measures appropriate to the presidential airlift mission.

Sec. 4. Government Design, Assembly, and Control.

The Secretary of the Air Force shall develop a plan for Government-led engineering, integration, assembly, inspection, ground testing, and flight-test oversight. Commercial suppliers may furnish engines, materials, avionics, landing gear, electronics, structural components, tooling, and other subsystems under Federal contracts, but the Government shall seek sufficient technical data, interface information, inspection rights, and configuration-control rights to prevent unnecessary dependence on any single supplier.

Sec. 5. Joint Base Andrews Assessment.

Within 120 days, the Secretary of the Air Force shall assess Joint Base Andrews, Maryland, as the preferred site for secure final integration, presidential mission-system installation, acceptance testing, maintenance planning, and Program headquarters. The assessment shall identify any hangar, runway, utility, security, tooling, workforce, environmental, and military-construction requirements. Joint Base Andrews presently supports the 89th Airlift Wing's presidential and executive airlift mission; this order does not predetermine the result of the engineering and military-construction assessment.

Sec. 6. Security and Inspection.

The Secretary of the Air Force, in coordination with the Director of the United States Secret Service and other appropriate agencies, shall establish supply-chain security and inspection procedures for components entering secure Program facilities. Such procedures shall include provenance review, counterfeit-part controls, cybersecurity review, tamper detection where appropriate, and Government acceptance inspection. Nothing in this section shall alter statutory authorities of the Department of Defense or the United States Secret Service.

Sec. 7. Propulsion Development.

The Secretary of the Air Force shall conduct a competitive Government engineering assessment of propulsion options capable of meeting the aircraft's speed, range, reliability, maintainability, thermal-management, and fuel-efficiency requirements. The assessment shall compare modification of existing propulsion technology against development of a new engine. No engine shall enter full-rate procurement until the Department has completed appropriate ground, inlet-integration, thermal, bird-ingestion, endurance, and flight-safety testing.

Sec. 8. Cost Discipline.

The Program shall be designed to a total Federal program ceiling of \$2.5 billion unless a subsequent Act of Congress provides otherwise. The Department shall use a planning target of \$2.0 billion and preserve the balance as management and technical reserve. Within 180 days, the Secretary shall provide the President and the Director of the Office of Management and Budget a cost estimate identifying research and development, facilities, tooling, propulsion, prototypes, testing, mission systems, security, and procurement. If validated requirements cannot be achieved within the ceiling, the report shall identify the requirements that would need to be modified, deferred, or separately authorized rather than assuming an increase in the ceiling.

Sec. 9. Acquisition and Competition.

Nothing in this order exempts the Program from applicable Federal procurement, competition, fiscal, ethics, safety, environmental, or acquisition laws. The Department shall maximize competition at the subsystem and component level when consistent with national security, while maintaining Government configuration control and avoiding unnecessary sole-source dependence.

Sec. 10. Testing and Airworthiness.

No aircraft developed under this order may transport the President until the Department of the Air Force has completed an airworthiness determination, flight-test program, emergency-system evaluation, structural and thermal validation, propulsion-integration testing, communications and cybersecurity testing, and all additional presidential-mission acceptance procedures required by law and Department policy.

Sec. 11. Reports to the President.

Within 90 days, the Secretary of the Air Force shall submit an initial feasibility report. Within 180 days, the Secretary shall submit a preliminary design, schedule, acquisition strategy, cost estimate, facility plan, and legislative proposal identifying any additional authority or appropriations required. No provision of this order shall be construed to

obligate funds not otherwise appropriated by Congress.

Sec. 12. General Provisions.

(a) Nothing in this order shall be construed to impair or otherwise affect authority granted by law to an executive department or agency, or the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals.

(b) This order shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

THE WHITE HOUSE

Washington, D.C.

President of the United States

Date: _____