



Figure 3. Ten Year LCC Comparison

9. UTA structural design criteria
10. Lightweight/limited life structure

The first four technology areas are absolutely critical as they put the "U" in UTA. The technology areas number 5 through 8 are the business motivation for the UTA as they reduce the peacetime O&S costs. The last two reduce the airframe weight of the UTA which reduces the acquisition cost.

## DESIGN GUIDELINES AND CONSIDERATIONS

### GUIDELINE #1: THE UTA IS NOT A MANNED AIRCRAFT WITH THE PILOT REMOVED

Since the UTA is a new concept, we must start with a clean sheet of paper and not be held hostage by tradition. As we said earlier, *the UTA is not a manned aircraft with the pilot removed*. To view it as such limits the design and operational concept to a manned aircraft viewpoint – in terms of design criteria, subsystems and equipment, training and support, operational deployment and mission expectations. This type of thinking yields an *evolutionary* weapon system. The UTA should be viewed as a *revolutionary* way of doing tactical air warfare. It should be viewed as a clean sheet design which never had a man onboard – but man is in the loop. During the development of this