Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-433

KC-130J

As of December 31, 2010

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Program Information

Designation And Nomenclature (Popular Name)

KC-130J

DoD Component

Navy

Responsible Office

Responsible Office

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References

SAR Baseline (Production Estimate)

FY 2012 President's Budget dated February 2011

Approved APB

Navy Acquisition Executive Approved Acquisition Program Baseline (APB) dated February 7, 2011

Mission and Description

The KC-130J aircraft is a high-wing, long range land based monoplane which is powered by four turboprop engines equipped with six blade variable pitch propellers. It is a baseline cargo/transport aircraft modified to meet United States Marine Corps mission requirements and is the next generation C-130 utilized by the Marine Corps in supporting forward deployed missions. It provides the Marine Corps with an aircraft that is a self-deployable tanker equipped with airdrop/cargo handling equipment, precision navigation, self-protection and command and control capabilities to enable the aircraft to effectively perform all fixed-wing, rotary-wing and tilt-rotor refueling, rapid ground refueling, and targeting Intelligence, Surveillance, Reconnaissance and munitions delivery capability for conduct of close air support for ground forces.

Executive Summary

This is the first Selected Acquisition Report submission for the KC-130J. The KC-130J program was designated as Acquisition Category IC by the Undersecretary of Defense for Acquisition, Technology and Logistics on April 12, 2010, due to procurement funds that exceeded the Acquisition Category I threshold of $2.19 Billion in Fiscal Year 2000 dollars. The Navy Service Cost Position was approved on December 9, 2010 and is the baseline for the Acquisition Category IC Acquisition Program Baseline which was approved on February 7, 2011. The KC-130J has been forward deployed in support of Operation Enduring Freedom and Operation Iraqi Freedom continually since February 2005. The Program of Record is 104 aircraft - 79 United States Marine Corps and 25 United States Naval Reserve. Forty-two aircraft have been delivered. All aircraft are being acquired through the C-130J United States Air Force procurement contract.

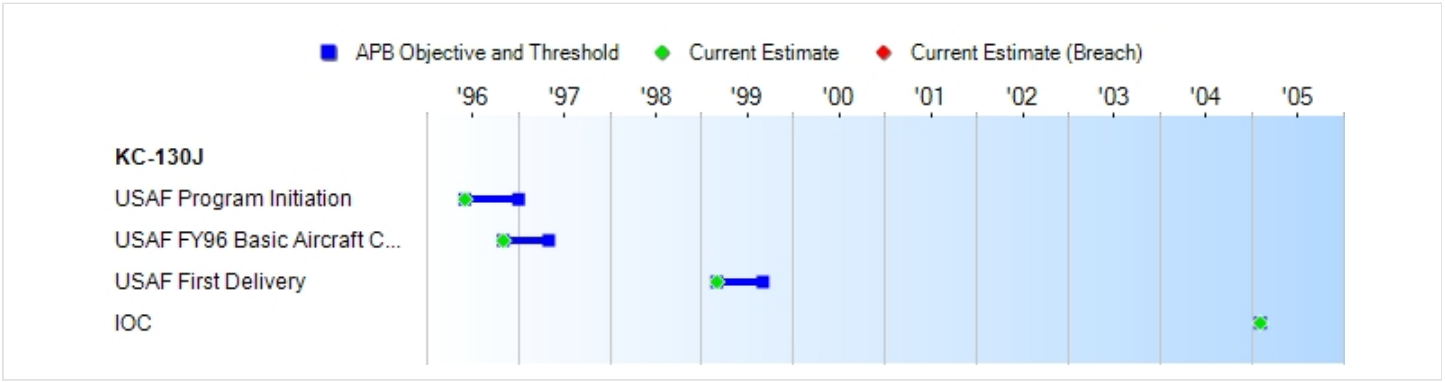
There are no significant software issues related with this program.

Threshold Breaches

APB Breaches		
Schedule		☐
Performance		☐
Cost	RDT&E	☐
	Procurement	☐
	MILCON	☐
	Acq O&M	☐
Unit Cost	PAUC	☐
	APUC	☐

Nunn-McCurdy Breaches		
Current UCR Baseline		
	PAUC	None
	APUC	None
Original UCR Baseline		
	PAUC	None
	APUC	None

Schedule



Milestones	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate
USAF Program Initiation	JUN 1996	JUN 1996	JAN 1997	JUN 1996
USAF FY96 Basic Aircraft Contract	NOV 1996	NOV 1996	MAY 1997	NOV 1996
USAF First Delivery	MAR 1999	MAR 1999	SEP 1999	MAR 1999
IOC	FEB 2005	FEB 2005	FEB 2005	FEB 2005

Acronyms And Abbreviations

FY - Fiscal Year
IOC - Inital Operational Capability
USAF - United States Air Force

Change Explanations

None

Memo

1/ The KC-130J program has completed all acquisition milestones and is in Post Milestone C Full Rate Production. Structural, safety of flight and capability modifications continue to be developed and incorporated. The date cited for Initial Operational Capability is for United States Marine Corps capability.

Performance

Characteristics	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Demonstrated Performance	Current Estimate
Net Ready	100% of interfaces; services; policy-enforcement controls; and data correctness, availability and processing in the joint architecture.	100% of interfaces; services; policy-enforcement controls; and data correctness, availability and processing in the joint architecture.	100% of interfaces; services; policy-enforcement controls; and data correctness, availability and processing requirements present in the Block 5.4 configuration designated as enterprise-level or critical in the joint integrated architecture.	Objective met with the incorporation of Block 5.4	100% of interfaces; services; policy-enforcement controls; and data correctness, availability and processing in the joint architecture.
Range with 25000lb Cargo Load	2,700nm	2,700nm	The C-130J deployment range, at long-range cruise airspeeds, mean cruise weight fuel flow, a cruise altitude of 27,000ft or above, 6,700lbs reserve fuel overhead destination with a 25,000lb cargo payload, and the conditions stated above, the	2,700nm	2,700nm

			deployment range must be 2,460nm		
Maximum Effort Ground Roll	The maximum effort landing ground roll at 135,000lbs will not exceed 1800ft	The maximum effort landing ground roll at 135,000lbs will not exceed 1800ft	The maximum effort landing ground roll at 135,000lbs will not exceed 1800ft	1800ft	The maximum effort landing ground roll at 135,000lbs will not exceed 1800ft
Maximum Effort Takeoff Run	2700ft	2700ft	The aircraft shall be able to perform a maximum effort take off from a prepared surface at sea level, standard day, no wind, and maximum gross weight of 164,000lbs in 3,300 ft	2700ft	2700ft

Requirements Source:
Operational Requirements Letter (ORL) Change 3 for the KC-130J Tactical Aerial Tanker of February 14, 2009

Acronyms And Abbreviations

ft - Feet
lbs - Pounds
nm - Nautical Miles

Change Explanations

None

Memo

1/ The baseline C-130J Operational Requirements Document (applicable to the United States Air Force aircraft) was approved in April 1999. All Key Performance Parameters have been demonstrated. The KC-130J is the baseline cargo/transport aircraft plus the Engineering Change Proposal to meet United States Marine Corps tanker mission requirements. There are no KC-130J unique Key Performance Paramaters or Key System Attributes. KC-130J successfully completed Operational Evaluation. Block Upgrades A through C have been implemented into the fleet aircraft. Blocks D and E are being implemented. KC-130J Block Upgrades requirements are defined in the KC-130J Operational Requirements Letter, Change 3 of February 14, 2009.

Track To Budget

General Memo

Aircraft Procurement, Navy - Budget Activity 05 is incorporated as a subset of total Operations and Support costs. Item Control Number 0560, Program Elements 0206127M, 0502379N and 0502504M apply.

RDT&E

APPN 1319	BA 05	PE 0605430N	(Navy)	
	Project 3199	C/KC-130 Avionics Modernization Program		(Sunk)

Procurement

APPN 1506	BA 04	PE 0502379N	(Navy)	
	ICN 041600	Direct Support Squadrons		
APPN 1506	BA 04	PE 0502504M	(Navy)	
	ICN 041600	Unites States Marine Corps Reserve C-130 Series		
APPN 1506	BA 04	PE 0206127M	(Navy)	
	ICN 041600	KC-130J Squadrons		
APPN 1506	BA 06	PE 0206127M	(Navy)	
	ICN 060500	KC-130J Spares	(Shared)	

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

	BY2010 $M			BY2010 $M	TY $M		
Appropriation	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Prod Est	Current APB Production Objective	Current Estimate
RDT&E	35.6	35.6	39.2	37.1	35.5	35.5	36.8
Procurement	9198.3	9198.3	10118.1	9103.1	9846.3	9846.3	9905.0
Flyaway	7883.7	--	--	7560.2	8456.0	--	8222.7
Recurring	7742.6	--	--	7406.5	8298.8	--	8049.4
Non Recurring	141.1	--	--	153.7	157.2	--	173.3
Support	1314.6	--	--	1542.9	1390.3	--	1682.3
Other Support	725.1	--	--	916.7	760.1	--	1003.5
Initial Spares	589.5	--	--	626.2	630.2	--	678.8
MILCON	0.0	0.0	--	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	--	0.0	0.0	0.0	0.0
Total	9233.9	9233.9	N/A	9140.2	9881.8	9881.8	9941.8

The current APB cost estimate provided sufficient resources to execute the program under normal conditions, encountering average levels of technical, schedule and programmatic risk and external interference. It was consistent with average resource expenditures on historical efforts of similar size, scope, and complexity and represents a notional 50% confidence level.

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	104	104	104
Total	104	104	104

Cost and Funding

Funding Summary

Appropriation and Quantity Summary
FY2012 President's Budget / December 2010 SAR (TY$ M)

Appropriation	Prior	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	To Complete	Total
RDT&E	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.8
Procurement	3527.3	0.0	94.4	51.2	314.2	291.8	371.3	5254.8	9905.0
MILCON	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2012 Total	3564.1	0.0	94.4	51.2	314.2	291.8	371.3	5254.8	9941.8
	--	--	--	--	--	--	--	--	--

Quantity	Undistributed	Prior	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	47	0	1	0	4	3	4	45	104
PB 2012 Total	0	47	0	1	0	4	3	4	45	104
	--	--	--	--	--	--	--	--	--	--

Cost and Funding

Annual Funding By Appropriation

Annual Funding TY$
1319 | RDT&E | Research, Development, Test, and Evaluation, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
2008	--	--	--	--	--	--	21.3
2009	--	--	--	--	--	--	14.2
2010	--	--	--	--	--	--	1.3
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**36.8**

Annual Funding BY$

1319 | RDT&E | Research, Development, Test, and Evaluation, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2010 $M	Non End Item Recurring Flyaway BY 2010 $M	Non Recurring Flyaway BY 2010 $M	Total Flyaway BY 2010 $M	Total Support BY 2010 $M	Total Program BY 2010 $M
2008	--	--	--	--	--	--	21.6
2009	--	--	--	--	--	--	14.2
2010	--	--	--	--	--	--	1.3
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**37.1**

Annual Funding TY$
1506 | Procurement | Aircraft Procurement, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway TY $M	Non End Item Recurring Flyaway TY $M	Non Recurring Flyaway TY $M	Total Flyaway TY $M	Total Support TY $M	Total Program TY $M
1997	3	162.6	--	--	162.6	38.9	201.5
1998	2	110.1	--	--	110.1	7.1	117.2
1999	2	107.0	--	--	107.0	4.1	111.1
2000	1	62.3	--	1.2	63.5	7.7	71.2
2001	3	195.8	--	--	195.8	53.5	249.3
2002	2	138.1	--	--	138.1	30.3	168.4
2003	4	276.6	--	--	276.6	45.1	321.7
2004	--	43.4	--	--	43.4	95.9	139.3
2005	4	293.8	--	--	293.8	52.7	346.5
2006	8	462.0	--	14.3	476.3	87.5	563.8
2007	3	178.8	--	14.2	193.0	53.1	246.1
2008	13	777.3	--	17.5	794.8	40.9	835.7
2009	2	113.9	--	3.0	116.9	38.6	155.5
2010	--	--	--	--	--	--	--
2011	--	--	--	--	--	--	--
2012	1	67.7	--	1.9	69.6	24.8	94.4
2013	--	46.7	--	--	46.7	4.5	51.2
2014	4	269.9	--	7.8	277.7	36.5	314.2
2015	3	227.2	--	6.0	233.2	58.6	291.8
2016	4	293.4	--	8.1	301.5	69.8	371.3
2017	5	426.9	--	10.1	437.0	190.7	627.7
2018	5	428.1	--	10.4	438.5	78.4	516.9
2019	5	445.4	--	10.6	456.0	80.1	536.1
2020	5	463.2	--	10.8	474.0	75.5	549.5
2021	5	482.2	--	11.0	493.2	83.7	576.9
2022	5	501.6	--	11.2	512.8	78.6	591.4
2023	5	508.5	--	11.4	519.9	145.5	665.4
2024	4	406.9	--	9.3	416.2	74.6	490.8
2025	2	226.1	--	4.8	230.9	46.2	277.1
2026	2	235.5	--	4.8	240.3	47.3	287.6
2027	2	98.4	--	4.9	103.3	32.1	135.4
Subtotal	**104**	**8049.4**	**--**	**173.3**	**8222.7**	**1682.3**	**9905.0**

Annual Funding BY$
1506 | Procurement | Aircraft Procurement, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway BY 2010 $M	Non End Item Recurring Flyaway BY 2010 $M	Non Recurring Flyaway BY 2010 $M	Total Flyaway BY 2010 $M	Total Support BY 2010 $M	Total Program BY 2010 $M
1997	3	199.2	--	--	199.2	47.6	246.8
1998	2	133.3	--	--	133.3	8.6	141.9
1999	2	127.9	--	--	127.9	4.9	132.8
2000	1	73.5	--	1.4	74.9	9.1	84.0
2001	3	228.3	--	--	228.3	62.4	290.7
2002	2	159.0	--	--	159.0	34.9	193.9
2003	4	312.2	--	--	312.2	50.9	363.1
2004	--	47.7	--	--	47.7	105.5	153.2
2005	4	314.3	--	--	314.3	56.4	370.7
2006	8	480.9	--	14.9	495.8	91.1	586.9
2007	3	181.9	--	14.5	196.4	54.0	250.4
2008	13	779.9	--	17.6	797.5	41.0	838.5
2009	2	113.0	--	3.0	116.0	38.2	154.2
2010	--	--	--	--	--	--	--
2011	--	--	--	--	--	--	--
2012	1	64.3	--	1.8	66.1	23.5	89.6
2013	--	43.6	--	--	43.6	4.2	47.8
2014	4	247.8	--	7.2	255.0	33.4	288.4
2015	3	205.1	--	5.4	210.5	52.9	263.4
2016	4	260.4	--	7.2	267.6	62.0	329.6
2017	5	372.6	--	8.8	381.4	166.4	547.8
2018	5	367.4	--	8.9	376.3	67.3	443.6
2019	5	375.8	--	8.9	384.7	67.7	452.4
2020	5	384.3	--	9.0	393.3	62.6	455.9
2021	5	393.4	--	9.0	402.4	68.3	470.7
2022	5	402.4	--	9.0	411.4	63.0	474.4
2023	5	401.1	--	9.0	410.1	114.8	524.9
2024	4	315.6	--	7.2	322.8	57.9	380.7
2025	2	172.4	--	3.7	176.1	35.2	211.3
2026	2	176.6	--	3.6	180.2	35.5	215.7
2027	2	72.6	--	3.6	76.2	23.6	99.8
Subtotal	**104**	**7406.5**	**--**	**153.7**	**7560.2**	**1542.9**	**9103.1**

Cost Quantity Information
1506 | Procurement | Aircraft Procurement, Navy

Fiscal Year	Quantity	End Item Recurring Flyaway (Aligned with Quantity) BY 2010 $M
1997	3	199.2
1998	2	133.3
1999	2	127.9
2000	1	73.5
2001	3	228.3
2002	2	159.0
2003	4	312.2
2004	--	--
2005	4	311.5
2006	8	483.4
2007	3	181.6
2008	13	794.6
2009	2	132.4
2010	--	--
2011	--	--
2012	1	78.7
2013	--	--
2014	4	259.2
2015	3	194.8
2016	4	260.8
2017	5	359.1
2018	5	367.7
2019	5	376.1
2020	5	384.7
2021	5	393.6
2022	5	402.7
2023	5	412.1
2024	4	337.2
2025	2	172.5
2026	2	176.4
2027	2	94.0
Subtotal	**104**	**7406.5**

Low Rate Initial Production

None

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost $M	Memo
Kuwait	5/4/2010	3	245.4	Aircraft are being procured through the Air Force production contract. Deliveries are scheduled for FY 2013 and 2014.

Nuclear Cost

There are no Nuclear Cost data to display.

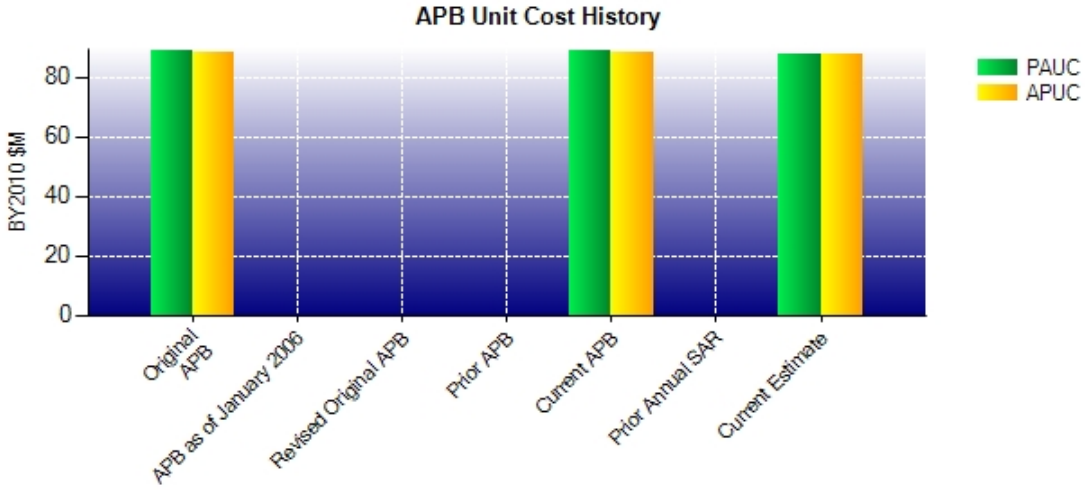
Unit Cost

Unit Cost Report

Unit Cost	BY2010 $M Current UCR Baseline (FEB 2011 APB)	BY2010 $M Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	9233.9	9140.2	
Quantity	104	104	
Unit Cost	88.788	87.887	-1.01
Average Procurement Unit Cost (APUC)			
Cost	9198.3	9103.1	
Quantity	104	104	
Unit Cost	88.445	87.530	-1.03

Unit Cost	BY2010 $M Original UCR Baseline (FEB 2011 APB)	BY2010 $M Current Estimate (DEC 2010 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	9233.9	9140.2	
Quantity	104	104	
Unit Cost	88.788	87.887	-1.01
Average Procurement Unit Cost (APUC)			
Cost	9198.3	9103.1	
Quantity	104	104	
Unit Cost	88.445	87.530	-1.03

Unit Cost History



		BY2010 $M		TY $M	
	Date	PAUC	APUC	PAUC	APUC
Original APB	FEB 2011	88.788	88.445	95.017	94.676
APB as of January 2006	N/A	N/A	N/A	N/A	N/A
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	N/A	N/A	N/A	N/A	N/A
Current APB	FEB 2011	88.788	88.445	95.017	94.676
Prior Annual SAR	N/A	N/A	N/A	N/A	N/A
Current Estimate	DEC 2010	87.887	87.530	95.594	95.240

SAR Unit Cost History

Current SAR Baseline to Current Estimate (TY $M)

Initial PAUC Prod Est	Changes								PAUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
95.017	-0.027	0.000	2.673	0.000	-4.877	0.000	2.808	0.577	95.594

Current SAR Baseline to Current Estimate (TY $M)

Initial APUC Prod Est	Changes								APUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
94.676	-0.025	0.000	2.673	0.000	-4.891	0.000	2.808	0.565	95.240

SAR Baseline History

Item/Event	SAR Planning Estimate (PE)	SAR Development Estimate (DE)	SAR Production Estimate (PdE)	Current Estimate
Milestone A	N/A	N/A	N/A	N/A
Milestone B	N/A	N/A	N/A	N/A
Milestone III	N/A	N/A	JUN 1996	JUN 1996
IOC	N/A	N/A	FEB 2005	FEB 2005
Total Cost (TY $M)	N/A	N/A	9881.8	9941.8
Total Quantity	N/A	N/A	104	104
Prog. Acq. Unit Cost (PAUC)	N/A	N/A	95.017	95.594

Cost Variance

Cost Variance Summary

Summary Then Year $M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	35.5	9846.3	--	9881.8
Previous Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	--	--	--	--
Other	--	--	--	--
Support	--	--	--	--
Subtotal	--	--	--	--
Current Changes				
Economic	-0.2	-2.6	--	-2.8
Quantity	--	--	--	--
Schedule	--	+278.0	--	+278.0
Engineering	--	--	--	--
Estimating	+1.5	-508.7	--	-507.2
Other	--	--	--	--
Support	--	+292.0	--	+292.0
Subtotal	+1.3	+58.7	--	+60.0
Total Changes	+1.3	+58.7	--	+60.0
CE - Cost Variance	36.8	9905.0	--	9941.8
CE - Cost & Funding	36.8	9905.0	--	9941.8

Summary Base Year 2010 $M				
	RDT&E	Proc	MILCON	Total
SAR Baseline (Prod Est)	35.6	9198.3	--	9233.9
Previous Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	--	--	--
Engineering	--	--	--	--
Estimating	--	--	--	--
Other	--	--	--	--
Support	--	--	--	--
Subtotal	--	--	--	--
Current Changes				
Economic	--	--	--	--
Quantity	--	--	--	--
Schedule	--	+102.7	--	+102.7
Engineering	--	--	--	--
Estimating	+1.5	-426.2	--	-424.7
Other	--	--	--	--
Support	--	+228.3	--	+228.3
Subtotal	+1.5	-95.2	--	-93.7
Total Changes	+1.5	-95.2	--	-93.7
CE - Cost Variance	37.1	9103.1	--	9140.2
CE - Cost & Funding	37.1	9103.1	--	9140.2

Previous Estimate:

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-0.2
Adjustment for current and prior escalation. (Estimating)	+0.2	+0.2
Increase in current estimate for the KC-130J Intelligence, Surveillance and Reconnaissance/Weapon Mission Kit (Block E) (Estimating)	+1.3	+1.3
RDT&E Subtotal	+1.5	+1.3

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	-2.6
Schedule variance resulting from shifting 10 aircraft beyond the 2020 timeframe (Schedule)	0.0	+149.6
Additional Schedule Variance associated with shifting 10 aircraft beyond 2020 and associated Advance Procurement phasing (Schedule)	+102.7	+128.4
Adjustment for current and prior escalation. (Estimating)	-2.6	-3.0
Decrease in Contractor Furnished Equipment (CFE)/Aircraft cost estimate due to revised estimating methodology (Estimating)	-442.6	-529.7
Increase in Aircraft Government Furnished Equipment (GFE) cost estimate due to revised estimating methodology (Estimating)	+19.0	+24.0
Adjustment for current and prior escalation. (Support)	-0.7	-0.3
Increase in Support due to procurement of 3 additional Weapon System Trainers and Revised Cost Estimate for Production Engineering. (Support)	+192.1	+243.7
Increase in costs for initial spares due to refined cost estimating methodology, as well as shifting more of the procurement of spares beyond 2020. (Support)	+36.9	+48.6
Procurement Subtotal	-95.2	+58.7

Contracts

Appropriation: Procurement

Contract Name	**Follow On Five Year Option Contract (FYOC)**
Contractor	Lockheed Martin Corp
Contractor Location	Marietta, GA 30006
Contract Number, Type	FA8625-06-C-6456, FFP
Award Date	February 01, 2006
Definitization Date	February 01, 2006

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
121.9	N/A	N/A	762.0	N/A	N/A	762.0	762.0

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this FFP contract.

Contract Comments

The initial contract price estimate was based on two Fiscal Year 2006 aircraft. The contract was subsequently modified to add eleven additional aircraft.

Appropriation: Acq O&M

Contract Name	**Contract Logistics Support - Airframe**
Contractor	Lockheed Martin Corp
Contractor Location	Marietta, GA 30006
Contract Number, Type	N00019-09-D-0015, IDIQ/FFP
Award Date	January 01, 2009
Definitization Date	March 29, 2010

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
92.9	N/A	N/A	102.0	N/A	N/A	238.0	238.0

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this IDIQ/FFP contract.

Contract Comments

The difference between Initial and Current Contract Price is due to the exercise of a three month option.

Appropriation: Acq O&M

Contract Name	**Power By the Hour**
Contractor	Rolls-Royce Corporation
Contractor Location	Indianapolis, IN 46421
Contract Number, Type	N00019-09-D-0020, IDIQ/FFP
Award Date	March 01, 2009
Definitization Date	March 01, 2009

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
168.0	N/A	N/A	179.5	N/A	N/A	241.0	241.0

Cost And Schedule Variance Explanations

Cost and Schedule variance reporting is not required on this IDIQ/FFP contract.

Contract Comments

The difference between Initial and Current contract price is due to the exercise of an option.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	42	42	104	40.38%
Total Program Quantities Delivered	42	42	104	40.38%

Expenditures and Appropriations (TY $M)			
Total Acquisition Cost	9941.8	Years Appropriated	15
Expenditures To Date	3263.9	Percent Years Appropriated	48.39%
Percent Expended	32.83%	Appropriated to Date	3564.1
Total Funding Years	31	Percent Appropriated	35.85%

Expenditure and delivery information is current as of March 24, 2011.

Operating and Support Cost

Assumptions And Ground Rules
Estimate based upon Service Cost Position submitted December 9, 2010 KC-130J Program Initiation = Fiscal Year 1997 Estimated Duration = Fiscal Years 2001 through 2067 Total number of KC-130J aircraft procured = 104 Primary Aircraft Authorization = 95 KC-130J Life (without Service Life Extension Program) = 40 years Aircraft Attrition Rate = 0.1% per Year Average flight hours per month per aircraft = 49.9 Total Operating Aircraft Years = 4,023 Legacy portions of the aircraft will be repaired organically (3-level maintenance). Unique portions of the aircraft (avionics and propulsion) will be repaired using Contract Logistics Support KC-130T data is not available for comparison purposes.

Costs BY2010 $M		
Cost Element	KC-130J Avg Annual Cost per Aircraft (104)	KC-130T Avg Annual Cost for all Aircraft (N/A)
Unit-Level Manpower	2.283	0.000
Unit Operations	1.801	0.000
Maintenance	4.871	0.000
Sustaining Support	0.324	0.000
Continuing System Improvements	1.000	0.000
Indirect Support	0.481	0.000
Other	0.000	0.000
Total Unitized Cost (Base Year 2010 $)	10.760	--

Total O&S Costs $M	KC-130J	KC-130T
Base Year	43290.0	0.0
Then Year	77520.5	0.0