PE NUMBER: 0401115F
PE TITLE: C-130 AIRLIFT SQUADRONS

Exhibit R-2, RDT&E Budget Item Justification

DATE: May 2009

BUDGET ACTIVITY: 07 Operational System Development

PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS

	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	Cost to Complete	Total
	Total Program Element (PE) Cost	233.309	179.272	201.250	0.000	0.000	0.000	0.000	0.000	Continuing	TBD
4885	Avionics Modernization Program (AMP)	229.732	172.092	124.907	0.000	0.000	0.000	0.000	0.000	Continuing	TBD
5243	C-130 Initiatives	3.577	7.180	0.000	0.000	0.000	0.000	0.000	0.000	Continuing	TBD
5362	AMP Phase II	0.000	0.000	76.343	0.000	0.000	0.000	0.000	0.000	Continuing	TBD

(U) A. Mission Description and Budget Item Justification

C-130 Airlift Squadrons' Program Element currently contains three Budget Program Activity Codes (BPACs): C-130 Avionics Modernization Program (AMP), C-130 AMP Phase II and C-130 Initiatives.

The C-130 Avionics Modernization Program (AMP) consolidates and installs the mandated AF Navigation/Safety mods, the Global Air Traffic Management (GATM) systems [now referred to as Communications Navigation Surveillance/Air Traffic Management (CNS/ATM)] and the C-130 Broad Area Review requirements on 221 of the AF's Combat Delivery C-130s. These mandated mods are incorporated with various other Reliability, Maintainability, and Sustainability (RM&S) upgrades to include: replacement of the radar, compasses, dual autopilots, dual flight management systems and HF/UHF/VHF data links. AMP will allow this fleet complete access to the CNS/ATM-mandated national and international air space for the forseeable future. See BPAC # 674885.

C-130 Initiatives is where the AF puts C-130 RDT&E funding for Congressional adds and new programs not covered by C-130 AMP or C-130 AMP Phase II. See BPAC# 675362.

C-130 AMP Phase II consolidates and installs the mandated AF Navigation/Safety mods, the Global Air Traffic Management (GATM) systems [now referred to as Communications Navigation Surveillance/Air Traffic Management (CNS/ATM)] and the C-130 Broad Area Review requirements onto the 82 Special Mission C-130 and 47 C-130H1 Combat Delivery aircraft that were transferred into an AMP separate program following AMP's Jun 07 Nunn-McCurdy certification. See BPAC # 675362.

The C-130 AMP and AMP Phase II projects consist of low technical risk efforts supporting a stable design that has been proven in flight test and therefore was assigned Budget Activity Code 07. AMP Phase II is a new start effort in FY2010.

Note: funding for the C/EC/WC-130J fleets are not included here.

Exhibit R-2, RDT&E Budget Item Justification	DATE May 2009
BUDGET ACTIVITY 07 Operational System Development	PE NUMBER AND TITLE 0401115F C-130 AIRLIFT SQUADRONS

(U) B. Program Change Summary ($ in Millions)

		FY 2008	FY 2009	FY 2010
(U)	Previous President's Budget	251.669	179.760	129.164
(U)	Current PBR/President's Budget	233.309	179.272	201.250
(U)	Total Adjustments	-18.360	-0.488	
(U)	Congressional Program Reductions	-0.054		
	Congressional Rescissions	-1.595	-0.488	
	Congressional Increases			
	Reprogrammings	-9.966		
	SBIR/STTR Transfer	-6.745		

(U) Significant Program Changes:

Increase in FY 10 funding is because of AMP Phase II New Start

Exhibit R-2a, RDT&E Project Justification			DATE: May 2009
BUDGET ACTIVITY: 07 Operational System Development	PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS	PROJECT NUMBER AND TITLE: 4885 Avionics Modernization Program (AMP)	

	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	Cost to Complete	Total
4885	Avionics Modernization Program (AMP)	229.732	172.092	124.907	0.000	0.000	0.000	0.000	0.000	Continuing	TBD
	Quantity of RDT&E Articles	0	0	0	0	0	0	0	0		

(U) A. Mission Description and Budget Item Justification

To date, AMP has completed all Critical Design Reviews (CDR) for hardware and the majority of the software requirements. Developmental flight test, which began in Sep 06, will complete in Nov 09. Boeing completed the initial production software build in August 2008; several Flight Test Build (FTB) upgrades will continue into 2009. Retrofit of the first two test aircraft to production configuration will commence in June 2009 and be complete by 4th quarter FY10 to support IOT&E. Developmental efforts for the AMP training requirements will continue through FY13. In addition, the C-130 AMP contract allows for special mission analysis, studies, and engineering effort in support of additional Mission Design Series (MDS) and planning for future block upgrades.

The C-130 Avionics Modernization Program (AMP) consolidates and installs the mandated AF Navigation/Safety modifications, the Communications Navigation Surveillance/Air Traffic Management (CNS/ATM) capabilities and the C-130 Broad Area Review requirements on 221 of the AF's Combat Delivery C-130s. These mandated modifications are incorporated with various other Reliability, Maintainability, and Sustainability (RM&S) upgrades to include: installation of new weather radars, aircrew displays, dual autopilots, dual flight management systems and HF/UHF/VHF radios/data links. A C-130 AMP-equipped aircraft will be able to safely and effectively operate worldwide in today's and tomorrow's airspace. In addition to meeting CNS/ATM and Navigation/Safety requirements, AMP will also lower the cost of ownership and increase survivability of the Mobility Air Forces' (MAF) C-130 Combat Delivery fleet.

This fleet consists of three different types of C-130 aircraft that will be modified by the AMP (C-130H2, H2.5, and H3). Within each of these types, multiple different configurations exist. Today, these different models and cockpit configurations create significant logistics support and aircrew training inefficiencies. Also, these differences greatly complicate aircrew and aircraft scheduling and interoperability at forward operating locations. C-130 AMP standardizes the cockpit configurations and avionics suites for these different variants into a single cockpit configuration by installing a core avionics package with a common cockpit layout, thus eliminating many of these significant logistics, interoperability, and training problems. AMP's new hardware resolves the vast majority of the fleet's Diminishing Manufacturing Sources (DMS) issues. Boeing's DMS plan will be implemented during the production phases to resolve future DMS issues. Shown here are RDT&E funds for only C-130 AMP. (Note: The C/EC/WC-130J fleets are separately funded and not included here.)

The SDD contract was awarded to The Boeing Company on 30 July 2001. An Integrated Baseline Review (IBR) was conducted in January 2002. From FY02-05, the combination of funding and requirements instability, coupled with increases in prime contractor development costs pushed AMP into reportable cost and schedule breaches. With the completion of an Air Force Service Cost Position in October 2006, a major cost deviation was confirmed. In December 2006, a Program Deviation Report (PDR) was issued and a critical Nunn-McCurdy breach was formalized in February 2007.

In June 2007, USD (AT&L) recertified AMP to Congress-albeit at a reduced profile of 221 aircraft, comprising the majority of the AMC/ANG/AFRC Combat Delivery fleets. De-scoped aircraft included 166 Special Mission and C-130H1 Combat Delivery aircraft. These aircraft will be addressed in a separate modification program, C-130 AMP Phase II.

Exhibit R-2a, RDT&E Project Justification		DATE May 2009
BUDGET ACTIVITY 07 Operational System Development	PE NUMBER AND TITLE 0401115F C-130 AIRLIFT SQUADRONS	PROJECT NUMBER AND TITLE 4885 Avionics Modernization Program (AMP)

C-130 AMP is currently undergoing Developmental Test & Evaluation (DT&E). The C-130 H2 (AMP 1) began ground tests in FY06 and first flight occurred in September 2006. In March 2007, the C-130 H2.5 (AMP 2) joined the test fleet after its successful modification. The C-130 H3 (AMP 3) was inducted for Trial Installation in November 2007 with first flight in January 2009. All aircraft DT&E requirements will be complete in the August 2009 timeframe, with the program then postured for transition to the Initial Operational Test and Evaluation (IOT&E) phase.

This project consists of low technical risk efforts supporting a stable design that has been proven in flight test and therefore was assigned Budget Activity Code 07.

	B. Accomplishments/Planned Program ($ in Millions)	FY 2008	FY 2009	FY 2010
(U)	Design activities continue for software spirals and remaining Group A engineering data release for the H2, H2.5, and H3 configurations.	185.067	119.408	78.902
(U)	Engineering Change Orders (ECO), Govt Furnished Property (GFP), Award Fee, and Protest Settlement Costs.	15.465	18.742	12.370
(U)	Developmental Test and Evaluation.	9.866	12.645	7.003
(U)	Training System development upgrades.	12.377	13.974	17.711
(U)	Program office support (A&AS, TDY, SIF Nodes delivery, training and supplies).	6.957	7.323	8.921
(U)	Total Cost	229.732	172.092	124.907

(U) C. Other Program Funding Summary ($ 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	Cost to Complete	Total Cost
(U) AF RDT&E										
(U) Other APPN										
(U) PE 0401115F, 3010, C-130 AMP, BP1100 (Aircraft Procurement)	28.069	184.073	209.509	0.000	0.000	0.000	0.000	0.000	Continuing	TBD

(U) D. Acquisition Strategy

The C-130 AMP contract was awarded 30 July 2001 as a Cost-Plus Award Fee contract to develop and install AMP kits for the development aircraft and conduct developmental flight test. A Restructure Engineering Change Proposal (ECP) 1302 was awarded to Boeing 20 August 2003. The ECP rebaselined the program due to AF funding reductions in FYs 03/04 which resulted in delays in System Development and Demonstration (SDD) program. Revisions to the AF training system began in July 2006 under the AMP contract. This effort will modify the various Training Programs, Courses, Weapons Systems Trainers, and Maintenance Trainers to the AMP configuration.

The 2007 Nunn-McCurdy certification resulted in the need for a 2nd restructure and rebaseline for the remaining program activities with a contract modification August 2008.

Exhibit R-3, RDT&E Project Cost Analysis

DATE: May 2009

BUDGET ACTIVITY: 07 Operational System Development

PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS

PROJECT NUMBER AND TITLE: 4885 Avionics Modernization Program (AMP)

(U) Cost Categories (Tailor to WBS, or System/Item Requirements) ($ in Millions)	Contract Method & Type	Performing Activity & Location	Total Prior to FY 2008 Cost	FY 2008 Cost	FY 2008 Award Date	FY 2009 Cost	FY 2009 Award Date	FY 2010 Cost	FY 2010 Award Date	Cost to Complete	Total Cost	Target Value of Contract
(U) Product Development												
Boeing, Long Beach, CA	CPAF		819.930	203.394	Nov-07	152.124	Nov-08	112.733	Nov-09	Continuing	TBD	
Subtotal Product Development			819.930	203.394		152.124		112.733		Continuing	TBD	0.000
Remarks: Note: Funds shown here contain System Design & Development, ECO, AMP Training System Upgrades & the Award Fee.												
(U) Support												
Program Support Office	N/A		94.830	16.472		7.323		5.171		Continuing	TBD	
Subtotal Support			94.830	16.472		7.323		5.171		Continuing	TBD	0.000
Remarks: Award Dates vary throughout the year depending on activity (Protest Settlements, TDY, Training, Internal Contractor Support, and SIF Nodes Delivery												
(U) Test & Evaluation												
Various			26.410	9.866	Nov-08	12.645	Mar-09	7.003	Nov-09	Continuing	TBD	
Subtotal Test & Evaluation			26.410	9.866		12.645		7.003		Continuing	TBD	0.000
Remarks:												
(U) Management											0.000	
Subtotal Management			0.000	0.000		0.000		0.000		0.000	0.000	0.000
Remarks:												
(U) Total Cost			941.170	229.732		172.092		124.907		Continuing	TBD	0.000

Exhibit R-4, RDT&E Schedule Profile		DATE May 2009
BUDGET ACTIVITY 07 Operational System Development	PE NUMBER AND TITLE 0401115F C-130 AIRLIFT SQUADRONS	PROJECT NUMBER AND TITLE 4885 Avionics Modernization Program (AMP)

C-130 AMP Program Schedule

Dominant Air Power: Design For Tomorrow…Deliver Today

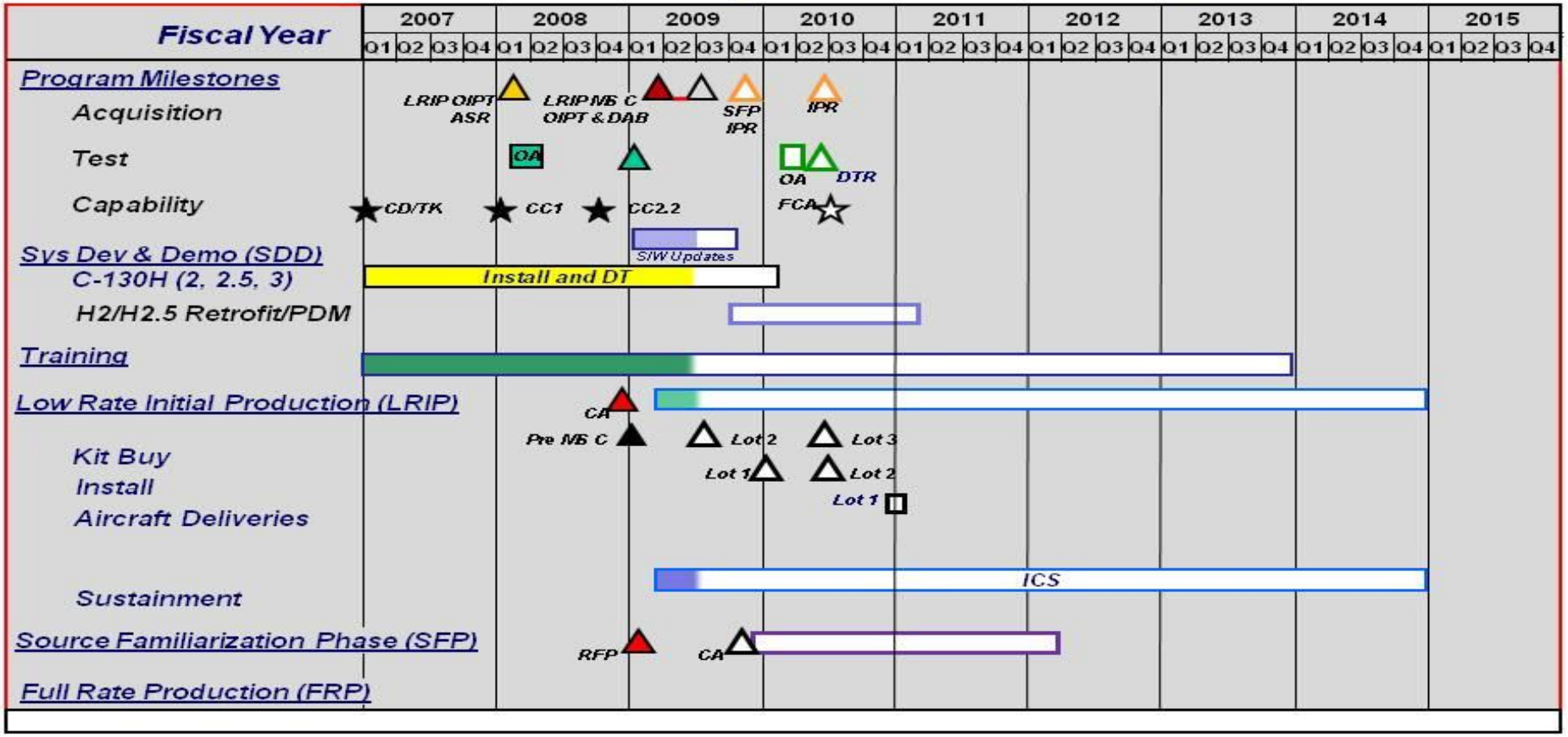

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Exhibit R-4a, RDT&E Schedule Detail		DATE May 2009
BUDGET ACTIVITY **07 Operational System Development**	PE NUMBER AND TITLE **0401115F C-130 AIRLIFT SQUADRONS**	PROJECT NUMBER AND TITLE **4885 Avionics Modernization Program (AMP)**

(U) Schedule Profile	FY 2008	FY 2009	FY 2010
(U) C-130H3 First Flight		2Q	
(U) MS C LRIP Decision		3Q	
(U) Development Flight Test Complete		3Q	
(U) Functional Configuration Audit (FCA)			2Q

Exhibit R-2a, RDT&E Project Justification

DATE: May 2009

BUDGET ACTIVITY: 07 Operational System Development

PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS

PROJECT NUMBER AND TITLE: 5243 C-130 Initiatives

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	Cost to Complete	Total
5243	C-130 Initiatives	3.577	7.180	0.000	0.000	0.000	0.000	0.000	0.000	Continuing	TBD
	Quantity of RDT&E Articles	0	0	0	0	0	0	0	0		

(U) A. Mission Description and Budget Item Justification

C-130 Congressional Adds of $7.4M consist of $3.2M for Automated Inspection Repair Corrosion and Aircraft Tracking (AIRCAT); $2M for Electromagnetic In-flight Propeller Balancing System and $2M for NP-2000 Propellers for ANG.

(U) B. Accomplishments/Planned Program ($ in Millions)	FY 2008	FY 2009	FY 2010
(U) NP-2000 Propellers for ANG		1.950	
(U) Propeller De-icing System Metal Fiber Brushes	1.192		
(U) Electromagnetic in-flight Prop Balancing Sys		1.950	
(U) C-130 AIRCAT Condition Based Maintenance (CBM+)	2.385	3.280	
(U) Total Cost	3.577	7.180	0.000

(U) C. Other Program Funding Summary ($ 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	Cost to Complete	Total Cost
(U) None										

(U) D. Acquisition Strategy

AIRCAT contract awarded in Sep 08.

Exhibit R-3, RDT&E Project Cost Analysis

DATE: May 2009

BUDGET ACTIVITY: 07 Operational System Development

PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS

PROJECT NUMBER AND TITLE: 5243 C-130 Initiatives

(U) Cost Categories (Tailor to WBS, or System/Item Requirements) ($ in Millions)	Contract Method & Type	Performing Activity & Location	Total Prior to FY 2008 Cost	FY 2008 Cost	FY 2008 Award Date	FY 2009 Cost	FY 2009 Award Date	FY 2010 Cost	FY 2010 Award Date	Cost to Complete	Total Cost	Target Value of Contract
(U) Product Development												
AIRCAT System engineering development	FFP	Warner Robins, GA	2.300	2.385							4.685	
Subtotal Product Development			2.300	2.385		0.000		0.000		0.000	4.685	0.000
Remarks:												
(U) Support												
Prop De-ice Metal Fiber Brushes	FFP	Arlington, VA		1.192							1.192	
Subtotal Support			0.000	1.192		0.000		0.000		0.000	1.192	0.000
Remarks: Preproduction Kit delivery in FY09												
(U) Test & Evaluation												
											0.000	
Subtotal Test & Evaluation			0.000	0.000		0.000		0.000		0.000	0.000	0.000
Remarks:												
(U) Management												
											0.000	
Subtotal Management			0.000	0.000		0.000		0.000		0.000	0.000	0.000
Remarks:												
(U) Total Cost			2.300	3.577		0.000		0.000		0.000	5.877	0.000

Exhibit R-4, RDT&E Schedule Profile		DATE May 2009
BUDGET ACTIVITY **07 Operational System Development**	PE NUMBER AND TITLE **0401115F C-130 AIRLIFT SQUADRONS**	PROJECT NUMBER AND TITLE **5243 C-130 Initiatives**

Exhibit R-4a, RDT&E Schedule Detail		DATE: May 2009
BUDGET ACTIVITY: 07 Operational System Development	PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS	PROJECT NUMBER AND TITLE: 5243 C-130 Initiatives

(U) Schedule Profile	FY 2008	FY 2009	FY 2010
(U) Prop De-icing System Flight Test	1Q	3Q	

Exhibit R-2a, RDT&E Project Justification			DATE: May 2009
BUDGET ACTIVITY: 07 Operational System Development	PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS	PROJECT NUMBER AND TITLE: 5362 AMP Phase II	

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	Cost to Complete	Total
5362 AMP Phase II	0.000	0.000	76.343	0.000	0.000	0.000	0.000	0.000	Continuing	TBD
Quantity of RDT&E Articles	0	0	0	0	0	0	0	0		

(U) A. Mission Description and Budget Item Justification

The C-130 Avionics Modernization Program (AMP) Phase II consolidates and installs the mandated AF Navigation/Safety modifications, the communications Navigation Surveillance/Air Traffic Management (CNS/ATM) capabilities and the C-130 Broad Area Review requirements on 129 additional aircraft (82 Special Mission AC/EC/LC/MC-130s and 47 Combat Delivery C-130H1s). These aircraft were part of AF's C-130 AMP since its inception in 2001. Therefore, all AMP's core hardware and software were designed from the start to accommodate the unique requirements of these Special Mission aircraft. The funding for these aircraft was postponed until FY10 as a result of AMP's Nunn-McCurdy certification in Jun 2007.

These mandated modifications are incorporated with various other Reliability, Maintainability, and Sustainability (RM&S) upgrades to include: installation of new radars, aircrew displays, dual autopilots, dual flight management systems and HF/UHF/VHF radios/data links. An AMP-equipped aircraft will be able to safely and effectively operate worldwide in today's and tomorrow's airspace. In addition, AMP Phase II will lower the cost of ownership and increase survivability for both the Mobility Air Forces (MAF) and Special Operations Forces (SOF) C-130 fleets.

The fleets consist of seven (7) different mission design series (MDS) aircraft to be modified by the AMP Phase II (C-130H1, LC-130H, EC-130H, MC-130H/W, AC-130H and AC-130U).

Within each MDS, multiple configurations exist among the aircraft that will be modified. Today, different models and cockpit configurations create significant logistics support and aircrew training inefficiencies. Also, these differences greatly complicate aircrew and aircraft scheduling and interoperability at forward operating locations. C-130 AMP Phase II will standardize the cockpit configurations and avionics suites for these variants into a single cockpit configuration by installing the core AMP avionics package with a common cockpit layout, thus eliminating many of these significant logistics, interoperability and training problems. The majority of the C-130 Diminishing Manufacturing Sources (DMS) issues are resolved during System Development and Demonstration (SDD) as a result of the new hardware included in the AMP Phase II design. Additionally, the DMS plan, developed during SDD, will be implemented in the production phases to resolve future issues.

Shown here are RDT&E funds for only C-130 AMP Phase II. Funds represent program office estimates and are awaiting completion of final contract negotiation for further definitization. (Notes: This program is intended to leverage SDD efforts completed under AMP, BPAC 674885, which are separately funded and not shown here. USSOCOM's AC/MC-130H/U/Ws require SOF-unique capabilities integrated with AMP Phase II. Funds for these capabilities will be provided in MFP-11 and are not shown here.)

The original AMP SDD contract was awarded to the Boeing Company on 30 Jul 2001. From FY02-05, a combination of funding and requirements instability, coupled with increases in prime contractor development costs, pushed AMP into reportable cost and schedule breaches. With the completion of an Air Force Service Cost Position in Oct 2006, a major cost deviation was confirmed. In Dec 2006, a Program Deviation Report (PDR) was issued and a critical Nunn-McCurdy breach was

Exhibit R-2a, RDT&E Project Justification		DATE May 2009
BUDGET ACTIVITY 07 Operational System Development	PE NUMBER AND TITLE 0401115F C-130 AIRLIFT SQUADRONS	PROJECT NUMBER AND TITLE 5362 AMP Phase II

formalized in Feb 2007. The Nunn-McCurdy process confirmed a total of 388 aircraft (222 Combat Delivery C-130s and 166 Special Mission and C-130H1s) were needed for national security. However, in Jun 2007 USD (AT&L) recertified AMP at a reduced profile of 222 Combat Delivery aircraft to meet funding constraints at the time. Of the remaining 166 aircraft, 37 HC-130N/P aircraft were subsequently selected for replacement with C-130Js, leaving 129 Combat Delivery and Special Mission aircraft to form the basis of the AMP Phase II program.

	B. Accomplishments/Planned Program ($ in Millions)	FY 2008	FY 2009	FY 2010
(U)	Design Activities for software, design/qualification of Group B hardware (mission computer, etc.) and Group A engineering data release for the C-130H1, MC-130W, AC-130H, and AC-130U.			58.616
(U)	Engineering Change Orders (ECO), Govt Furnished Parts and Information (GFP/GFI), and Award Fee.			10.821
(U)	Developmental Test and Evaluation (Govt test site and flight test).			
(U)	Training system development upgrades.			0.844
(U)	Program office support (A&AS, TDY, training, supplies).			6.062
(U)	Total Cost	0.000	0.000	76.343

(U) C. Other Program Funding Summary ($ 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	Cost to Complete	Total Cost
(U) PE 0401115F, 3010, C-130 AMP Phase II, BP1100 (Aircraft Procurement)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Continuing	TBD

(U) D. Acquisition Strategy

C-130 AMP Phase II effort is currently on a contractual stop work with Boeing. The Air Force is working with Boeing for modify this contract. The remaining work integrates capabilities from the AMP project onto each of the aircraft types in AMP Phase II and adds selected SOF-unique capabilties (e.g. terrain following radar), and preserves the current unique capabilities of those aircraft. This program also includes modifications to training and support systems. The contractual actions are divided into two main parts. The first part is an updated preliminary design to provide decision knowledge for the second part, traditional SDD effort.
The principal reason for this modification is to make these fleets compliant with the International Civil Aviation Organization's future air traffic control systems (CNS/ATM).
This capability is considered a low technical risk from a stable design that has been proven in flight test and therefore was assigned a Budget Activity Code 07.

Exhibit R-3, RDT&E Project Cost Analysis

DATE: May 2009

BUDGET ACTIVITY: 07 Operational System Development

PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS

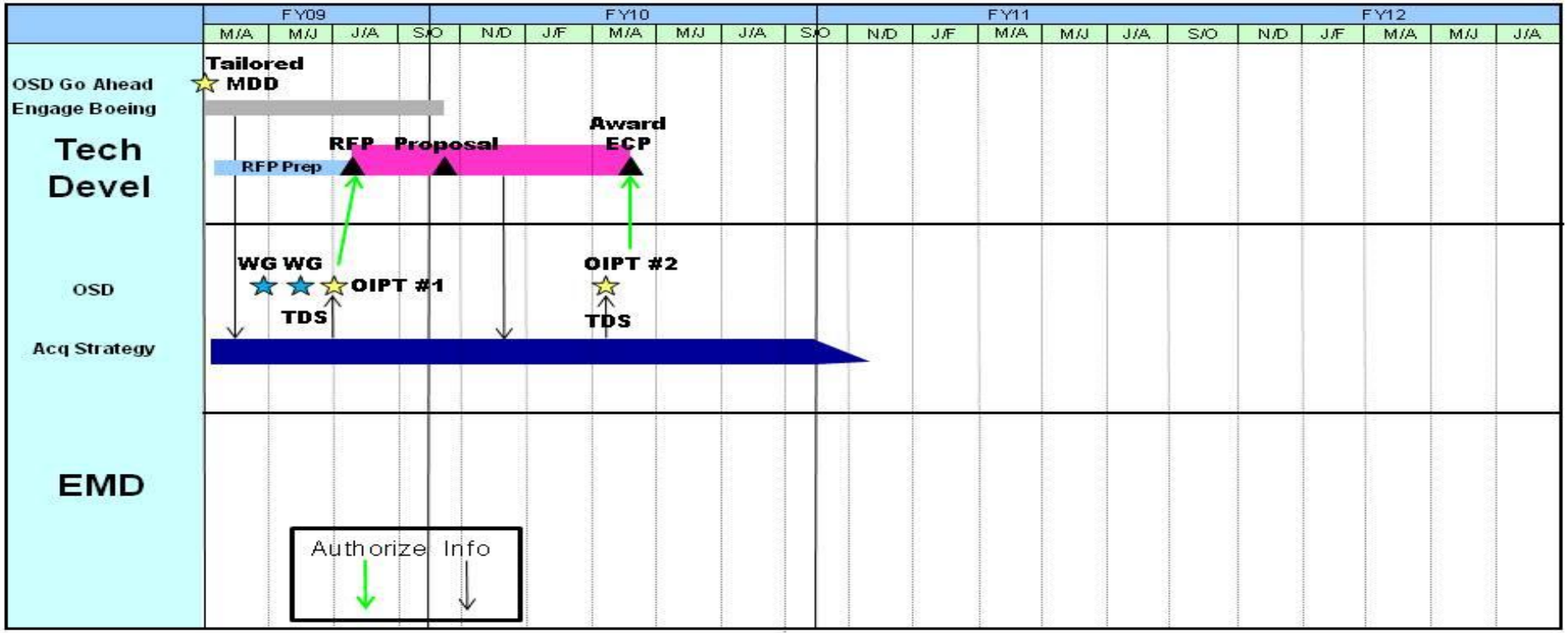
PROJECT NUMBER AND TITLE: 5362 AMP Phase II

(U) Cost Categories (Tailor to WBS, or System/Item Requirements) ($ in Millions)	Contract Method & Type	Performing Activity & Location	Total Prior to FY 2008 Cost	FY 2008 Cost	FY 2008 Award Date	FY 2009 Cost	FY 2009 Award Date	FY 2010 Cost	FY 2010 Award Date	Cost to Complete	Total Cost	Target Value of Contract
(U) Product Development												
	CPIF	Boeing, Long Beach	0.000	0.000		0.000		71.448	Feb-10	Continuing	TBD	TBD
Subtotal Product Development			0.000	0.000		0.000		71.448		Continuing	TBD	TBD
Remarks: Note: Funds show here contain SDD, ECO, Training System Upgrades and the Award Fee.												
(U) Support												
Program Support Office			0.000	0.000		0.000		4.895		Continuing	TBD	TBD
Subtotal Support			0.000	0.000		0.000		4.895		Continuing	TBD	TBD
Remarks: Award dates vary throughout the year depending on activity (TDY, Training, Contractor Support)												
(U) Test & Evaluation												
Various			0.000	0.000		0.000				Continuing	TBD	TBD
Subtotal Test & Evaluation			0.000	0.000		0.000		0.000		Continuing	TBD	TBD
Remarks:												
(U) Management												
			0.000	0.000		0.000					0.000	TBD
Subtotal Management			0.000	0.000		0.000		0.000		0.000	0.000	TBD
Remarks:												
(U) Total Cost			0.000	0.000		0.000		76.343		Continuing	TBD	TBD

Exhibit R-4, RDT&E Schedule Profile		DATE: May 2009
BUDGET ACTIVITY: 07 Operational System Development	PE NUMBER AND TITLE: 0401115F C-130 AIRLIFT SQUADRONS	PROJECT NUMBER AND TITLE: 5362 AMP Phase II

AMP Phase II Acquisition Plan

DominantAir Power: Design For Tomorrow…Deliver Today



ASR = Acquisition Strategy Report, CDR = Critical Design Review, ECP = Engineering Change Proposal, EMD = Engineering & Manufacturing Development, MDD = Material Development Decision, PDR = Preliminary Design Review, RFP = Request for Proposal, TDS = Technical Development Strategy, WG = Working Group

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Exhibit R-4a, RDT&E Schedule Detail		DATE May 2009
BUDGET ACTIVITY **07 Operational System Development**	PE NUMBER AND TITLE **0401115F C-130 AIRLIFT SQUADRONS**	PROJECT NUMBER AND TITLE **5362 AMP Phase II**

(U) Schedule Profile	FY 2008	FY 2009	FY 2010
(U) Contract Award			2Q