Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-220

C-130J Hercules Transport Aircraft (C-130J)

As of December 31, 2012

Defense Acquisition Management
Information Retrieval
(DAMIR)

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Program Information

Program Name

C-130J Hercules Transport Aircraft (C-130J)

DoD Component

Air Force

Responsible Office

Responsible Office

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Date Assigned March 31, 2011

References

SAR Baseline (Production Estimate)

Air Force Acquisition Executive (AFAE) Approved Acquisition Program Baseline (APB) dated October 25, 1996

Approved APB

Air Force Acquisition Executive (AFAE) Approved Acquisition Program Baseline (APB) dated April 25, 2007

Mission and Description

The C-130J is a medium-range, tactical airlift aircraft designed primarily for transport of cargo and personnel within a theater of operations. Variants of the C-130J perform other missions including rescue and recovery, air refueling, special operations, fire-fighting and weather reconnaissance.

The C-130J can carry more than 40,000 pounds of cargo (pallets or a varied number of wheeled vehicles) or be configured to carry up to 84 paratroopers. The enhanced cargo handling system reduces crew workload and can be quickly adapted to accommodate any combination of passenger, cargo or aero-medical airlift mission. Two primary methods of aerial delivery are used for equipment delivery: parachutes pulling the load from the aircraft; and the Container Delivery System that uses the force of gravity to pull supplies from the aircraft. The C-130J can also operate from austere landing zones with as little as 3,000 feet of dirt runway.

A stretched version of the C-130J offers aircrews 55 feet of cargo compartment length. The additional 15 feet in length over previous versions of the C-130 translates into 30% more useable volume for increased seating, litters, pallets or airdrop platforms thus providing a significant advantage in the reduction of sorties necessary for mission completion. The C-130J offers a greater value when compared to any other tactical airlifter.

Executive Summary

The C-130J program office continued to support warfighter requirements worldwide. Lockheed Martin (LM) delivered a total of 34 aircraft in Calendar Year (CY) 2012 of which 29 were United States Government (USG) and Foreign Military Sales (FMS) aircraft.

The program office pursued a second Multi-Year Procurement (MYP II) covering Fiscal Year (FY) 2014 through FY 2018. The MYP II encompasses 79 C-130J variant aircraft, which includes 29 C-130J Air Mobility Command (AMC) aircraft. This MYP II provides a significant cost savings over annual procurements during the Future Years Defense Plan.

The High Altitude Ramp and Door (HARAD) modification allows the ramp and door to function up to an altitude of 25,000 feet. From February 7, 2012 through December 31, 2012 the HARAD modification was successfully completed on 44 aircraft. The modifications, once completed for AMC, USAFE, ANG and AFRC, will cover 88 C-130J aircraft. The HARAD capability release occurred on May 15, 2012 and the production cut-in occurred August 12, 2012.

The Air Force Operational Test and Evaluation Center (AFOTEC) conducted a Follow on Operational Test and Evaluation-2 (FOT&E-2) retest of the Station Keeping Equipment (SKE) system from January 23, 2012 through March 19, 2012. AFOTEC's test report rated the SKE system as "Effective" and “Suitable". The SKE capability was released May 31, 2012, which allows for C-130J only formations to perform in Instrument Meteorological Conditions (IMC). On July 2, 2012, the 317th Airlift Group (AG) at Dyess AFB demonstrated the SKE capability during the largest-ever formation flight of C-130Js, which totaled 16 aircraft. Contractor field teams completed the no-cost fleet retrofits on August 31, 2012.

On July 23, 2012 the Air Education and Training Command (AETC) and AMC units at Little Rock and Dyess AFB stood up their Data Transfer and Diagnostic System (DTADS) capability. Ramstein Air Base, Germany, stood up their DTADS capability October 23, 2012. The 317th AG, at Dyess AFB, became the first unit to deploy with DTADS in September 2012. DTADS enables the elimination of on-site contractor support, which is required for the legacy maintenance system.

The C-130J program office worked with LM to establish a corrective action plan (CAP) to track data criteria, reporting frequency, and monitoring the performance of fielded Line Replaceable Units (LRUs) containing suspect/counterfeit parts. The CAP was finalized in a contract agreement letter on January 3, 2013. The C-130J program office is determining the correct approach to address the way forward in regards to similar issues on Ground Support Equipment (GSE). The government’s assessment is “No Risk” to the platform. The USG is pursuing consideration options.

The Dynamic Retasking Capability (DRC) is an Urgent Operational Need (UON) system that provides digitally secure Line of Sight (LOS) and Beyond LOS data across 44 C-130J aircraft. This capability improves tactical interoperability with networked airborne and ground assets. The production and installation of all A-Kits for the DRC were completed in July 2012. Operations in theater began June 2012. This UON, which is funded by AMC, is not part of the 2005 Operational Requirements Document and funding is not included in this report.

The Army-led and funded, High Speed Container Delivery System (HSCDS) Joint Concept Technology Demonstration program successfully completed developmental flight test on August 16, 2012. The HSCDS expands the C-130J airdrop performance envelope from 150 knots up to 250 knots and reduces the altitude required for airdrops down to 250 feet Above Ground Level. This effort supports the rapid fielding of a new capability to accurately deliver up to 16,000 pounds of supplies in one drop while reducing the air crew and recovery units’ exposure to threats. The full capability release will follow a successful AMC-led operational test.

International Collaborative Block Upgrade (BU) Programs:

The BU 7.0 program completed Functional Qualification Testing (FQT) #2 December 3, 2012. An FQT #2.1 was required and completed March 29, 2013. Three critical Flight Management System software exceptions were discovered and will be corrected in an FQT #2.2. The program common core completion is now estimated for August 2013. The BU 7.0 program brings the war fighter new and improved capability requirements with emphasis on a new Flight Management System and Link 16. This effort maintains access to global airspace, enhances navigational accuracy and aircrew situational awareness, and increases overall operational effectiveness.

The BU 8.1 program successfully completed its Preliminary Design Review on December 6, 2012. BU 8.1 incorporates 10 new capability requirements with emphasis on the Civil Data Link, Automatic Dependent Surveillance Broadcast-Out, and Identification Friend or Foe Transponder Mode-5.

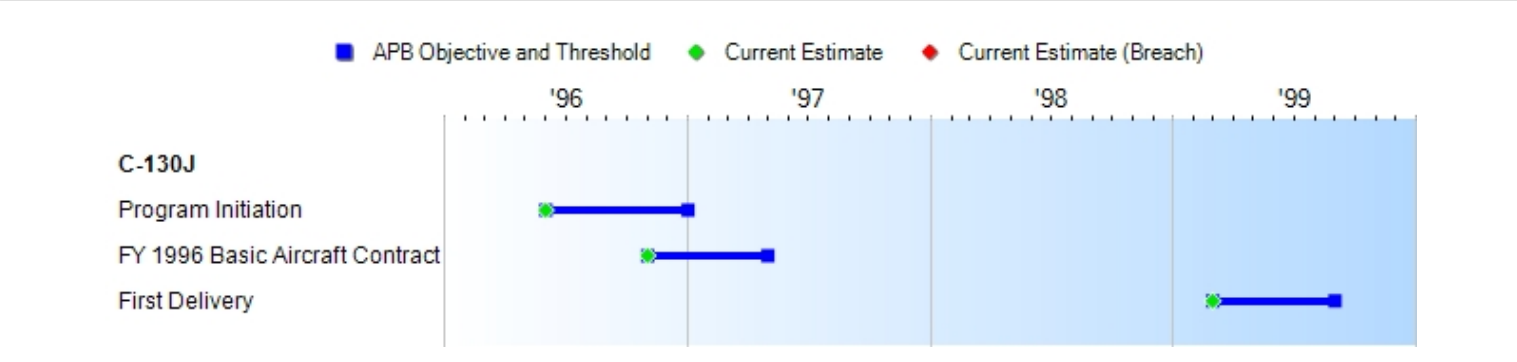
There are no significant software-related issues with this program at this time.

Threshold Breaches

APB Breaches		
Schedule		☐
Performance		☐
Cost	RDT&E	☐
	Procurement	☐
	MILCON	☐
	Acq O&M	☐
O&S Cost		☐
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
Program Initiation	JUN 1996	JUN 1996	JAN 1997	JUN 1996
FY 1996 Basic Aircraft Contract	NOV 1996	NOV 1996	MAY 1997	NOV 1996
First Delivery	OCT 1997	MAR 1999	SEP 1999	MAR 1999

Change Explanations

None

Performance

Characteristics	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Demonstrated Performance	Current Estimate
Cockpit Crew (All Missions)	2	2	2	2	2
Maximum Payload (lbs)	39311	39311	38910	39311	39311
Normal Maximum Take-off Gross Weight (lbs)	155000	155000	155000	155000	155000
Design Landing Gross Weight (lbs)	130000	130000	130000	130000	130000
Take-off Distance at Max Take-off Weight over 50 ft Obstacle (ft)	4530	4530	5142	4530	4530
Landing Distance at Design Landing Weight Over 50 ft Obstacle (ft)	2500	2500	2550	2500	2500
Shortfield Capability					
Assault Take-off Distance (Takeoff Ground Roll) (ft)	2700	2700	2700	2700	2700
Assault Landing Distance (Ground Roll) (ft)	1800	1800	1800	1800	1800
IMC Airdrop Accuracy - Total System Error (ft)	158	158	158	158	158
Cruising Speed at 100,000 lbs @25,000 ft (KTAS)	342	342	315	342	342
Max Range with 42,764 lbs fuel & 29,722 lbs Payload (NM)	3070	3070	2350	3070	3070
Environmental Factors - Operational Ambient Temperature (deg F)	-40 -+120	-40 -+120	-40 -+120	-40 -+120	-40 -+120
Sortie Reliability (SR) (%)	95.4	95.4	94.2	98.0%	94.2
Mission Capable Rate (MC) (%)	84.0	84.0	81.0	81.5%	81.0
Mean Repair Time (hrs)	6.3	6.3	7.4	2.2 hrs	7.4
Mean Time Between Removal (MTBR) (hrs)	4.6	4.6	3.8	5.0 hrs	3.8
Mean-Time Between Maintenance Corrective Actions (MTBMC) (hrs)	1.2	1.2	1.0	1.2 hrs	1.0

Requirements Source:
Operational Requirements Document (ORD) AMC 205-91-IV/III-A (Revision II) dated January 21, 2005

Acronyms And Abbreviations

% - Percent
ft - feet
hrs - Hours
IMC - Instrument Meteorological Conditions
KTAS - Knots True Airspeed
lbs - Pounds
NM - Nautical Miles

Change Explanations

None

Memo

Demonstrated performance reflects actual aircraft performance data as reported from field units.

Track To Budget

RDT&E				
APPN 3600	BA 07	PE 0401132F	(Air Force)	
	Project 5061	C-130J	(Shared)	
APPN 3600	BA 04	PE 0603852F	(Air Force)	
	Project 4025	C-130J		(Sunk)
Procurement				
APPN 3010	BA 02	PE 0401132F	(Air Force)	
	ICN 130A00			(Sunk)
	ICN 130E00			(Sunk)
APPN 3010	BA 05	PE 0401132F	(Air Force)	
	ICN C1300J		(Shared)	
APPN 3010	BA 02	PE 0401132F	(Air Force)	
	ICN C130J0	C-130J		
MILCON				
APPN 3300	BA 04	PE 0401132F	(Air Force)	
		Military Construction		

Various Projects

Acq O&M				
APPN 3400	BA 01	PE 0401132F	(Air Force)	
		Operation & Maintenance - AF		(Sunk)

Project 021M (shared) (sunk)

Cost and Funding

Cost Summary

Total Acquisition Cost and Quantity

Appropriation	BY1996 $M			BY1996 $M	TY $M		
	SAR Baseline Prod Est	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Prod Est	Current APB Production Objective	Current Estimate
RDT&E	8.9	349.1	384.0	301.8	9.2	446.6	393.1
Procurement	721.8	13041.0	14345.1	11603.0	830.5	15910.8	14973.8
Flyaway	540.1	--	--	9470.3	618.5	--	12323.7
Recurring	540.1	--	--	9336.8	618.5	--	12142.5
Non Recurring	0.0	--	--	133.5	0.0	--	181.2
Support	181.7	--	--	2132.7	212.0	--	2650.1
Other Support	131.6	--	--	1087.7	154.3	--	1365.3
Initial Spares	50.1	--	--	1045.0	57.7	--	1284.8
MILCON	0.0	153.0	168.3	120.9	0.0	182.4	148.7
Acq O&M	0.0	45.0	49.5	21.0	0.0	51.7	23.7
Total	730.7	13588.1	N/A	12046.7	839.7	16591.5	15539.3

Quantity	SAR Baseline Prod Est	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	11	168	168
Total	11	168	168

Cost and Funding

Funding Summary

Appropriation and Quantity Summary
FY2014 President's Budget / December 2012 SAR (TY$ M)

Appropriation	Prior	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	To Complete	Total
RDT&E	242.8	28.2	20.3	28.3	28.7	21.4	23.4	0.0	393.1
Procurement	9365.7	109.1	701.3	628.8	957.1	224.3	102.5	2885.0	14973.8
MILCON	118.5	30.2	0.0	0.0	0.0	0.0	0.0	0.0	148.7
Acq O&M	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7
PB 2014 Total	9750.7	167.5	721.6	657.1	985.8	245.7	125.9	2885.0	15539.3
PB 2013 Total	9908.8	137.3	1152.1	991.9	736.7	125.6	794.3	1871.6	15718.3
Delta	-158.1	30.2	-430.5	-334.8	249.1	120.1	-668.4	1013.4	-179.0

Program funding and production quantities listed in this SAR are consistent with the FY 2014 President's Budget (PB). The FY 2014 PB did not reflect the enacted DoD appropriation for FY 2013, nor sequestration; it reflected the President's requested amounts for FY 2013.

Additional requirements subsequent to the April 2007 program baseline are not included in this SAR. They consist of:
1) RDT&E: Capability Management Updates (CMUs), Cooperative Systems and Software Upgrade Requirements Management (COSSURM), and C-130J Trainers.
2) BP11: Large Aircraft Infrared Countermeasures (LAIRCM), Dynamic Retasking Capability (DRC), Center Wing Replacement (CWR), and C-130J Tactics Training.

Quantity	Undistributed	Prior	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	122	0	6	7	14	2	0	17	168
PB 2014 Total	0	122	0	6	7	14	2	0	17	168
PB 2013 Total	0	122	0	12	10	7	0	7	10	168
Delta	0	0	0	-6	-3	7	2	-7	7	0

Cost and Funding

Annual Funding By Appropriation

Annual Funding TY$
3600 | RDT&E | Research, Development, Test, and Evaluation, Air Force

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
1995	--	--	--	--	--	--	5.1
1996	--	--	--	--	--	--	0.4
1997	--	--	--	--	--	--	1.0
1998	--	--	--	--	--	--	3.7
1999	--	--	--	--	--	--	--
2000	--	--	--	--	--	--	--
2001	--	--	--	--	--	--	--
2002	--	--	--	--	--	--	--
2003	--	--	--	--	--	--	1.8
2004	--	--	--	--	--	--	10.3
2005	--	--	--	--	--	--	23.0
2006	--	--	--	--	--	--	11.3
2007	--	--	--	--	--	--	30.2
2008	--	--	--	--	--	--	43.3
2009	--	--	--	--	--	--	24.5
2010	--	--	--	--	--	--	30.2
2011	--	--	--	--	--	--	24.5
2012	--	--	--	--	--	--	33.5
2013	--	--	--	--	--	--	28.2
2014	--	--	--	--	--	--	20.3
2015	--	--	--	--	--	--	28.3
2016	--	--	--	--	--	--	28.7
2017	--	--	--	--	--	--	21.4
2018	--	--	--	--	--	--	23.4
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**393.1**

Annual Funding BY$
3600 | RDT&E | Research, Development, Test, and Evaluation, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway BY 1996 $M	Non End Item Recurring Flyaway BY 1996 $M	Non Recurring Flyaway BY 1996 $M	Total Flyaway BY 1996 $M	Total Support BY 1996 $M	Total Program BY 1996 $M
1995	--	--	--	--	--	--	5.1
1996	--	--	--	--	--	--	0.4
1997	--	--	--	--	--	--	1.0
1998	--	--	--	--	--	--	3.6
1999	--	--	--	--	--	--	--
2000	--	--	--	--	--	--	--
2001	--	--	--	--	--	--	--
2002	--	--	--	--	--	--	--
2003	--	--	--	--	--	--	1.6
2004	--	--	--	--	--	--	9.1
2005	--	--	--	--	--	--	19.9
2006	--	--	--	--	--	--	9.5
2007	--	--	--	--	--	--	24.7
2008	--	--	--	--	--	--	34.7
2009	--	--	--	--	--	--	19.4
2010	--	--	--	--	--	--	23.6
2011	--	--	--	--	--	--	18.7
2012	--	--	--	--	--	--	25.1
2013	--	--	--	--	--	--	20.7
2014	--	--	--	--	--	--	14.6
2015	--	--	--	--	--	--	20.0
2016	--	--	--	--	--	--	19.9
2017	--	--	--	--	--	--	14.6
2018	--	--	--	--	--	--	15.6
Subtotal	**--**	**--**	**--**	**--**	**--**	**--**	**301.8**

Annual Funding TY$
3010 | Procurement | Aircraft Procurement, Air Force

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
1994	2	66.8	--	--	66.8	--	66.8
1995	--	--	--	--	--	--	--
1996	5	225.2	--	--	225.2	8.2	233.4
1997	9	433.9	--	--	433.9	72.7	506.6
1998	7	352.8	2.9	--	355.7	92.0	447.7
1999	5	271.0	--	--	271.0	174.5	445.5
2000	1	67.0	--	--	67.0	73.1	140.1
2001	3	184.8	--	--	184.8	120.7	305.5
2002	5	365.8	--	--	365.8	73.2	439.0
2003	1	157.2	--	--	157.2	171.9	329.1
2004	4	380.6	9.6	--	390.2	83.2	473.4
2005	11	754.2	41.9	--	796.1	147.4	943.5
2006	12	682.9	4.8	15.8	703.5	257.8	961.3
2007	14	835.8	14.8	24.8	875.4	242.5	1117.9
2008	30	1653.2	25.5	37.9	1716.6	126.0	1842.6
2009	--	45.7	24.6	--	70.3	39.7	110.0
2010	4	296.5	--	5.6	302.1	138.3	440.4
2011	8	332.3	5.6	12.0	349.9	119.5	469.4
2012	1	53.8	12.6	4.4	70.8	22.7	93.5
2013	--	--	40.7	10.1	50.8	58.3	109.1
2014	6	565.6	1.7	9.2	576.5	124.8	701.3
2015	7	525.7	0.9	10.7	537.3	91.5	628.8
2016	14	836.7	29.4	21.5	887.6	69.5	957.1
2017	2	118.7	65.0	3.1	186.8	37.5	224.3
2018	--	--	66.2	--	66.2	36.3	102.5
2019	14	1349.6	190.9	21.5	1562.0	165.1	1727.1
2020	3	294.9	182.4	4.6	481.9	54.0	535.9
2021	--	0.6	192.7	--	193.3	25.9	219.2
2022	--	--	126.4	--	126.4	23.8	150.2

2023	--	--	125.6	--	125.6	--	125.6
2024	--	--	68.9	--	68.9	--	68.9
2025	--	--	36.2	--	36.2	--	36.2
2026	--	--	16.0	--	16.0	--	16.0
2027	--	--	3.7	--	3.7	--	3.7
2028	--	--	2.2	--	2.2	--	2.2
Subtotal	**168**	**10851.3**	**1291.2**	**181.2**	**12323.7**	**2650.1**	**14973.8**

Annual Funding BY$
3010 | Procurement | Aircraft Procurement, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway BY 1996 $M	Non End Item Recurring Flyaway BY 1996 $M	Non Recurring Flyaway BY 1996 $M	Total Flyaway BY 1996 $M	Total Support BY 1996 $M	Total Program BY 1996 $M
1994	2	66.7	--	--	66.7	--	66.7
1995	--	--	--	--	--	--	--
1996	5	218.6	--	--	218.6	7.9	226.5
1997	9	417.0	--	--	417.0	69.9	486.9
1998	7	336.9	2.8	--	339.7	87.8	427.5
1999	5	256.0	--	--	256.0	164.8	420.8
2000	1	62.3	--	--	62.3	68.0	130.3
2001	3	170.2	--	--	170.2	111.1	281.3
2002	5	332.8	--	--	332.8	66.6	399.4
2003	1	140.7	--	--	140.7	153.8	294.5
2004	4	331.8	8.4	--	340.2	72.5	412.7
2005	11	639.0	35.5	--	674.5	124.9	799.4
2006	12	563.6	4.0	13.0	580.6	212.7	793.3
2007	14	671.8	11.9	19.9	703.6	194.9	898.5
2008	30	1307.7	20.2	30.0	1357.9	99.6	1457.5
2009	--	35.5	19.1	--	54.6	30.9	85.5
2010	4	225.8	--	4.3	230.1	105.3	335.4
2011	8	248.4	4.2	9.0	261.6	89.3	350.9
2012	1	39.4	9.2	3.2	51.8	16.7	68.5
2013	--	--	29.0	7.2	36.2	41.6	77.8
2014	6	395.9	1.2	6.4	403.5	87.3	490.8
2015	7	361.1	0.6	7.3	369.0	62.9	431.9
2016	14	564.0	19.8	14.5	598.3	46.8	645.1
2017	2	78.5	43.0	2.1	123.6	24.8	148.4
2018	--	--	42.9	--	42.9	23.6	66.5
2019	14	859.7	121.7	13.7	995.1	105.1	1100.2
2020	3	184.4	114.0	2.9	301.3	33.7	335.0
2021	--	0.4	118.2	--	118.6	15.9	134.5
2022	--	--	76.1	--	76.1	14.3	90.4

2023	--	--	74.2	--	74.2	--	74.2
2024	--	--	39.9	--	39.9	--	39.9
2025	--	--	20.6	--	20.6	--	20.6
2026	--	--	8.9	--	8.9	--	8.9
2027	--	--	2.0	--	2.0	--	2.0
2028	--	--	1.2	--	1.2	--	1.2
Subtotal	**168**	**8508.2**	**828.6**	**133.5**	**9470.3**	**2132.7**	**11603.0**

Cost Quantity Information
3010 | Procurement | Aircraft Procurement, Air Force

Fiscal Year	Quantity	End Item Recurring Flyaway (Aligned with Quantity) BY 1996 $M
1994	2	66.7
1995	--	--
1996	5	218.6
1997	9	417.0
1998	7	336.9
1999	5	256.0
2000	1	62.3
2001	3	170.2
2002	5	332.8
2003	1	140.7
2004	4	331.8
2005	11	639.0
2006	12	563.6
2007	14	671.8
2008	30	1307.7
2009	--	--
2010	4	225.8
2011	8	248.4
2012	1	39.4
2013	--	--
2014	6	395.9
2015	7	361.1
2016	14	599.9
2017	2	78.5
2018	--	--
2019	14	859.7
2020	3	184.4

2021	--	--
2022	--	--
2023	--	--
2024	--	--
2025	--	--
2026	--	--
2027	--	--
2028	--	--
Subtotal	**168**	**8508.2**

Annual Funding TY$
3300 | MILCON | Military Construction, Air Force

Fiscal Year	Total Program TY $M
2002	10.4
2003	26.1
2004	26.2
2005	5.0
2006	--
2007	25.3
2008	--
2009	21.0
2010	4.5
2011	--
2012	--
2013	30.2
Subtotal	**148.7**

Annual Funding BY$
3300 | MILCON | Military Construction, Air Force

Fiscal Year	Total Program BY 1996 $M
2002	9.4
2003	23.2
2004	22.6
2005	4.2
2006	--
2007	20.3
2008	--
2009	16.4
2010	3.4
2011	--
2012	--
2013	21.4
Subtotal	**120.9**

Annual Funding TY$
3400 | Acq O&M | Operation and Maintenance, Air Force

Fiscal Year	Total Program TY $M
2003	6.8
2004	9.3
2005	7.6
Subtotal	**23.7**

Annual Funding BY$
3400 | Acq O&M | Operation and Maintenance, Air Force

Fiscal Year	Total Program BY 1996 $M
2003	6.2
2004	8.3
2005	6.5
Subtotal	**21.0**

Low Rate Initial Production

No LRIP for this program.

Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost $M	Memo
Norway	7/20/2012	1	122.8	FMS Case NO-D-SAG, to replace diverted USAF aircraft. Delivery slated for AMC in CY 2015.
Norway	11/24/2011	0	30.5	FMS Case NO-D-QAQ
Australia	4/13/2010	0	30.5	FMS Case AT-D-QAB
Israel	3/25/2010	3	280.7	FMS Case IS-D-SAD
Italy	12/1/2009	0	61.1	FMS Case IT-D-QAB
Denmark	4/22/2009	0	16.2	FMS Case DE-D-QOH
Iraq	9/14/2008	6	700.6	FMS Cases IQ-D-SAB, IQ-D-QAO, IQ-D-QAP, G8-D-QAB
India	1/31/2008	6	962.5	FMS Case IN-D-SAA
Norway	6/29/2007	4	519.8	FMS Case NO-D-SAF is complete as of 2011.

The C-130J program office continues to manage multiple Foreign Military Sales (FMS) cases worth $2.7B on behalf of 8 countries. Production/delivery/retrofit/sustainment activities continue for India, Iraq, Israel, Norway, and the Joint Country Cooperative Effort (JCCE) nations.

On January 13, 2012 a Letter of Offer and Acceptance (LOA) to Amendment #2 under case IS-D-SAD for Israel aircraft #3 was signed. The contract was exercised February 22, 2012 for the full procurement of the aircraft. The aircraft is scheduled for delivery in 4Q 2014. On November 15, 2012, LOA to Amendment #3 under case IS-D-SAD for Israel aircraft #4 was signed. The amendment provides for the advance procurement of long lead components for Aircraft #4; sets forth the acquisition strategy and future funding strategy to complete the full procurement of Aircraft #4, #5 and #6; adds additional external fuel tank modification kits; and provides for the procurement of Field Service Representatives to support the Israel Aircraft once the aircraft arrive in Israel.

On January 18, 2012 an Iraqi Letter of Request (LOR) for contracted logistical support (CLS) started coordination and was received May 20, 2012. This LOR added contracted maintenance and a Technical Assistance Team (TAT) to fill the capability gap shortfall in the maintenance differences between the C-130E and C-130J model aircraft. On December 17, 2012, the first three of six aircraft were delivered to Iraq. On January 7, 2013 the full complement of TAT members, consisting of 15 United States uniformed service members arrived in-country. The CLS team is scheduled to replace the TAT by June 2013.

On March 15, 2012, the Royal Norwegian Air Force (RNoAF) lost a C-130J in a training accident. The program office met the Chief of Staff of the Air Force's late spring "speed of light" commitment to divert one AMC production line asset to replace the RNoAF aircraft. The replacement aircraft was delivered in-country on October 3, 2012, which allowed Norway to meet its obligation to the North Atlantic Treaty Organization's Afghan mission.

The FMS cases with Denmark, Australia, Italy, and Norway are for capability upgrades as part of the JCCE only and do not procure aircraft.

Nuclear Cost

None

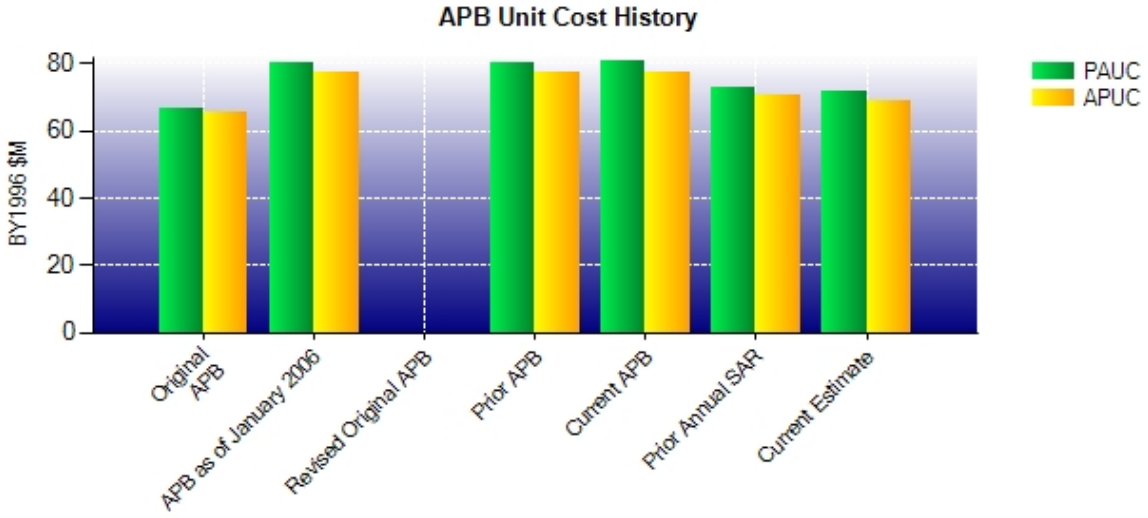
Unit Cost

Unit Cost Report

Unit Cost	BY1996 $M Current UCR Baseline (APR 2007 APB)	BY1996 $M Current Estimate (DEC 2012 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	13588.1	12046.7	
Quantity	168	168	
Unit Cost	80.882	71.707	-11.34
Average Procurement Unit Cost (APUC)			
Cost	13041.0	11603.0	
Quantity	168	168	
Unit Cost	77.625	69.065	-11.03

Unit Cost	BY1996 $M Original UCR Baseline (OCT 1996 APB)	BY1996 $M Current Estimate (DEC 2012 SAR)	BY % Change
Program Acquisition Unit Cost (PAUC)			
Cost	730.7	12046.7	
Quantity	11	168	
Unit Cost	66.427	71.707	+7.95
Average Procurement Unit Cost (APUC)			
Cost	721.8	11603.0	
Quantity	11	168	
Unit Cost	65.618	69.065	+5.25

Unit Cost History



		BY1996 $M		TY $M	
	Date	PAUC	APUC	PAUC	APUC
Original APB	OCT 1996	66.427	65.618	76.336	75.500
APB as of January 2006	MAR 2003	80.023	77.625	97.517	94.707
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	MAR 2003	80.023	77.625	97.517	94.707
Current APB	APR 2007	80.882	77.625	98.759	94.707
Prior Annual SAR	DEC 2011	73.119	70.372	93.561	90.057
Current Estimate	DEC 2012	71.707	69.065	92.496	89.130

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	
76.336	1.311	-5.032	-3.015	1.007	7.628	0.000	14.261	16.160	92.496

Current SAR Baseline to Current Estimate (TY $M)

Initial APUC Prod Est	Changes								APUC Current Est
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
75.500	1.229	-4.250	-2.989	0.000	5.379	0.000	14.261	13.630	89.130

SAR Baseline History

Item/Event	SAR Planning Estimate (PE)	SAR Development Estimate (DE)	SAR Production Estimate (PdE)	Current Estimate
Milestone I	N/A	N/A	N/A	N/A
Milestone II	N/A	N/A	N/A	N/A
Milestone III	N/A	N/A	JUN 1996	JUN 1996
IOC	N/A	N/A	N/A	N/A
Total Cost (TY $M)	N/A	839.7	839.7	15539.3
Total Quantity	N/A	11	11	168
Prog. Acq. Unit Cost (PAUC)	N/A	76.336	76.336	92.496

Cost Variance

Summary Then Year $M					
	RDT&E	Proc	MILCON	Acq O&M	Total
SAR Baseline (Prod Est)	9.2	830.5	--	--	839.7
Previous Changes					
Economic	+6.2	+91.5	+4.4	+1.1	+103.2
Quantity	--	+11139.4	--	--	+11139.4
Schedule	--	-540.6	-4.5	--	-545.1
Engineering	+169.1	--	--	--	+169.1
Estimating	+234.3	+483.0	+146.4	+22.6	+886.3
Other	--	--	--	--	--
Support	--	+3125.7	--	--	+3125.7
Subtotal	+409.6	+14299.0	+146.3	+23.7	+14878.6
Current Changes					
Economic	+1.6	+115.0	+0.5	--	+117.1
Quantity	--	--	--	--	--
Schedule	--	+38.5	--	--	+38.5
Engineering	--	--	--	--	--
Estimating	-27.3	+420.6	+1.9	--	+395.2
Other	--	--	--	--	--
Support	--	-729.8	--	--	-729.8
Subtotal	-25.7	-155.7	+2.4	--	-179.0
Total Changes	+383.9	+14143.3	+148.7	+23.7	+14699.6
CE - Cost Variance	393.1	14973.8	148.7	23.7	15539.3
CE - Cost & Funding	393.1	14973.8	148.7	23.7	15539.3

Summary Base Year 1996 $M					
	RDT&E	Proc	MILCON	Acq O&M	Total
SAR Baseline (Prod Est)	8.9	721.8	--	--	730.7
Previous Changes					
Economic	--	--	--	--	--
Quantity	--	+8590.0	--	--	+8590.0
Schedule	--	-264.1	-3.3	--	-267.4
Engineering	+126.2	--	--	--	+126.2
Estimating	+186.1	+309.6	+122.6	+21.0	+639.3
Other	--	--	--	--	--
Support	--	+2465.2	--	--	+2465.2
Subtotal	+312.3	+11100.7	+119.3	+21.0	+11553.3
Current Changes					
Economic	--	--	--	--	--
Quantity	--	--	--	--	--
Schedule	--	--	+0.3	--	+0.3
Engineering	--	--	--	--	--
Estimating	-19.4	+294.7	+1.3	--	+276.6
Other	--	--	--	--	--
Support	--	-514.2	--	--	-514.2
Subtotal	-19.4	-219.5	+1.6	--	-237.3
Total Changes	+292.9	+10881.2	+120.9	+21.0	+11316.0
CE - Cost Variance	301.8	11603.0	120.9	21.0	12046.7
CE - Cost & Funding	301.8	11603.0	120.9	21.0	12046.7

Previous Estimate: December 2011

RDT&E	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+1.6
Revised esimate changed due to excluding Capability Management Updates (CMUs) & Cooperative Systems and Software Upgrade Requirements Management (COSSURM), and C-130J Trainers. (Estimating)	-19.2	-27.1
Adjustment for current and prior escalation. (Estimating)	-0.2	-0.2
RDT&E Subtotal	-19.4	-25.7

Procurement	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+115.0
Stretch-out of procurement buy profile due to change from annual buy to Multiyear Procurement (MYP) in FY 2014-2018. (Schedule)	0.0	+38.5
Adjustment for current and prior escalation. (Estimating)	-1.6	-1.9
Revised estimate changed due to 1) MYP savings of -$199M. 2) Realigning +$621.5M to Government Furnished Equipment (GFE) and Retrofits. (Estimating)	+296.3	+422.5
Adjustment for current and prior escalation. (Support)	-1.7	-2.6
Increase in Initial Spares due to realignment of Other Support from prior years. (Support)	+486.0	+549.7
Decrease in Other Support due to realigning to GFE, Retrofits, and Initial Spares. (Support)	-998.5	-1276.9
Procurement Subtotal	-219.5	-155.7

MILCON	$M	
Current Change Explanations	**Base Year**	**Then Year**
Revised escalation indices. (Economic)	N/A	+0.5
Schedule variance change due to moving Little Rock's 2 bay hangar from FY 2014 to FY 2013. (Schedule)	+0.3	0.0
Estimating change due to better defined requirements for the 2 bay hangar and simulator bay. (Estimating)	+1.3	+1.9
MILCON Subtotal	+1.6	+2.4

Contracts

Appropriation: RDT&E	
Contract Name	**C-130J - BUIC: Blk 7.0**
Contractor	Lockheed Martin Aeronautics Company
Contractor Location	86 South Cobb Drive Marietta, GA 30063-0001
Contract Number, Type	FA8625-04-D-6452/3, CPAF
Award Date	April 05, 2007
Definitization Date	February 24, 2009

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
148.1	N/A	N/A	150.2	N/A	N/A	183.6	183.3

Variance	Cost Variance	Schedule Variance
Cumulative Variances To Date (2/28/2013)	-2.3	-1.0
Previous Cumulative Variances	+0.1	-1.4
Net Change	-2.4	+0.4

Cost And Schedule Variance Explanations

The unfavorable net change in the cost variance is due to cost growth for the Flight Management System phase I and II usability improvements.

The favorable net change in the schedule variance is due to the completion of work toward the common core development.

Contract Comments

This contract is more than 90% complete; therefore, this is the final report for this contract.

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the definitization of the original undefinitized contract actions and additional contract modifications.

EVM data is as of 28-Feb-13.

Cost Performance Report (CPR) includes cost for Block 7.0 United States Government (USG) and Foreign Military Sales (FMS) cases. DAES only reports USG portion. Defense Acquisition Executive Summary (DAES) Earned Value Management System (EVMS) data will not match the CPR from the Central Repository.

The previously reported initial Contract Price Target of $89.2M was an Undefinitized Contract Action (UCA) amount. The Initial Contract Price Target now reflects the definitized target price.

The "Definitized Date" changed because the December 7, 2010 date was a modification for payment of the Award Fee for Award Period 2. February 24, 2009 was the definitized award date for the Common Core UCA.

Appropriation: RDT&E

Contract Name	**C-130J - BUIC: Blk 8.1**
Contractor	Lockheed Martin Aeronautics Company
Contractor Location	86 South Cobb Drive Marietta, GA 30063-0001
Contract Number, Type	FA8625-04-D-6452/7, CPAF
Award Date	November 18, 2011
Definitization Date	November 18, 2011

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
166.7	N/A	N/A	166.7	N/A	N/A	166.7	166.7

Variance	Cost Variance	Schedule Variance
Cumulative Variances To Date (2/28/2013)	+2.1	-1.4
Previous Cumulative Variances	0.0	0.0
Net Change	+2.1	-1.4

Cost And Schedule Variance Explanations

The favorable net change in the cost variance is due to cost underruns in the Airframe and Development, Test and Evaluation work breakdown structure elements.

The unfavorable net change in the schedule variance is due to staffing constraints caused by Block 7.0 development delays.

Contract Comments

EVM data is as of 28-Feb-13.

Appropriation: Procurement

Contract Name	**C-130J Five Year Option Contract (FYOC) III**
Contractor	Lockheed Martin Aeronautics Company
Contractor Location	86 South Cobb Drive Marietta, GA 30063-0001
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
8.5	N/A	0	2849.0	N/A	42	2849.0	2849.0

Cost And Schedule Variance Explanations

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

Contract Comments

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the purchase of aircraft and other contract modifications. The initial contract price reflects only the award of the basic contract for engineering and logistics support. The Initial Contract Quantity changed to reflect a quantity of zero (0). Previously, the inital quantity reflected a quantity of N/A.

Appropriation: Procurement	
Contract Name	**C-130J Five Year Option Contract (FYOC) IV**
Contractor	Lockheed Martin Aeronautics Company
Contractor Location	86 South Cobb Drive Marietta, GA 30063-0001
Contract Number, Type	FA8625-11-C-6597, FFP
Award Date	March 16, 2011
Definitization Date	March 16, 2011

Initial Contract Price ($M)			Current Contract Price ($M)			Estimated Price At Completion ($M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
6.4	N/A	0	93.3	N/A	1	93.3	93.3

Cost And Schedule Variance Explanations

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

Contract Comments

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the addition of one FY 2012 funded aircraft buy. The initial contract price reflects only the award of the basic contract for engineering and logistics support.

Deliveries and Expenditures

Deliveries To Date	Plan To Date	Actual To Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	110	110	168	65.48%
Total Program Quantities Delivered	110	110	168	65.48%

Expenditures and Appropriations (TY $M)			
Total Acquisition Cost	15539.3	Years Appropriated	20
Expenditures To Date	9287.0	Percent Years Appropriated	57.14%
Percent Expended	59.76%	Appropriated to Date	9918.2
Total Funding Years	35	Percent Appropriated	63.83%

The above data is current as of 4/1/2013.

The 110 actual to date aircraft delivered includes the USAF Air Mobility Command diverted aircraft to Norway.

Operating and Support Cost

C-130J

Assumptions and Ground Rules

Cost Estimate Reference:

The information for Operating and Support (O&S) costs are based on the December 2012 Program Office Estimate (POE) completed by the Air Force Sustainment Center (AFSC) /Cost Division-Robins (FZC-R).

Sustainment Strategy:

The O&S costs are based on an estimated fleet of 168 C-130J aircraft. This grass roots estimate covers Fiscal Year (FY) 2000 through FY 2050, assuming a 30 year life span. Average annual cost per aircraft is determined by dividing the base year 1996 total for each cost category by 30 years and 168 aircraft.

Antecedent Information:

Antecedent costs are based on FY 2011 C-130H1 & H2 AFTOC data. The antecedent cost has decreased because the antecedent system used in 2011 was the C-130H3 model. It was determined that the unique features of the C-130H3 made its O&S costs inappropriately high for comparison with the C-130J.

Average annual cost per aircraft is determined by dividing the base year 1996 total for each cost category by 30 years and 168 aircraft.

Unitized O&S Costs BY1996 $K		
Cost Element	**C-130J Avg Annual Cost per Aircraft**	**C-130H1 & H2 (Antecedent) Avg Annual Cost per Aircraft**
Unit-Level Manpower	1754.2	2314.9
Unit Operations	613.7	490.9
Maintenance	1280.4	1309.7
Sustaining Support	39.3	39.3
Continuing System Improvements	44.3	44.3
Indirect Support	234.3	234.3
Other	0.0	0.0
Total	3966.2	4433.4

Unitized Cost Comments:

The unitized cost multiplied by the quantity (168) multiplied by the service life (30 yrs) equals the Total O&S cost in BY$. Mods not included in the baseline APB have been excluded from the O&S costs from the Program Office Estimate. Current assumption is that Sustaining Support, Continuing System Improvements, Indirect Support, and Other will remain constant.

	Total O&S Cost $M			
	Current Production APB Objective/Threshold		Current Estimate	
	C-130J		C-130J	C-130H1 & H2 (Antecedent)
Base Year	0.0	0.0	19989.6	22344.5
Then Year	0.0	N/A	52852.8	59079.1

Total O&S Costs Comments:

There is no Objective or Threshold numbers listed in the APB. The decrease in O&S cost is driven by a reduced service life of 30 years compared to a 35 year service life in the 2011 SAR.

Disposal Costs

Cost totals do not include disposal costs. Disposal cost estimate is $4.2M = ($24.8K per aircraft) multiplied by (168 aircraft).