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## Selected Acquisition Report (SAR)

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



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

As of FY 2020 President's Budget

Defense Acquisition Management  
Information Retrieval  
(DAMIR)

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## Sensitivity Originator

No originator info Available at this time.

## Common Acronyms and Abbreviations for MDAP Programs

Acq O&M - Acquisition-Related Operations and Maintenance  
ACAT - Acquisition Category  
ADM - Acquisition Decision Memorandum  
APB - Acquisition Program Baseline  
APPN - Appropriation  
APUC - Average Procurement Unit Cost  
\$B - Billions of Dollars  
BA - Budget Authority/Budget Activity  
Blk - Block  
BY - Base Year  
CAPE - Cost Assessment and Program Evaluation  
CARD - Cost Analysis Requirements Description  
CDD - Capability Development Document  
CLIN - Contract Line Item Number  
CPD - Capability Production Document  
CY - Calendar Year  
DAB - Defense Acquisition Board  
DAE - Defense Acquisition Executive  
DAMIR - Defense Acquisition Management Information Retrieval  
DoD - Department of Defense  
DSN - Defense Switched Network  
EMD - Engineering and Manufacturing Development  
EVM - Earned Value Management  
FOC - Full Operational Capability  
FMS - Foreign Military Sales  
FRP - Full Rate Production  
FY - Fiscal Year  
FYDP - Future Years Defense Program  
ICE - Independent Cost Estimate  
IOC - Initial Operational Capability  
Inc - Increment  
JROC - Joint Requirements Oversight Council  
\$K - Thousands of Dollars  
KPP - Key Performance Parameter  
LRIP - Low Rate Initial Production  
\$M - Millions of Dollars  
MDA - Milestone Decision Authority  
MDAP - Major Defense Acquisition Program  
MILCON - Military Construction  
N/A - Not Applicable  
O&M - Operations and Maintenance  
ORD - Operational Requirements Document  
OSD - Office of the Secretary of Defense  
O&S - Operating and Support  
PAUC - Program Acquisition Unit Cost

PB - President's Budget  
PE - Program Element  
PEO - Program Executive Officer  
PM - Program Manager  
POE - Program Office Estimate  
RDT&E - Research, Development, Test, and Evaluation  
SAR - Selected Acquisition Report  
SCP - Service Cost Position  
TBD - To Be Determined  
TY - Then Year  
UCR - Unit Cost Reporting  
U.S. - United States  
USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)  
USD(A&S) - Under Secretary of Defense (Acquisition and Sustainment)

## Program Information

**Program Name**

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

**DoD Component**

Air Force

## Responsible Office

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**Date Assigned:** July 1, 2013

## 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 26, 2018

## Mission and Description

The C-130J Hercules Transport Aircraft 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.

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.

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 92 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.



## Executive Summary

### Program Highlights Since Last Report

The C-130J Program Office continued to support warfighter requirements worldwide. Program Office efforts included continued management of all United States Government (USG) C-130J variant aircraft production and initial sparring, several USG specific modification programs, management of 25 active FMS production and sustainment cases, and an international development program for block upgrades for the C-130J fleet (see Foreign Military section for list of countries).

Lockheed Martin (LM) delivered a total of 26 aircraft thru March 11, 2019 to USG and FMS customers. LM is planning on delivering 22 aircraft to USG and FMS customers in CY 2019.

In CY 2015, the C-130J Program Office awarded a second Multi-Year Procurement (MYP II: 78 aircraft plus options) across FY 2014 through FY 2018 buy years. Production ensued in 2016 for the MYP II and 5 additional Congressional Add aircraft were procured on August 19, 2016 to bring the total aircraft procured under MYP II to 86 (78 original, 3 US Coast Guard Options, 5 Congressional Adds).

FY 2017 PB includes an Overseas Contingency Operations aircraft in FY 2017 to replace one lost in Afghanistan. Previously in the FY 2015 PB, a FY 2015 Overseas Contingency Operations aircraft was also included to account for an earlier aircraft lost in Afghanistan operation. These two lost aircraft are accounted for in the prior year totals. Total aircraft procurement is adjusted to 170 aircraft in order to retain the approved APB level of 168 fielded aircraft.

In June 2018 during production of aircraft 5859, LM identified an issue with the Vertical Stabilizer installation. As a result of an engineering change made in 2016 in which hi-tigue fasteners on the aft fuselage replaced flush head rivets, the Vertical Stabilizer does not correctly mount on the fuselage. This situation creates the potential for cracking and must be replaced with the traditional flush head rivets. The 36 impacted aircraft include 11 aircraft discovered while in production at Marietta and 25 previously delivered aircraft. LM has determined that there is no safety of flight (SOF) issues near term, but rather an issue that will affect aircraft life cycle costs. An engineering solution replacing the hi-tigue fasteners with traditional flush head rivets has been approved by the USG. To date 11 of the 11 aircraft discovered in production have been repaired. The first fielded aircraft (Israel) was repaired in October 2018 at Marietta in conjunction with an unrelated mod. The first three Air Mobility Command fielded aircraft were inducted into LM's Greenville, SC location and all three were completed by February 15, 2019. Scheduling future continental United States (CONUS) inductions at Greenville, SC and outside the CONUS at the unit locations is under development, but it is anticipated that the final aircraft will not be completed until May 2021 due to operational considerations.

On August 14, 2017, the Principal Deputy Assistant Secretary of the Air Force (Acquisition & Logistics) directed the Air Force Program Executive Officer for Mobility Command (AFPEO/MB) to establish the C-130J Block Upgrade (BU) 7.0/8.1 Retrofit modification program as a standalone Acquisition Category (ACAT) II Program of Record entering at Milestone C and to update the APB for the C-130J ACAT IC Program of Record. The AFPEO/MB was directed to develop a new APB for the ACAT II Retrofit Program which was subsequently approved on December 19, 2017. The C-130J ACAT IC APB updates associated with the Retrofit ACAT II designation are reflected in this SAR.

International Collaborative BU and Capability Management Update (CMU) Programs:

The second C-130J BU 8.1 aircraft was delivered to AMC in February 2017. On April 18, 2017, AMC commenced BU 8.1 aircraft operations in the CONUS. On June 21, 2017, the 7-Nation Joint User Group Steering Committee (JUG SC) declared the BU 8.1 Software Development complete. Future updates to the software are being executed under separate programs. The C-130J BU 7.0/8.1 Retrofit program integrates the BUs into AMC's C-130J fleet.

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



History of Significant Developments Since Program Initiation	
History of Significant Developments Since Program Initiation	
Date	Significant Development Description
October 1991	Lockheed approves aircraft development
October 1993	\$800M Appropriation for Air Force Reserve Command (AFRC) Unnamed Tactical Airlift Program
August 1995	First C-130J ORD Air Combat Command (ACC)
September 1995	Commerical Item determination
September 1995	C-130J Designated a pilot program by USD (AT&L)
October 1995	First Contract for C-130J, 2 aircraft
April 1996	First C-130J flight
June 1996	Program Initiation
October 1996	Commercial Approval (CARA) & Acquisition Program Baseline (APB)
October 1996	United States Air Force designates C-130J an ACAT IC acquisition program
October 1996	FYOC I - Five Year Option Contract (Aircraft and Support, includes options for EC-130J, WC-130J, and KC-130J variants): FY 96 - FY 01, 35 aircraft; \$2.3B
August 1998	First aircraft delivery to UK
September 1998	WC-130J Mod Contract Award
January 1999	Joint Requirements Oversight Council Memo
January 1999	First United States Air Force (USAF) Delivery
April 1999	Air Mobility Command (AMC) ORD update
June 1999	C-130J Test Evaluation and Master Plan
August 1999	First delivery to Australia
September 1999	EC-130J Mod Contract Award
May 2000	First trainer contract award
August 2000	First United States Marine Corps (USMC) Delivery and First Delivery to Italy
December 2000	FYOC II - Five Year Option Contract (Aircraft and Support): FY 01 - FY 06, 20 aircraft; \$1.3B
September 2001	Defensive Systems Integration Contract Mod (Block 5.3.6)
December 2001	First C-130J Stretch Delivered
March 2002	First United States Coast Guard (USCG) Delivery
June 2002	Capability Release Phase 1B: C-130J & C-130J-30: Approval to operate the C-130J and C-130J-30 in tactical environments and over water operations
November 2002	Congressional Authorizes Multi-Year Procurement (Up To 64 Aircraft Total, 40 USAF, 24 USMC): FY03 -FY08
December 2002	C-130 System Program Director formally established the C-130J System Support Manager (SSM) position, responsible for sustainment of C-130Js.
January 2003	Cooperative Development Memorandum of Understanding (MOU) established between Australia, Italy, United Kingdom and United States
March 2003	Multiyear Contract: FY03-FY08 03-C-2014 for 60 Aircraft (40 x USAF, 20 x USMC); \$3.8B
March 2003	Block 5.4 Contract Mod

June 2003	Operational Capability Release: Phase 1B: C-130J & C-130J (short)
October 2003	First Delivery to Denmark
March 2004	Block 6 Contract Mod
August 2004	AMC C-130J ORD update
September 2004	Cooperative Development memorandum of understanding (MOU) amended to add Denmark
February 2006	FYOC III - Five Year Option Contract (Aircraft and Support): FY 06 - FY11, 106 aircraft, \$8B
September 2006	\$306M Global Project Arrangement (PA) signed for the Cooperative Development of three future Blocks: 7.0, 8.0 and 9.0. Participating countries are United States, United Kingdom, Italy, Australia and Denmark.
October 2006	C-130J Initial Operating Capability (IOC)
April 2007	Block 7.0 Contract Mod awarded - first collaborative effort to develop a common core system design among five nations/governments: Australia, Denmark, Italy, United Kingdom, and United States
May 2008	Cooperative Development MOU amended to add Canada and Norway
December 2010	Ten (10) outstanding Unfinalized Contract Actions (UCAs) were finalized for 66 C-130J aircraft for both U.S. Government and Foreign Military Sales (FMS) customers, for total value of \$4B.
March 2011	FYOC IV - Five Year Option Contract (Aircraft and Support): FY 11 - FY 16, up to 150 aircraft; \$12.3B
November 2011	Block 8.1 contract mod awarded - collaborative common core effort with participating countries: Australia, Canada, Denmark, Italy Norway, United Kingdom and United States
August 2013	Fully Operational Capability (FOC)
December 2013	Multiyear Contract II award: FY 14 - FY 18, 78 aircraft; \$4.2B
June 2015	Follow-on Research and Development (FORD) Contract award
August 2016	Five Year Ordering Contract (FYOC) award: FY 16 - FY 21, up to 100 aircraft
November 2016	1st Block 8.1 aircraft delivered to AMC
August 2017	Block 7.0/8.1 Retrofit program directed to be split out split out as a separate ACAT II
April 2018	Updated C-130J ACAT IC APB approved reflecting the removal of the Block 7.0/8.1 Retrofit program

### Threshold Breaches

#### APB Breaches

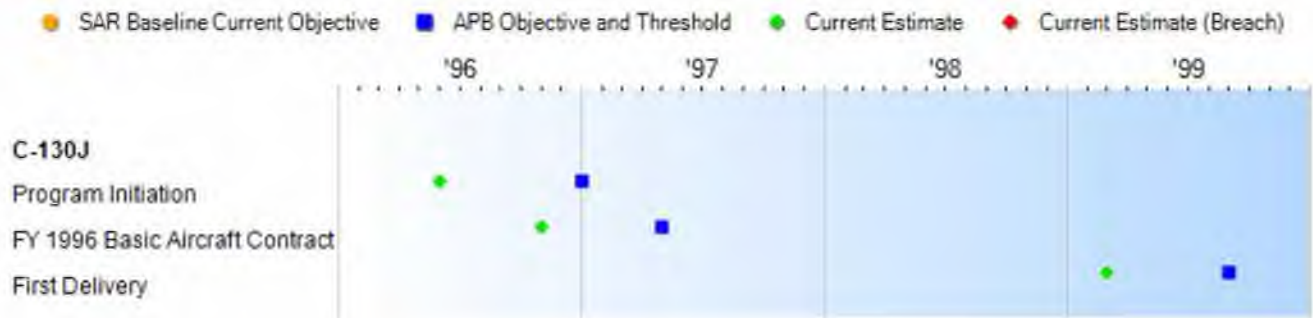
- Schedule
- Performance
- Cost
  - RDT&E
  - Procurement
  - MILCON
  - Acq O&M
- O&S Cost
- Unit Cost
  - PAUC
  - APUC

#### Nunn-McCurdy Breaches

- Current UCR Baseline
  - PAUC None
  - APUC None
- Original UCR Baseline
  - PAUC None
  - APUC None



### Schedule



Schedule Events					
Events	SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Current Estimate	
Program Initiation	Jun 1996	Jan 1997	Jan 1997	Jun 1996	
FY 1996 Basic Aircraft Contract	Nov 1996	May 1997	May 1997	Nov 1996	
First Delivery	Oct 1997	Sep 1999	Sep 1999	Mar 1999	

#### Change Explanations

None

## Performance

Performance Characteristics				
SAR Baseline Production Estimate	Current APB Production Objective/Threshold	Demonstrated Performance	Current Estimate	
<b>Cockpit Crew (All Missions)</b>				
2	2	2	2	2
<b>Maximum Payload (lbs)</b>				
39311	39311	38910	40000	39311
<b>Normal Maximum Take-off Gross Weight (lbs)</b>				
155000	155000	155000	155000	155000
<b>Design Landing Gross Weight (lbs)</b>				
130000	130000	130000	130000	130000
<b>Take-off Distance at Max Take-off Weight over 50 ft Obstacle (ft)</b>				
4530	4530	5142	4660	4530
<b>Landing Distance at Design Landing Weight Over 50 ft Obstacle (ft)</b>				
2500	2500	2550	2483	2500
<b>Shortfield Capability</b>				
<b>Assault Take-off Distance (Takeoff Ground Roll) (ft)</b>				
2700	2700	2700	2700	2700
<b>Assault Landing Distance (Ground Roll) (ft)</b>				
1800	1800	1800	1800	1800
<b>IMC Airdrop Accuracy - Total System Error (ft)</b>				
158	158	158	158	158
<b>Cruising Speed at 100,000 lbs @25,000 ft (KTAS)</b>				
342	342	315	361	342
<b>Max Range with 42,764 lbs fuel &amp; 29,722 lbs Payload (NM)</b>				
3070	3070	2350	3139	3070
<b>Environmental Factors - Operational Ambient Temperature (deg F)</b>				
-40 --+120	-40 --+120	-40 --+120	-40 --+120	-40 --+120
<b>Sortie Reliability (SR) (%)</b>				
95.4	95.4	94.2	96.8	99.0
<b>Mission Capable Rate (MC) (%)</b>				
84.0	84.0	81.0	96	77.5
<b>Mean Repair Time (hrs)</b>				
6.3	6.3	7.4	1.5	4.3



<b>Mean Time Between Removal (MTBR) (hrs)</b>				
4.6	4.6	3.8	2.5	4.4
<b>Mean-Time Between Maintenance Corrective Actions (MTBMC) (hrs)</b>				
1.2	1.2	1.0	0.3	1.0
<b>Net Ready (%)</b>				
N/A	100	100		100
<b>Range with 25K Cargo Load (nm)</b>				
N/A	2,700	2,460		2,700
<b>Max Effort Ground Roll (ft.)</b>				
N/A	1800	1800		1800
<b>Max Effort Takeoff Run</b>				
N/A	2700	3300		2700

### Requirements Reference

ORD AMC 205-91-IV/III-A (Revision II) dated January 21, 2005

### Change Explanations

None

### Notes

Demonstrated performance is based on Air Force Operational Test and Evaluation Center test data accumulated from October to December 2005.

The program office uses performance data one quarter in arrears to look for stabilized data to report for the "current estimate" and reflects data gathered from Fourth Quarter FY 2018. Data reported for "Current Estimate or Actual" reflect actual performance data as reported by field units for Sortie Reliability (SR), Mission Capable Rate (MC), Mean Repair Time (MRT), Mean Time Between Repair (MTBR), and Mean Time Between Maintenance Corrective Actions (MTBMC).

**Acronyms and Abbreviations**

% - Percent  
deg F - degree Fahrenheit  
ft - feet  
hrs - Hours  
IMC - Instrument Meteorological Conditions  
KTAS - Knots True Airspeed  
lbs - Pounds  
MC - Mission Capable  
MRT - Mean Repair Time  
MTBMC - Mean Time Between Maintenance Corrective Actions  
MTBR - Mean Time Between Repair  
NM - Nautical Miles  
SR - Sortie Rate



## Track to Budget

**RDT&E**

Appn	BA	PE	
Air Force	3600	07	0401132F
	<b>Project</b>	<b>Name</b>	
	675061	C-130J	(Shared)
	675062	C-130J Trainers	(Sunk)
Air Force	3600	04	0603852F
	<b>Project</b>	<b>Name</b>	
	644025	C-130J	(Sunk)

**Procurement**

Appn	BA	PE	
Air Force	3010	05	0401132F
	<b>Line Item</b>	<b>Name</b>	
	C1300J	C-130J Mods	(Shared)
Air Force	3010	02	0401132F
	<b>Line Item</b>	<b>Name</b>	
	C130J0	C-130J	(Sunk)

**MILCON**

Appn	BA	PE	
Air Force	3300	01	0401132F
	<b>Project</b>	<b>Name</b>	
	NOTE	C-130J Flight Simulator Facility	(Sunk)
	<b>Notes:</b>	ZNREI43000	
	NOTE	C-130J Corrosion Control Hanger	(Sunk)
	<b>Notes:</b>	ZNREI53001A	

**Acq O&M**

Appn	BA	PE	
Air Force	3400	01	0401132F
	<b>Subactivity Group</b>	<b>Name</b>	
	021M	Depot Maintenance	(Shared) (Sunk)

## Cost and Funding

### Cost Summary

Total Acquisition Cost							
Appropriation	BY 1996 \$M			BY 1996 \$M	TY \$M		
	SAR Baseline Production Estimate	Current APB Production Objective/Threshold		Current Estimate	SAR Baseline Production Estimate	Current APB Production Objective	Current Estimate
RDT&E	8.9	349.1	384.0	304.4	9.2	446.6	397.2
Procurement	721.8	12672.0	13939.2	10806.7	830.5	15444.1	13556.2
Flyaway	--	--	--	8729.9	--	--	11012.0
Recurring	--	--	--	8523.3	--	--	10723.8
Non Recurring	--	--	--	206.6	--	--	288.2
Support	--	--	--	2076.8	--	--	2544.2
Other Support	--	--	--	1060.6	--	--	1315.5
Initial Spares	--	--	--	1016.2	--	--	1228.7
MILCON	0.0	153.0	168.3	143.2	0.0	182.4	181.0
Acq O&M	0.0	45.0	49.5	21.0	0.0	51.7	23.7
Total	730.7	13219.1	N/A	11275.3	839.7	16124.8	14158.1

#### Cost Notes

If an Independent Cost Estimate, Component Cost Estimate, or Program Office Estimate has been completed for the program in the previous year, list any program risks identified in the estimates, the potential impacts of the risks on program cost, and approaches to mitigate the risks.

A Program Office Estimate has been completed for the program in the previous year, risk has been identified in the estimate and approaches to mitigate the risks are outlined. The potential impact of the risk on program cost is approximately 3% of future total production costs.

**Risk:** If Diminishing Manufacturing Sources (DMS) challenges are not identified with sufficient lead time, then it will impact production resulting in late or incomplete deliveries

**Mitigation:**

1. Ensure adequate DMS scope coverage across development, production and sustainment contract vehicles.
2. Improve coordination between the United States government (Production and Sustainment) and Lockheed Martin to efficiently address DMS opportunities as soon as possible.

Total Quantity			
Quantity	SAR Baseline Production Estimate	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	11	168	170
Total	11	168	170

#### Quantity Notes

FY 2017 PB includes an Overseas Contingency Operations aircraft in FY 2017 to replace one lost in Afghanistan. Previously in the FY 2015 PB, an FY 2015 Overseas Contingency Operations aircraft was also included to account for an earlier aircraft lost in Afghanistan operation. These two lost aircraft are accounted for in the prior year totals. Total aircraft procurement is adjusted to 170 aircraft in order to retain the approved APB level of 168 fielded aircraft.



**Cost and Funding****Funding Summary**

Appropriation Summary									
FY 2020 President's Budget / December 2018 SAR (TY\$ M)									
Appropriation	Prior	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	To Complete	Total
RDT&E	358.7	7.3	4.0	8.4	11.3	4.8	2.7	0.0	397.2
Procurement	12753.7	678.5	9.5	45.2	9.1	13.6	33.8	12.8	13556.2
MILCON	181.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	181.0
Acq O&M	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7
PB 2020 Total	13317.1	685.8	13.5	53.6	20.4	18.4	36.5	12.8	14158.1
PB 2019 Total	12832.0	45.9	9.4	9.7	9.8	10.0	686.0	631.2	14234.0
Delta	485.1	639.9	4.1	43.9	10.6	8.4	-649.5	-618.4	-75.9

Quantity Summary										
FY 2020 President's Budget / December 2018 SAR (TY\$ M)										
Quantity	Undistributed	Prior	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	To Complete	Total
Development	0	0	0	0	0	0	0	0	0	0
Production	0	162	8	0	0	0	0	0	0	170
PB 2020 Total	0	162	8	0	0	0	0	0	0	170
PB 2019 Total	0	156	0	0	0	0	0	8	6	170
Delta	0	6	8	0	0	0	0	-8	-6	0

## Cost and Funding

### Annual Funding By Appropriation

Annual Funding							
3600   RDT&E   Research, Development, Test, and Evaluation, Air Force							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
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	--	--	--	--	--	--	16.0
2014	--	--	--	--	--	--	18.2
2015	--	--	--	--	--	--	29.9
2016	--	--	--	--	--	--	32.3
2017	--	--	--	--	--	--	9.1
2018	--	--	--	--	--	--	10.4
2019	--	--	--	--	--	--	7.3
2020	--	--	--	--	--	--	4.0
2021	--	--	--	--	--	--	8.4
2022	--	--	--	--	--	--	11.3
2023	--	--	--	--	--	--	4.8
2024	--	--	--	--	--	--	2.7
Subtotal	--	--	--	--	--	--	397.2

Annual Funding							
3600   RDT&E   Research, Development, Test, and Evaluation, Air Force							
Fiscal Year	Quantity	BY 1996 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
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	--	--	--	--	--	--	18.8
2012	--	--	--	--	--	--	25.2
2013	--	--	--	--	--	--	11.8
2014	--	--	--	--	--	--	13.3
2015	--	--	--	--	--	--	21.6
2016	--	--	--	--	--	--	23.0
2017	--	--	--	--	--	--	6.4
2018	--	--	--	--	--	--	7.1
2019	--	--	--	--	--	--	4.9
2020	--	--	--	--	--	--	2.6
2021	--	--	--	--	--	--	5.4
2022	--	--	--	--	--	--	7.1
2023	--	--	--	--	--	--	3.0
2024	--	--	--	--	--	--	1.6
Subtotal	--	--	--	--	--	--	304.4



Annual Funding							
3010   Procurement   Aircraft Procurement, Air Force							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
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	73.0	140.0
2001	3	184.8	--	--	184.8	120.6	305.4
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	257.7	961.2
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	--	--	24.6	--	24.6	85.4	110.0
2010	4	296.5	--	5.6	302.1	138.2	440.3
2011	8	332.3	5.6	12.0	349.9	119.5	469.4
2012	1	65.8	12.6	4.4	82.8	10.8	93.6
2013	1	131.0	3.3	10.1	144.4	22.8	167.2
2014	7	556.4	1.3	55.0	612.7	90.1	702.8
2015	8	552.9	4.1	13.5	570.5	94.2	664.7
2016	13	727.3	3.9	21.0	752.2	76.3	828.5
2017	5	316.8	1.6	23.1	341.5	38.8	380.3
2018	6	480.0	5.1	15.8	500.9	143.9	644.8
2019	8	640.0	2.6	16.3	658.9	19.6	678.5
2020	--	--	1.2	1.4	2.6	6.9	9.5
2021	--	--	8.0	4.7	12.7	32.5	45.2
2022	--	--	0.5	4.7	5.2	3.9	9.1
2023	--	--	0.5	4.7	5.2	8.4	13.6
2024	--	--	6.4	17.4	23.8	10.0	33.8
2025	--	--	9.5	--	9.5	--	9.5
2026	--	--	3.3	--	3.3	--	3.3
Subtotal	170	10530.2	193.6	288.2	11012.0	2544.2	13556.2

Annual Funding							
3010   Procurement   Aircraft Procurement, Air Force							
Fiscal Year	Quantity	BY 1996 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
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	67.9	130.2
2001	3	170.2	--	--	170.2	111.0	281.2
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	671.9	11.9	19.9	703.7	194.9	898.6
2008	30	1308.0	20.2	30.0	1358.2	99.6	1457.8
2009	--	--	19.1	--	19.1	66.5	85.6
2010	4	226.3	--	4.3	230.6	105.5	336.1
2011	8	249.7	4.2	9.0	262.9	89.8	352.7
2012	1	48.7	9.3	3.3	61.3	8.0	69.3
2013	1	95.0	2.4	7.3	104.7	16.6	121.3
2014	7	397.7	0.9	39.3	437.9	64.4	502.3
2015	8	389.9	2.9	9.5	402.3	66.4	468.7
2016	13	503.2	2.7	14.5	520.4	52.8	573.2
2017	5	214.8	1.1	15.7	231.6	26.3	257.9
2018	6	318.3	3.4	10.5	332.2	95.4	427.6
2019	8	416.1	1.7	10.6	428.4	12.7	441.1
2020	--	--	0.8	0.9	1.7	4.4	6.1
2021	--	--	5.0	2.9	7.9	20.3	28.2
2022	--	--	0.3	2.9	3.2	2.4	5.6
2023	--	--	0.3	2.8	3.1	5.1	8.2
2024	--	--	3.8	10.2	14.0	5.9	19.9
2025	--	--	5.5	--	5.5	--	5.5
2026	--	--	1.9	--	1.9	--	1.9
Subtotal	170	8375.2	148.1	206.6	8729.9	2076.8	10806.7



Annual Funding 3300   MILCON   Military Construction, Air Force		
Fiscal Year	TY \$M	
	Total Program	
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
2014		--
2015		--
2016		8.5
2017		23.8
	Subtotal	181.0

Annual Funding 3300   MILCON   Military Construction, Air Force	
Fiscal Year	BY 1996 \$M
	Total Program
2002	9.4
2003	23.2
2004	22.6
2005	4.2
2006	--
2007	20.3
2008	--
2009	16.4
2010	3.5
2011	--
2012	--
2013	21.8
2014	--
2015	--
2016	5.8
2017	16.0
Subtotal	143.2

Annual Funding 3400   Acq O&M   Operation and Maintenance, Air Force	
Fiscal Year	TY \$M
	Total Program
2003	6.8
2004	9.3
2005	7.6
Subtotal	23.7

Annual Funding 3400   Acq O&M   Operation and Maintenance, Air Force	
Fiscal Year	BY 1996 \$M
	Total Program
2003	6.2
2004	8.3
2005	6.5
Subtotal	21.0

## **Low Rate Initial Production**

There is no LRIP for this program.

## Foreign Military Sales

Country	Date of Sale	Quantity	Total Cost \$M	Description
Germany	9/28/2018	6	959.0	Procurement of 6 aircraft (three C-130J-30 and three KC-130J), and three years of CLS.
Tunisia	10/26/2017	0	2.0	Spares and support equipment in support of C-130 fleet
Oman	6/5/2017	0	16.0	Sustainment support for two (2) C-130J aircraft procured via DCS
Iraq	5/22/2017	0	138.0	Sustainment support of six (6) C-130J aircraft
India	3/10/2016	0	49.0	Sustainment in support of six (6) C-130J-30 aircraft
France	2/17/2016	4	520.0	Procurement of two (2) KC-130J and two (2) C-130J-30 aircraft and total package approach Sustainment
Iraq	4/7/2015	0	5.0	Low-cost aerial delivery system and support equipment
India	1/8/2014	7	1108.0	Procurement of seven (7) C-130J-30 aircraft and three (3) years CLS
Australia	12/18/2013	0	51.0	In support of 12 C-130J aircraft for modification to LAIRCM
Netherlands	12/4/2013	0	9.0	Sustainment support of four (4) C-130J aircraft
Saudi Arabia	2/13/2013	2	599.0	Procurement of two KC-130J aircraft with minimal support
Norway	12/12/2012	0	105.0	Long-term sustainment in support of four (4) C-130-30J aircraft
Israel	8/28/2012	0	30.0	In support of C-130J aircraft
Norway	7/20/2012	1	159.0	Replacement aircraft
Oman	1/11/2012	0	11.0	Sustainment support for two (2) C-130J aircraft procured via direct commercial sales
Norway	12/5/2011	0	55.0	In support of four (4) C-130J aircraft
Saudi Arabia	6/16/2010	0	332.0	Multiple C-130J platforms - support for emergency repairs
Iraq	5/28/2010	0	91.0	Sustainment support of six (6) C-130J aircraft
Iraq	5/28/2010	0	12.0	Sustainment support of six (6) C-130J aircraft
Australia	4/22/2010	0	85.0	In support of 12 C-130J aircraft
Qatar	4/2/2010	0	19.0	Sustainment in support of four C-130J aircraft via direct commercial sales
Israel	3/25/2010	7	500.0	Procurement of seventh (7th) aircraft with support
Italy	12/17/2009	1	61.0	In support of 20 C-130J aircraft
Denmark	5/13/2009	0	16.0	In support of four (4) C-130J aircraft
Iraq	10/16/2008	0	578.0	Sustainment support of six (6) C-130J aircraft

### Notes

The C-130J FMS Program Management Office continues to manage 25 active FMS production and sustainment cases worth over \$4.5B on behalf of 13 countries. Existing workload includes acquisition cases for the production, delivery and retrofit/modification of Australia, Denmark, France, Germany, India, Iraq, Israel, Italy, Netherlands, Norway, Oman, Saudi Arabia, and Tunisia.



Sustainment cases for specific countries are now being reported as individual cases rather than being included in the original production case.

### Acronyms and Abbreviations

CLS - Contractor Logistic Support  
DCS - Direct Commercial Sales  
LAIRCM - Large Aircraft Infrared Countermeasures

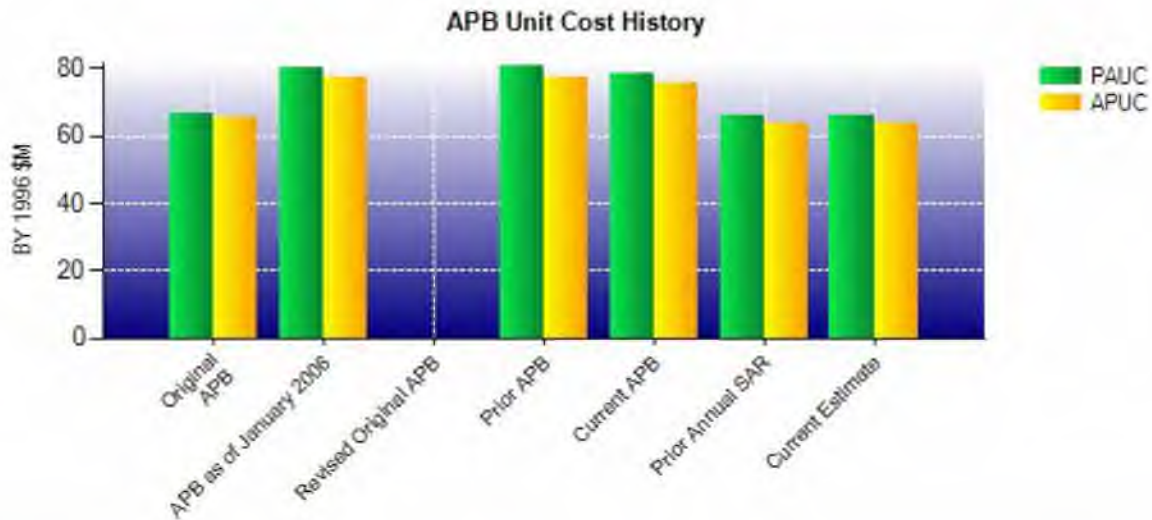
### Nuclear Costs

None

**Unit Cost**

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 1996 \$M	BY 1996 \$M	% Change
	Current UCR Baseline (Apr 2018 APB)	Current Estimate (Dec 2018 SAR)	
<b>Program Acquisition Unit Cost</b>			
Cost	13219.1	11275.3	
Quantity	168	170	
Unit Cost	78.685	66.325	-15.71
<b>Average Procurement Unit Cost</b>			
Cost	12672.0	10806.7	
Quantity	168	170	
Unit Cost	75.429	63.569	-15.72
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 1996 \$M	BY 1996 \$M	% Change
	Original UCR Baseline (Oct 1996 APB)	Current Estimate (Dec 2018 SAR)	
<b>Program Acquisition Unit Cost</b>			
Cost	730.7	11275.3	
Quantity	11	170	
Unit Cost	66.427	66.325	-0.15
<b>Average Procurement Unit Cost</b>			
Cost	721.8	10806.7	
Quantity	11	170	
Unit Cost	65.618	63.569	-3.12





APB Unit Cost History					
Item	Date	BY 1996 \$M		TY \$M	
		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	Apr 2007	80.882	77.625	98.759	94.707
Current APB	Apr 2018	78.685	75.429	95.981	91.929
Prior Annual SAR	Dec 2017	66.155	63.512	83.729	80.370
Current Estimate	Dec 2018	66.325	63.569	83.283	79.742

CY 2018 removing Retrofit from the ACAT IC per MDA direction is in final coordination

**SAR Unit Cost History**

Current SAR Baseline to Current Estimate (TY \$M)									
PAUC Production Estimate	Changes								PAUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
76.336	0.417	-4.742	-2.879	1.189	-0.584	0.000	13.546	6.947	83.283

Current SAR Baseline to Current Estimate (TY \$M)									
Initial APUC Production Estimate	Changes								APUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total	
75.500	0.358	-3.962	-2.852	0.000	-2.848	0.000	13.546	4.242	79.742

SAR Baseline History				
Item	SAR Planning Estimate	SAR Development Estimate	SAR Production Estimate	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	14158.1
Total Quantity	N/A	11	11	170
PAUC	N/A	76.336	76.336	83.283

**Cost Variance**

Summary TY \$M					
Item	RDT&E	Procurement	MILCON	Acq O&M	Total
SAR Baseline (Production Estimate)	9.2	830.5	--	--	839.7
Previous Changes					
Economic	+4.3	+35.9	+3.5	+2.0	+45.7
Quantity	--	+11331.1	--	--	+11331.1
Schedule	--	-641.7	-4.5	--	-646.2
Engineering	+175.5	--	+26.7	--	+202.2
Estimating	+177.4	-280.8	+155.3	+21.7	+73.6
Other	--	--	--	--	--
Support	--	+2387.9	--	--	+2387.9
Subtotal	-357.2	+12832.4	+181.0	+23.7	+13394.3
Current Changes					
Economic	+0.1	+24.9	+0.2	--	+25.2
Quantity	--	--	--	--	--
Schedule	--	+156.8	--	--	+156.8
Engineering	--	--	--	--	--
Estimating	+30.7	-203.4	-0.2	--	-172.9
Other	--	--	--	--	--
Support	--	-85.0	--	--	-85.0
Subtotal	+30.8	-106.7	--	--	-75.9
Total Changes	+388.0	+12725.7	+181.0	+23.7	+13318.4
CE - Cost Variance	397.2	13556.2	181.0	23.7	14158.1
CE - Cost & Funding	397.2	13556.2	181.0	23.7	14158.1



Summary BY 1996 \$M					
Item	RDT&E	Procurement	MILCON	Acq O&M	Total
SAR Baseline (Production Estimate)	8.9	721.8	--	--	730.7
Previous Changes					
Economic	--	--	--	--	--
Quantity	--	+8705.2	--	--	+8705.2
Schedule	--	-408.6	-3.0	--	-411.6
Engineering	+130.8	--	+17.7	--	+148.5
Estimating	+145.2	-165.8	+128.7	+21.0	+129.1
Other	--	--	--	--	--
Support	--	+1944.4	--	--	+1944.4
Subtotal	+276.0	+10075.2	+143.4	+21.0	+10515.6
Current Changes					
Economic	--	--	--	--	--
Quantity	--	--	--	--	--
Schedule	--	+173.1	--	--	+173.1
Engineering	--	--	--	--	--
Estimating	+19.5	-114.1	-0.2	--	-94.8
Other	--	--	--	--	--
Support	--	-49.3	--	--	-49.3
Subtotal	+19.5	+9.7	-0.2	--	+29.0
Total Changes	+295.5	+10084.9	+143.2	+21.0	+10544.6
CE - Cost Variance	304.4	10806.7	143.2	21.0	11275.3
CE - Cost & Funding	304.4	10806.7	143.2	21.0	11275.3

Previous Estimate: December 2017

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	+0.1
Adjustment for current and prior escalation. (Estimating)	-0.1	-0.1
Revised estimate to reflect Block 8.1 Upgrades actuals. (Estimating)	+1.6	+2.3
Revised estimate to reflect Block 8.1 WC-130J Trial Kit Install effort. (Estimating)	+4.6	+7.2
Revised estimate to reflect Air Mobility Command future initiatives (i.e. communication system upgrades.) (Estimating)	+13.4	+21.3
<b>RDT&amp;E Subtotal</b>	<b>+19.5</b>	<b>+30.8</b>

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	+24.9
Acceleration of procurement buy profile due to Congressional plus-up aircraft in 2018 and 2019, with corresponding decreases in 2024 and 2025. (Schedule)	0.0	-139.4
System calculated schedule change overinflated variance. (Schedule)	+173.1	+296.2
Adjustment for current and prior escalation. (Estimating)	-6.5	-9.1
Estimating change based on completion of aircraft procurement program in 2026. (Estimating)	-106.6	-192.2
Revised estimate to reflect actuals. (Estimating)	+1.6	+2.0
Adjustment for Diminishing Manufacturing Sources profile. (Estimating)	-2.6	-4.1
Adjustment for current and prior escalation. (Support)	-1.7	-2.8
Increase in Other Support to reflect actuals. (Support)	+4.8	+6.8
Decrease in Initial Spares to reflect actuals. (Support)	-52.4	-89.0
<b>Procurement Subtotal</b>	<b>+9.7</b>	<b>-106.7</b>

MILCON	\$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
<b>MILCON Subtotal</b>	<b>-0.2</b>	<b>0.0</b>



## Contracts

### General Notes

The following contracts have class deviation from Earned Value Management (EVM) reporting: FA8625-11-C-6597 (C-130J Five Year Option Contract IV) and FA8625-14-C-6450 (C-130J Multi-Year II Procurement Contract). Waiver was granted for both contracts on February 13, 2014. The program office receives reports which provide insight to the contractor's status by each fiscal year buy. In addition, contract FA8625-15-D-6591 (FORD) and contract FA8625-16-D-6458 (FYOC) contain no Delivery Orders within ACAT I program that require EVM reporting.

Contract FA8625-15-D-6591 (FORD) and contract FA8625-16-D-6458 (FYOC) are Indefinite Delivery, Indefinite Quantity (IDIQ) contracts. As a result, Estimated Price at Completion is undetermined at this time.

### Contract Identification

**Appropriation:** RDT&E  
**Contract Name:** C-130J - Block Upgrade Improvement Contract: Blk 8.1  
**Contractor:** Lockheed Martin  
**Contractor Location:** 86 South Cobb Drive  
 Marietta, GA 30063-0001  
**Contract Number:** FA8625-04-D-6452/7  
**Contract Type:** Cost Plus Award Fee (CPAF)  
**Award Date:** November 18, 2011  
**Definitization Date:** November 18, 2011

Contract Price							
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
154.2	N/A	N/A	211.3	N/A	N/A	211.3	211.3

### Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to increases associated with Block 7/8.1 Trial Kit Installations, United States Coast Guard 7/8.1 Combined Time Compliance Technical Orders, and BU 8.1 mods for Statement Of Work revision, Flight Management System (FMS) Datalink Qualification, United States Air Force National Integration CLINs, Capability Incorporation Into Color Multi-Function Display Unit, and Additional Block 8.1 Common Core Funding

Contract Variance		
Item	Cost Variance	Schedule Variance
Cumulative Variances To Date (11/25/2018)	-5.4	-2.2
Previous Cumulative Variances	-5.0	-8.8
Net Change	-0.4	+6.6

**Cost and Schedule Variance Explanations**

The unfavorable net change in the cost variance is due to additional Crew Systems design support.

The favorable net change in the schedule variance is due to the final deliveries of HC-130J kits and the completion of the KC-130J Non-recurring Engineering effort.

**Contract Identification**

**Appropriation:** Procurement  
**Contract Name:** C-130J Five Year Option Contract IV  
**Contractor:** Lockheed Martin  
**Contractor Location:** 86 South Cobb Drive  
 Marietta, GA 39963-0290  
**Contract Number:** FA8625-11-C-6597  
**Contract Type:** Firm Fixed Price (FFP), Fixed Price Incentive(Firm Target) (FPIF)  
**Award Date:** March 16, 2011  
**Definitization Date:** March 16, 2011

**Contract Price**

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	4400.0	N/A	0	4400.0	4400.0

**Target Price Change Explanation**

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the addition of aircraft buys for the United States Government (Air Mobility Command, Air Force Special Operations Command, United State Marine Corp, and United States Coast Guard) and FMS partners, spares, support equipment, engineering changes, Diminishing Manufacturing Sources effort, and other production related efforts.

**Cost and Schedule Variance Explanations**

Cost and Schedule Variance reporting is not required on this (FFP/FPIF) contract.



**Contract Identification**

**Appropriation:** Procurement  
**Contract Name:** C-130J Multi-Year II Procurement Contract  
**Contractor:** Lockheed Martin Aeronautics Company  
**Contractor Location:** 86 South Cobb Drive  
 Marietta, GA 39963-0290  
**Contract Number:** FA8625-14-C-6450  
**Contract Type:** Fixed Price Incentive(Firm Target) (FPIF)  
**Award Date:** December 09, 2013  
**Definitization Date:** December 30, 2015

**Contract Price**

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
50.8	50.8	0	5600.0	5700.0	0	5700.0	5700.0

**Target Price Change Explanation**

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to the Initial Contract award being only for Advanced Procurement in December 2013. The current contract reflects the definitization of 83 aircraft (Air Mobility Command, Air Force Special Operations Command, United States Marine Corps, and United States Coast Guard).

**Cost and Schedule Variance Explanations**

Cost and Schedule Variance reporting is not required on this (FPIF) contract.

**Contract Identification**

**Appropriation:** RDT&E  
**Contract Name:** FORD  
**Contractor:** Lockheed Martin  
**Contractor Location:** GA  
**Contract Number:** FA8625-15-D-6591  
**Contract Type:** Cost Plus Fixed Fee (CPFF), Firm Fixed Price (FFP)  
**Award Date:** June 24, 2015  
**Definitization Date:** June 24, 2015

**Contract Price**

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
93.8	N/A	N/A	93.8	N/A	N/A		

**Cost and Schedule Variance Explanations**

Cost and Schedule Variance reporting is not required on this (CPFF/FFP) contract.

**Contract Identification**

**Appropriation:** Procurement  
**Contract Name:** FIVE YEAR ORDERING CONTRACT (FYOC)  
**Contractor:** Lockheed Martin  
**Contractor Location:** Marietta, GA 39963  
 Marietta, GA 39963  
**Contract Number:** FA8625-16-D-6458  
**Contract Type:** Firm Fixed Price (FFP), Fixed Price Incentive(Firm Target) (FPIF)  
**Award Date:** August 19, 2016  
**Definitization Date:** August 19, 2016

**Contract Price**

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
10020.0	N/A	17	10020.0	N/A	17		

**Cost and Schedule Variance Explanations**

Cost and Schedule Variance reporting is not required on this (FFP/FPIF) contract.

**Notes**

This is the first time this contract is being reported.



## Deliveries and Expenditures

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	148	147	170	86.47%
Total Program Quantity Delivered	148	147	170	86.47%

Expended and Appropriated (TY \$M)			
Total Acquisition Cost	14158.1	Years Appropriated	26
Expended to Date	11502.9	Percent Years Appropriated	78.79%
Percent Expended	81.25%	Appropriated to Date	14002.9
Total Funding Years	33	Percent Appropriated	98.90%

The above data is current as of February 28, 2019.

### Notes

Aircraft 5853 is late as of October 31, 2018 and is not projected to deliver until Apr 2019.



## Operating and Support Cost

### Cost Estimate Details

<b>Date of Estimate:</b>	August 11, 2017
<b>Source of Estimate:</b>	POE
<b>Quantity to Sustain:</b>	168
<b>Unit of Measure:</b>	Aircraft
<b>Service Life per Unit:</b>	30.00 Years
<b>Fiscal Years in Service:</b>	FY 1999 - FY 2056

There have been two C-130J aircraft lost in Afghanistan. A total of two Overseas Contingency Operations (OCO) aircraft were added in the FY 2015 and FY 2017 PBs. Both lost aircraft are included in the procurement total of 170. Therefore, the POE is based on the cost to sustain 168 aircraft.

### Sustainment Strategy

The C-130J ensures continued aircraft availability to the warfighter within the financial constraints defined by the owning commands and the United States Air Force (USAF) by using a Long Term Sustainment contract with Lockheed Martin, a cost-per-flying-hour propulsion contract with Rolls Royce based, and C-130 Legacy common organic resources.

### Antecedent Information

The C-130H1 and C-130H2 are antecedent aircraft. The Air Force Total Ownership Cost database for the fourth quarter of CY 2016 was used to obtain costs. Costs assume a 30 year life span.

Cost Element	Annual O&S Costs BY1996 \$M	
	C-130J Average Annual Cost Per Aircraft	C-130H1 & H2 (Antecedent) Avg Annual Cost Per Aircraft
Unit-Level Manpower	2.630	2.497
Unit Operations	0.998	0.962
Maintenance	1.457	1.528
Sustaining Support	0.309	0.010
Continuing System Improvements	0.027	0.044
Indirect Support	0.215	0.323
Other	0.000	0.000
<b>Total</b>	<b>5.636</b>	<b>5.364</b>

Item	Total O&S Cost \$M			
	C-130J		C-130H1 & H2 (Antecedent)	
	Current Production APB Objective/Threshold	Current Estimate		
<b>Base Year</b>	N/A	N/A	28404.2	35402.4
<b>Then Year</b>	N/A	N/A	53310.3	N/A

There are no O&S cost Objective or Threshold values listed in the APB.

#### Equation to Translate Annual Cost to Total Cost

The unitized cost (\$5.636M) multiplied by the quantity (168) multiplied by the service life (30 yrs) equals the Total O&S cost in BY\$.

O&S Cost Variance		
Category	BY 1996 \$M	Change Explanations
Prior SAR Total O&S Estimates - Dec 2017 SAR	30026.1	
Programmatic/Planning Factors	-1490.0	Decrease in Annual Flying Hours, Reduction in Fuel
Cost Estimating Methodology	-2.8	Reduction to flight hour cost estimate.
Cost Data Update	-129.1	Decrease in estimated install support cost and increased in propulsion cost.
Labor Rate	0.0	
Energy Rate	0.0	
Technical Input	0.0	
Other	0.0	
<b>Total Changes</b>	<b>-1621.9</b>	
Current Estimate	28404.2	

#### Disposal Estimate Details

<b>Date of Estimate:</b>	August 11, 2017
<b>Source of Estimate:</b>	POE
<b>Disposal/Demilitarization Total Cost (BY 1996 \$M):</b>	7.5

The disposal cost estimate will be refined as the System Disposal Plan Annex to the Life Cycle Sustainment Plan is developed.