

UNCLASSIFIED



Selected Acquisition Report (SAR)

RCS: DD-A&T(Q&A)823-257



HC/MC-130 Recapitalization Aircraft (HC/MC-130 Recap)

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

HC/MC-130 Recapitalization Aircraft (HC/MC-130 Recap)

DoD Component

Air Force

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Date Assigned: May 18, 2018

References

SAR Baseline (Production Estimate)

Defense Acquisition Executive (DAE) Approved Acquisition Program Baseline (APB) dated March 29, 2010

Approved APB

Air Force Acquisition Executive (AFAE) Approved Acquisition Program Baseline (APB) dated October 7, 2013

Mission and Description

The HC/MC-130 Recapitalization Aircraft (HC/MC-130 Recap) will replace the HC-130P/N tanker aircraft that currently support Personnel Recovery. These tankers are currently operated by active duty Air Reserve Components. The MC-130 Recap aircraft will replace the legacy MC-130P/E tanker aircraft currently operated by the Air Force Special Operations Command. Most of these aircraft are more than 35 years old and are burdened by multiple unique aircraft configurations. These multiple configurations create significantly increased maintenance and sustainment challenges.

The primary mission of the HC/MC-130J aircraft is providing aerial refueling support to the respective component commanders. In addition to the specialized air refueling support to mission-unique receiver aircraft, the aircraft can provide a specialized mobility capability to position, supply, re-supply and recover specialized ground tactical units.

The HC/MC-130J is a medium size tanker that can transport airmen for infiltration and exfiltration operations. It is also an in-flight refueling receiver, which extends its combat mission and/or increases the amount of fuel available for offload to receivers. The HC/MC-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating cost and provide life-cycle cost savings over earlier C-130 models. The HC/MC-130J model climbs faster and higher, flies farther at a higher cruise speed and can take off and land in a shorter distance.

Executive Summary

Program Highlights Since Last Report

The HC/MC-130 Recap Program successfully delivered four HC-130J and nine MC-130Js (six for AC-130J conversion). Two aircraft delivered late. As of March 11, 2019, 82 aircraft have been delivered of 134 total (27 HC-130Js and 55 MC-130Js; 18 of the MC-130Js are being converted to AC-130Js).

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
April 2010	Milestone C/LRIP Decision
July 2010	First Flight
December 2012	Initial Operational Capability (MC-130J)
April 2013	Initial Operational Capability (HC-130J)
October 2013	Full-Rate Production Decision

Threshold Breaches

APB Breaches

Schedule		<input type="checkbox"/>
Performance		<input type="checkbox"/>
Cost	RDT&E	<input type="checkbox"/>
	Procurement	<input type="checkbox"/>
	MILCON	<input type="checkbox"/>
	Acq O&M	<input type="checkbox"/>
O&S Cost		<input type="checkbox"/>
Unit Cost	PAUC	<input type="checkbox"/>
	APUC	<input type="checkbox"/>

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	Current Estimate
Production Milestone Approval	Feb 2010	Apr 2010	Apr 2010	Apr 2010
Airworthiness Certification Complete	Jan 2012	Dec 2011	Dec 2011	Dec 2011
Initiate IOT&E	Mar 2012	Mar 2012	Mar 2012	Mar 2012
Required Assets Available	Dec 2012	Dec 2012	Dec 2012	Dec 2012
OT&E Report/ Beyond LRIP Report Approved	Dec 2012	Apr 2013	Apr 2013	Apr 2013

Change Explanations

None

Acronyms and Abbreviations

IOT&E - Initial Operational Test and Evaluation

OT&E - Operational Test and Evaluation

Performance

Performance Characteristics				
SAR Baseline Production Estimate	Current APB Production Objective/Threshold	Demonstrated Performance	Current Estimate	
Simultaneous air refueling (CSAR and SOF receivers)				
While in flight, refuel full range of DoD probe equipped aircraft: rotary-wing, fixed-wing, and tilt rotor.	While in flight, refuel full range of DoD probe equipped aircraft: rotary-wing, fixed-wing, and tilt rotor.	While in flight, simultaneously provide fuel to two CSAR recovery vehicles or SOF rotary wing receivers. Must aerial refuel one M/CV-22.	While in flight, simultaneously provide fuel to two CSAR recovery vehicles or SOF rotary wing receivers. Must aerial refuel one M/CV-22.	While in flight, simultaneously provide fuel to two CSAR recovery vehicles or SOF rotary wing receivers. Must aerial refuel one M/CV-22.
Net-ready				
Fully support execution of all operational activities and must satisfy technical requirements for transition to Net-Centric military operations.	Fully support execution of all operational activities and must satisfy technical requirements for transition to Net-Centric military operations.	Fully support execution of joint critical operational activities and must satisfy technical requirements for transition to Net-Centric military operations.	Fully support execution of joint critical operational activities and must satisfy technical requirements for transition to Net-Centric military operations.	Fully support execution of joint critical operational activities and must satisfy technical requirements for transition to Net-Centric military operations.
Survivability (IR Signature)				
In a single engagement, weapon system shall be able to defeat, 90% of time, specific IR threat.	In a single engagement, weapon system shall be able to defeat, 90% of time, specific IR threat.	In a single engagement, weapon system shall be able to defeat, 70% of the time, a specific IR threat.	In a single engagement, weapon system shall be able to defeat, 70% of the time, a specific IR threat.	In a single engagement, weapon system shall be able to defeat, 70% of the time, a specific IR threat.
Survivability (Threat warning)				
Provide warning for EO/IR and RF threats and equivalent capability described in the LAIRCM ORD and the ASACM CDD, respectively.	Provide warning for EO/IR and RF threats and equivalent capability described in the LAIRCM ORD and the ASACM CDD, respectively.	Provide warning for EO/IR and RF threats.	Provide warning for EO/IR and RF threats.	Provide warning for EO/IR and RF threats.
Survivability (Flight critical damage tolerance)				
Greater levels of ballistic hardening/tolerance are desired and should be incorporated, if	Greater levels of ballistic hardening/tolerance are desired and should be incorporated, if	Must withstand flight critical damage with 95% probability of survival against single impact (imposed by	Must withstand flight critical damage with 95% probability of survival against single impact (imposed by	Must withstand flight critical damage with 95% probability of survival against single impact (imposed by

achievable, without significant aircraft performance or cost penalties.	achievable, without significant aircraft performance or cost penalties.	7.62mm ball projectile at 100m) and continue operations for 30 minutes.	7.62mm ball projectile at 100m) and continue operations for 30 minutes.	7.62mm ball projectile at 100m) and continue operations for 30 minutes.
Force Protection (Crew Protection)				
Cargo compartment positions should be protected against a single 7.62mm ball projectile at 100m, with less than 3% increase in operating weight.	Cargo compartment positions should be protected against a single 7.62mm ball projectile at 100m, with less than 3% increase in operating weight.	Primary crewmember positions and oxygen supplies must be protected against a single 7.62mm ball projectile at 100m.	Primary crewmember positions and oxygen supplies must be protected against a single 7.62mm ball projectile at 100m.	Primary crewmember positions and oxygen supplies must be protected against a single 7.62mm ball projectile at 100m.
Material Availability (Sustainability)				
80% average monthly AA rate, 89% average monthly MC rate; from 25 to 30 months after both MAJCOMs declare IOC.	80% average monthly AA rate, 89% average monthly MC rate; from 25 to 30 months after both MAJCOMs declare IOC.	76% average monthly AA rate, 85% average monthly MC rate; from 25 to 30 months after both MAJCOMs declare IOC.	During IOT&E, the aircraft met the 76% AA rate, and the 85% average monthly MC rate.	The MAJCOMs declared IOC in Dec 12 and Oct 13. Therefore, the program met in May 15 thru Nov 17 the 76% average monthly AA rate and the 85% average monthly MC rate.

Requirements Reference

Capability Production Document (CPD) dated August 13, 2009

Change Explanations

None

Acronyms and Abbreviations

AA - Aircraft Availability
ASACM - Advanced Situational Awareness Countermeasures
CSAR - Combat Search And Rescue
EO/IR - Electro-Optical/Infrared
IOT&E - Initial Operational Test and Evaluation
IR - Infrared (missile threat)
LAIRCM - Large Aircraft Infrared Countermeasures
m - meter
MAJCOM - Major Command
MC - Mission Capable
mm - millimeter
RF - Radio Frequency
SOF - Special Operations Forces

Track to Budget

RDT&E

Appn	BA	PE		
Air Force	3600	05	0604261F	
	Project		Name	
	655249		Personnel Recovery System	(Sunk)
			Notes: FY 2008 only	
Air Force	3600	05	0605278F	
	Project		Name	
	655249		HC/MC-130 Recap	(Sunk)
Air Force	3600	07	0605278F	
	Project		Name	
	675006		HC/MC-130 Recap	(Shared)

Procurement

Appn	BA	PE		
Air Force	3010	02	0401132F	
	Line Item		Name	
	C130J0		C-130J	(Sunk)
			Notes: FY 2008 Global War on Terror Supplemental Funding	
Air Force	3010	04	0207237F	
	Line Item		Name	
	C130JA		AC-130 Recap	(Sunk)
Air Force	3010	02	0207224F	
	Line Item		Name	
	C130JH		HC-130J	
Air Force	3010	02	0207230F	
	Line Item		Name	
	C130JM		MC-130J	
Air Force	3010	05	0401134F	
	Line Item		Name	
	HCMC00		HC/MC-130 Modifications	(Sunk)
Air Force	3010	05	0207230F	
	Line Item		Name	
	HCMC00		HC/MC-130 Modifications	
Air Force	3010	05	0207224F	
	Line Item		Name	
	HCMC00		HC/MC-130 Modifications	
Air Force	3010	02	0207230F	

		Line Item	Name	
		HMC130	MC-130 Recap	(Sunk)
Air Force	3010 02	0207224F		
		Line Item	Name	
		HMC130	Combat Search and Rescue	(Sunk)
Air Force	3010 05	0401134F		
		Line Item	Name	
		LAIRCM	Large Aircraft Infrared Countermeasures	(Sunk)
Air Force	3010 04	0207237F		
		Line Item	Name	
		MC0130	AC-130 Recap	(Sunk)
Defense-Wide	0300 02	1160429BB		
		Line Item	Name	
		2012C130J	AC/MC-130J	(Sunk)

MILCON

Appn	BA	PE		
Air Force	3300 01	0207224F		
		Project	Name	
		VARIOUS	Combat Rescue and Recovery	(Sunk)
Defense-Wide	0500 01	1140494BB		
		Project	Name	
		VARIOUS	USSOCOM	(Sunk)

Cost and Funding

Cost Summary

Total Acquisition Cost							
Appropriation	BY 2009 \$M			BY 2009 \$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	148.0	147.6	162.4	137.4	154.3	160.2	149.4
Procurement	7436.0	12665.9	13932.5	12135.1	8054.2	14836.6	13837.0
Flyaway	--	--	--	9900.4	--	--	11303.6
Recurring	--	--	--	9790.0	--	--	11190.6
Non Recurring	--	--	--	110.4	--	--	113.0
Support	--	--	--	2234.7	--	--	2533.4
Other Support	--	--	--	1063.9	--	--	1211.3
Initial Spares	--	--	--	1170.8	--	--	1322.1
MILCON	494.1	336.7	370.4	224.2	536.8	377.9	241.8
Acq O&M	0.0	0.0	--	0.0	0.0	0.0	0.0
Total	8078.1	13150.2	N/A	12496.7	8745.3	15374.7	14228.2

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 was completed on 14 September 2018.

The major cost risks identified in the Program Office Estimate are related to core aircraft price uncertainty due to ongoing contract negotiations, aircraft government furnished equipment and initial spares uncertainty due to historical cost per aircraft variances, and Block 7.0/8.1 RDT&E scope and requirements changes. These risks were addressed in the Program Office Estimate via the application of standard cost risk estimating methodologies.

Total Quantity			
Quantity	SAR Baseline Production Estimate	Current APB Production	Current Estimate
RDT&E	0	0	0
Procurement	74	131	134
Total	74	131	134

Quantity Notes

Total procurement of 134 aircraft reflects an additional MC-130J to replace the AC-130J damaged during flight test and deemed not airworthy, however, only 133 aircraft are being sustained.

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	110.2	16.2	17.2	5.8	0.0	0.0	0.0	0.0	149.4
Procurement	10392.1	1185.6	930.9	442.5	394.7	124.9	37.2	329.1	13837.0
MILCON	241.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	241.8
Acq O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PB 2020 Total	10744.1	1201.8	948.1	448.3	394.7	124.9	37.2	329.1	14228.2
PB 2019 Total	10265.9	1340.0	1444.4	453.9	270.8	198.5	90.3	293.4	14357.2
Delta	478.2	-138.2	-496.3	-5.6	123.9	-73.6	-53.1	35.7	-129.0

Funding Notes

\$20.3M of FY 2018 RDT&E was rescinded by Congress.

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	109	8	8	4	4	1	0	0	134
PB 2020 Total	0	109	8	8	4	4	1	0	0	134
PB 2019 Total	0	103	8	13	4	3	2	0	0	133
Delta	0	6	0	-5	0	1	-1	0	0	1

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
2008	--	--	--	--	--	--	13.0
2009	--	--	--	--	--	--	19.6
2010	--	--	--	--	--	--	18.4
2011	--	--	--	--	--	--	7.6
2012	--	--	--	--	--	--	15.1
2013	--	--	--	--	--	--	8.4
2014	--	--	--	--	--	--	1.0
2015	--	--	--	--	--	--	3.6
2016	--	--	--	--	--	--	10.3
2017	--	--	--	--	--	--	2.7
2018	--	--	--	--	--	--	10.5
2019	--	--	--	--	--	--	16.2
2020	--	--	--	--	--	--	17.2
2021	--	--	--	--	--	--	5.8
Subtotal	--	--	--	--	--	--	149.4

Annual Funding							
3600 RDT&E Research, Development, Test, and Evaluation, Air Force							
Fiscal Year	Quantity	BY 2009 \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	--	--	--	13.1
2009	--	--	--	--	--	--	19.5
2010	--	--	--	--	--	--	18.1
2011	--	--	--	--	--	--	7.3
2012	--	--	--	--	--	--	14.3
2013	--	--	--	--	--	--	7.8
2014	--	--	--	--	--	--	0.9
2015	--	--	--	--	--	--	3.3
2016	--	--	--	--	--	--	9.2
2017	--	--	--	--	--	--	2.4
2018	--	--	--	--	--	--	9.0
2019	--	--	--	--	--	--	13.6
2020	--	--	--	--	--	--	14.2
2021	--	--	--	--	--	--	4.7
Subtotal	--	--	--	--	--	--	137.4

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	
2008	7	528.4	--	--	528.4	86.8	615.2	
2009	13	866.2	--	13.0	879.2	126.9	1006.1	
2010	3	266.1	2.0	--	268.1	184.7	452.8	
2011	9	585.4	1.9	11.4	598.7	153.6	752.3	
2012	10	814.5	31.4	--	845.9	213.3	1059.2	
2013	12	849.5	72.8	--	922.3	92.6	1014.9	
2014	11	841.4	84.7	--	926.1	303.4	1229.5	
2015	7	538.9	10.8	--	549.7	191.4	741.1	
2016	14	953.5	22.6	--	976.1	219.6	1195.7	
2017	10	700.1	41.9	--	742.0	176.7	918.7	
2018	13	1017.3	27.1	--	1044.4	273.6	1318.0	
2019	8	954.9	55.9	--	1010.8	174.8	1185.6	
2020	8	690.1	19.6	--	709.7	221.2	930.9	
2021	4	394.8	4.0	--	398.8	43.7	442.5	
2022	4	369.9	4.1	--	374.0	20.7	394.7	
2023	1	102.8	4.4	--	107.2	17.7	124.9	
2024	--	--	4.5	--	4.5	32.7	37.2	
2025	--	--	65.6	--	65.6	--	65.6	
2026	--	--	55.4	--	55.4	--	55.4	
2027	--	--	54.4	--	54.4	--	54.4	
2028	--	--	51.7	--	51.7	--	51.7	
2029	--	--	51.0	--	51.0	--	51.0	
2030	--	--	51.0	--	51.0	--	51.0	
Subtotal	134	10473.8	716.8	24.4	11215.0	2533.4	13748.4	

Annual Funding								
3010 Procurement Aircraft Procurement, Air Force								
Fiscal Year	Quantity	BY 2009 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2008	7	525.4	--	--	525.4	86.3	611.7	
2009	13	846.9	--	12.7	859.6	124.0	983.6	
2010	3	255.3	1.9	--	257.2	177.2	434.4	
2011	9	552.7	1.8	10.8	565.3	145.0	710.3	
2012	10	757.6	29.2	--	786.8	198.3	985.1	
2013	12	774.3	66.4	--	840.7	84.4	925.1	
2014	11	755.8	76.1	--	831.9	272.5	1104.4	
2015	7	477.6	9.6	--	487.2	169.6	656.8	
2016	14	829.1	19.7	--	848.8	191.0	1039.8	
2017	10	596.6	35.7	--	632.3	150.6	782.9	
2018	13	847.9	22.6	--	870.5	228.0	1098.5	
2019	8	780.3	45.7	--	826.0	142.8	968.8	
2020	8	552.8	15.7	--	568.5	177.2	745.7	
2021	4	310.1	3.1	--	313.2	34.3	347.5	
2022	4	284.8	3.2	--	288.0	15.9	303.9	
2023	1	77.6	3.3	--	80.9	13.4	94.3	
2024	--	--	3.3	--	3.3	24.2	27.5	
2025	--	--	47.6	--	47.6	--	47.6	
2026	--	--	39.4	--	39.4	--	39.4	
2027	--	--	37.9	--	37.9	--	37.9	
2028	--	--	35.3	--	35.3	--	35.3	
2029	--	--	34.2	--	34.2	--	34.2	
2030	--	--	33.5	--	33.5	--	33.5	
Subtotal	134	9224.8	565.2	23.5	9813.5	2234.7	12048.2	

Annual Funding							
0300 Procurement Procurement, Defense-Wide							
Fiscal Year	Quantity	TY \$M					
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program
2008	--	--	--	56.9	56.9	--	56.9
2009	--	--	--	9.5	9.5	--	9.5
2010	--	--	--	1.5	1.5	--	1.5
2011	--	--	--	2.0	2.0	--	2.0
2012	--	--	--	18.7	18.7	--	18.7
Subtotal	--	--	--	88.6	88.6	--	88.6

Annual Funding								
0300 Procurement Procurement, Defense-Wide								
Fiscal Year	Quantity	BY 2009 \$M						
		End Item Recurring Flyaway	Non End Item Recurring Flyaway	Non Recurring Flyaway	Total Flyaway	Total Support	Total Program	
2008	--	--	--	56.7	56.7	--	56.7	
2009	--	--	--	9.3	9.3	--	9.3	
2010	--	--	--	1.5	1.5	--	1.5	
2011	--	--	--	1.9	1.9	--	1.9	
2012	--	--	--	17.5	17.5	--	17.5	
Subtotal	--	--	--	86.9	86.9	--	86.9	

Annual Funding 3300 MILCON Military Construction, Air Force	
Fiscal Year	TY \$M
	Total Program
2010	22.6
2011	35.8
2012	12.5
2013	8.5
2014	--
2015	--
2016	16.9
Subtotal	96.3

Annual Funding 3300 MILCON Military Construction, Air Force		
Fiscal Year	BY 2009 \$M	
	Total Program	
2010		21.8
2011		33.8
2012		11.6
2013		7.7
2014		--
2015		--
2016		14.6
Subtotal		89.5

Annual Funding 0500 MILCON Military Construction, Defense-Wide	
Fiscal Year	TY \$M
	Total Program
2010	14.2
2011	37.3
2012	94.0
Subtotal	145.5

Annual Funding 0500 MILCON Military Construction, Defense-Wide	
Fiscal Year	BY 2009 \$M
	Total Program
2010	13.5
2011	34.8
2012	86.4
Subtotal	134.7

Low Rate Initial Production

Item	Initial LRIP Decision	Current Total LRIP
Approval Date	4/12/2010	5/9/2011
Approved Quantity	46	52
Reference	Milestone C ADM	Amended Milestone C ADM
Start Year	2008	2008
End Year	2013	2013

The Current Total LRIP Quantity is more than 10% of the total production quantity due to user's urgent need and existing capability of the aircraft production line.

Foreign Military Sales

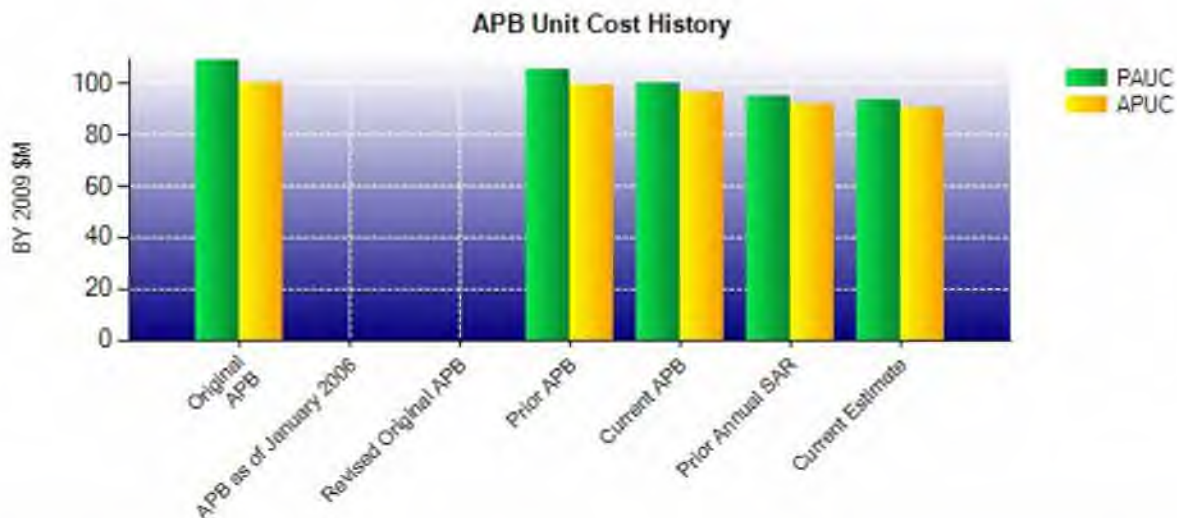
None

Nuclear Costs

None

Unit Cost

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 2009 \$M	BY 2009 \$M	% Change
	Current UCR Baseline (Oct 2013 APB)	Current Estimate (Dec 2018 SAR)	
Program Acquisition Unit Cost			
Cost	13150.2	12496.7	
Quantity	131	134	
Unit Cost	100.383	93.259	-7.10
Average Procurement Unit Cost			
Cost	12665.9	12135.1	
Quantity	131	134	
Unit Cost	96.686	90.560	-6.34
Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Item	BY 2009 \$M	BY 2009 \$M	% Change
	Original UCR Baseline (Mar 2010 APB)	Current Estimate (Dec 2018 SAR)	
Program Acquisition Unit Cost			
Cost	8078.1	12496.7	
Quantity	74	134	
Unit Cost	109.164	93.259	-14.57
Average Procurement Unit Cost			
Cost	7436.0	12135.1	
Quantity	74	134	
Unit Cost	100.486	90.560	-9.88



APB Unit Cost History					
Item	Date	BY 2009 \$M		TY \$M	
		PAUC	APUC	PAUC	APUC
Original APB	Mar 2010	109.164	100.486	118.180	108.841
APB as of January 2006	N/A	N/A	N/A	N/A	N/A
Revised Original APB	N/A	N/A	N/A	N/A	N/A
Prior APB	Mar 2011	105.002	99.739	116.920	111.256
Current APB	Oct 2013	100.383	96.686	117.364	113.256
Prior Annual SAR	Dec 2017	95.083	92.155	107.949	104.772
Current Estimate	Dec 2018	93.259	90.560	106.181	103.261

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		
118.180	1.070	-3.163	-0.749	2.137	-18.643	0.000	7.349	-11.999		106.181

Current SAR Baseline to Current Estimate (TY \$M)										
Initial APUC Production Estimate	Changes									APUC Current Estimate
	Econ	Qty	Sch	Eng	Est	Oth	Spt	Total		
108.841	1.014	1.018	-0.905	2.206	-16.262	0.000	7.349	-5.580		103.261

SAR Baseline History				
Item	SAR Planning Estimate	SAR Development Estimate	SAR Production Estimate	Current Estimate
Milestone A	N/A	N/A	N/A	N/A
Milestone B	N/A	N/A	N/A	N/A
Milestone C	N/A	N/A	Feb 2010	Apr 2010
RAA	N/A	N/A	Dec 2012	Dec 2012
Total Cost (TY \$M)	N/A	N/A	8745.3	14228.2
Total Quantity	N/A	N/A	74	134
PAUC	N/A	N/A	118.180	106.181

Cost Variance

Summary TY \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	154.3	8054.2	536.8	8745.3
Previous Changes				
Economic	-0.4	+70.5	+7.3	+77.4
Quantity	--	+6552.4	--	+6552.4
Schedule	+7.5	-163.3	--	-155.8
Engineering	+14.9	+291.9	--	+306.8
Estimating	+4.4	-2168.5	-302.3	-2466.4
Other	--	--	--	--
Support	--	+1297.5	--	+1297.5
Subtotal	+26.4	+5880.5	-295.0	+5611.9
Current Changes				
Economic	+0.4	+65.4	+0.2	+66.0
Quantity	--	+114.6	--	+114.6
Schedule	+13.4	+42.0	--	+55.4
Engineering	-24.2	+3.7	--	-20.5
Estimating	-20.9	-10.6	-0.2	-31.7
Other	--	--	--	--
Support	--	-312.8	--	-312.8
Subtotal	-31.3	-97.7	--	-129.0
Total Changes	-4.9	+5782.8	-295.0	+5482.9
CE - Cost Variance	149.4	13837.0	241.8	14228.2
CE - Cost & Funding	149.4	13837.0	241.8	14228.2

Summary BY 2009 \$M				
Item	RDT&E	Procurement	MILCON	Total
SAR Baseline (Production Estimate)	148.0	7436.0	494.1	8078.1
Previous Changes				
Economic	--	--	--	--
Quantity	--	+5420.0	--	+5420.0
Schedule	+6.1	-59.2	--	-53.1
Engineering	+12.6	+267.0	--	+279.6
Estimating	-1.6	-1863.5	-269.7	-2134.8
Other	--	--	--	--
Support	--	+1056.3	--	+1056.3
Subtotal	+17.1	+4820.6	-269.7	+4568.0
Current Changes				
Economic	--	--	--	--
Quantity	--	+86.5	--	+86.5
Schedule	+11.0	+44.9	--	+55.9
Engineering	-20.6	+2.8	--	-17.8
Estimating	-18.1	-6.2	-0.2	-24.5
Other	--	--	--	--
Support	--	-249.5	--	-249.5
Subtotal	-27.7	-121.5	-0.2	-149.4
Total Changes	-10.6	+4699.1	-269.9	+4418.6
CE - Cost Variance	137.4	12135.1	224.2	12496.7
CE - Cost & Funding	137.4	12135.1	224.2	12496.7

Previous Estimate: December 2017

RDT&E	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	+0.4
Schedule variance due to the re-phasing of Block 7.0/8.1 from FY 2019 to FY 2020/2021. (Schedule)	+11.0	+13.4
Removal of Block 7.0/8.1 MC-130J requirements. (Engineering)	-20.6	-24.2
Adjustment for current and prior escalation. (Estimating)	-0.4	-0.4
Revised estimate to reflect actuals. (Estimating)	-0.2	-0.2
Rescission of FY 2018 funds. (Estimating)	-17.5	-20.3
RDT&E Subtotal	-27.7	-31.3

Procurement	\$M	
Current Change Explanations	Base Year	Then Year
Revised escalation indices. (Economic)	N/A	+65.4
Total Quantity variance resulting from an increase of one aircraft from 133 to 134 (Air Force). (Subtotal)	+66.7	+88.4
Quantity variance resulting from an increase of one aircraft from 133 to 134 (Air Force). (Quantity)	(+86.5)	(+114.6)
Allocation to Schedule resulting from Quantity change. (Schedule) (QR)	(-1.6)	(-2.1)
Allocation to Engineering resulting from Quantity change. (Engineering) (QR)	(+2.8)	(+3.7)
Allocation to Estimating resulting from Quantity change. (Estimating) (QR)	(-21.0)	(-27.8)
Acceleration of procurement buy profile from FY2023 to FY2018 (Air Force). (Schedule)	0.0	-26.3
Additional schedule variance due to extension of modification program (Air Force). (Schedule)	+46.5	+70.4
Adjustment for current and prior escalation. (Estimating)	-24.0	-28.3
Revised estimate to reflect actuals (Air Force). (Estimating)	-140.2	-168.6
Revised estimate to reflect refinement of prior Current Estimate based on current program needs (Air Force). (Estimating)	+179.0	+214.1
Adjustment for current and prior escalation. (Support)	-8.1	-9.7
Decrease in Other Support due to reallocation based on current program needs (Air Force). (Support)	-144.5	-175.0
Decrease in Initial Spares due to reallocation based on current program needs (Air Force). (Support)	-96.9	-128.1
Procurement Subtotal	-121.5	-97.7

(QR) Quantity Related

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
MILCON Subtotal	-0.2	0.0

Contracts

General Notes

The HC/MC-130 Recapitalization program uses the Multi-Year Procurement Contract for production aircraft buys.

Contract Identification

Appropriation: Procurement
Contract Name: FY18 Congressional Add Aircraft
Contractor: Lockheed Martin
Contractor Location: 86 South Cobb Dr
 Marietta, GA 30063-0001
Contract Number: FA8625-18-F-7028
Contract Type: Fixed Price Incentive(Firm Target) (FPIF)
Award Date: July 18, 2018
Definitization Date:

Contract Price							
Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
N/A	N/A	6	N/A	532.5	6		532.5

Cost and Schedule Variance Explanations

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

General Contract Variance Explanation

Cost and schedule variances are not reported for this contract, because an earned value management waiver was granted by Headquarters Air Force Materiel Command on February 13, 2014 due to a class deviation to exclude Defense Federal Acquisition Regulation Supplement clauses 252.234-7001 and 252.234-7002.

Notes

This is the first time this contract is being reported.

This UCA contract for \$273M is for 1 HC-130J and 5 MC-130J aircraft. The contract definitization is planned for March 2020.

Contract Identification

Appropriation: Procurement
Contract Name: Multi Year II Enterprise Spares
Contractor: Lockheed Martin Corp
Contractor Location: 86 Cobb Dr
 Marietta, GA 30063-0001
Contract Number: FA8625-18-F-7015
Contract Type: Firm Fixed Price (FFP)
Award Date: August 13, 2018
Definitization Date:

Contract Price

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
45.6	N/A	N/A	45.6	N/A	N/A		45.6

Cost and Schedule Variance Explanations

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

Notes

This is the first time this contract is being reported.

Contract Identification

Appropriation: Procurement
Contract Name: FY 17 & FY 18 Adds
Contractor: Lockheed Martin
Contractor Location: 86 South Cobb Dr
 Marietta, GA 30063
Contract Number: FA8625-17-F-7010
Contract Type: Fixed Price Incentive(Firm Target) (FPIF)
Award Date: September 28, 2018
Definitization Date: September 28, 2018

Contract Price

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
310.3	N/A	4	310.3	N/A	4		310.3

Cost and Schedule Variance Explanations

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

General Contract Variance Explanation

Cost and schedule variances are not reported for this contract, because an earned value management waiver was granted by Head Air Force Materiel Command on February 13, 2014 due to a class deviation to exclude Defense Federal Acquisition Regulation Supplement clauses 252.234-7001 and 252.234-7002.

Notes

This is the first time this contract is being reported.

Contract Identification

Appropriation: RDT&E
Contract Name: HC/MC-130J Block 7.0/8.1
Contractor: Lockheed Martin
Contractor Location: 86 South Cobb Dr
 Marietta, GA 30063
Contract Number: FA8625-15-D-6591
Contract Type: Cost Plus Incentive Fee (CPIF)
Award Date: September 12, 2018
Definitization Date: September 12, 2018

Contract Price

Initial Contract Price (\$M)			Current Contract Price (\$M)			Estimated Price At Completion (\$M)	
Target	Ceiling	Qty	Target	Ceiling	Qty	Contractor	Program Manager
46.0	N/A	N/A	46.0	N/A	N/A		46.0

Cost and Schedule Variance Explanations

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

General Contract Variance Explanation

Cost and schedule variances are not reported for this contract, because earned value management reporting has not yet commenced due to rephasing of the effort.

Notes

This is the first time this contract is being reported.

The Block 7.0/8.1 effort is rephased. Three Engineering Change Proposals will be awarded by May 2019. Integrated Baseline Review (IBR) is planned to be conducted in Jun 2019.

Contract Identification

Appropriation: Procurement
Contract Name: HC/MC-130J Multi-Year Procurement II (MYP II)
Contractor: Lockheed Martin
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
132.0	N/A	0	3186.8	3261.7	45		3186.8

Target Price Change Explanation

The difference between the Initial Contract Price Target and the Current Contract Price Target is due to contract definitization and a quantity of 45 aircraft.

Cost and Schedule Variance Explanations

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

General Contract Variance Explanation

Cost and schedule variances are not reported for this contract, because an earned value management waiver was granted. A class deviation to exclude Defense Federal Acquisition Regulation Supplement clauses 252.234-7001 and 252.234-7002 was approved by Headquarters Air Force Materiel Command on February 13, 2014.

Deliveries and Expenditures

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	0	0	0	--
Production	82	82	134	61.19%
Total Program Quantity Delivered	82	82	134	61.19%

Expended and Appropriated (TY \$M)			
Total Acquisition Cost	14228.2	Years Appropriated	12
Expended to Date	7744.5	Percent Years Appropriated	52.17%
Percent Expended	54.43%	Appropriated to Date	11945.9
Total Funding Years	23	Percent Appropriated	83.96%

The above data is current as of March 11, 2019.

Operating and Support Cost

Cost Estimate Details

Date of Estimate:	September 14, 2018
Source of Estimate:	POE
Quantity to Sustain:	133
Unit of Measure:	Aircraft
Service Life per Unit:	30.00 Years
Fiscal Years in Service:	FY 2013 - FY 2055

One aircraft damaged during AC-130J flight test and deemed not airworthy will not be sustained. The O&S estimate captures requirements per the current program of record of 133 fielded aircraft.

Sustainment Strategy

Two level maintenance is planned for fleet of 133 aircraft. Contractor Logistics Support for Airframe provide by Lockheed Martin and for Engines by Rolls Royce. Maintenance cycle for basic maintenance is six years and de-paint and scuff is 12 years.

Antecedent Information

The Antecedent System is the MC-130P. The MC-130P was selected as it most closely mirrored the unique mission set and expected service life requirements of the HC/MC Recap aircraft. The HC/MC-130 Recap program recapitalizes several antecedents, including the HC-130P/N and MC-130E/H/P fleets. It also provides aircraft which, after modification in a separate Special Operations Command (SOCOM) program, recapitalize the AC-130H/U/W gunship fleet. The total of these antecedents was 133 aircraft before retirements began.

Antecedent aircraft were designed for a 30-year service life; multiple center wing box replacements and other actions extended that life to 48 years for the last of the now-retired MC-130E. MC-130P retirement planning also reflects service lives of up to 48 years after similar extensions. O&S cost comparisons are based on the MC-130P.

Antecedent annual costs of the MC-130P are listed. Antecedent annual cost information is based on analysis of Air Force Total Ownership Cost 2010 data for HC/MC-130P.

Cost Element	Annual O&S Costs BY2009 \$M	
	HC/MC-130 Recap Average Annual Cost Per Aircraft	MC-130P (Antecedent) Average Annual Cost Per Aircraft
Unit-Level Manpower	4.479	4.500
Unit Operations	1.210	1.700
Maintenance	1.836	3.500
Sustaining Support	0.174	0.400
Continuing System Improvements	1.001	0.600
Indirect Support	0.430	1.100
Other	--	--
Total	9.130	11.800

Item	Total O&S Cost \$M			
	HC/MC-130 Recap			MC-130P (Antecedent)
	Current Production APB Objective/Threshold		Current Estimate	
Base Year	40008.6	44009.5	36426.3	N/A
Then Year	58602.4	N/A	62729.8	N/A

Equation to Translate Annual Cost to Total Cost

Total O&S cost were calculated based on 30 year useful life x quantity x unitized cost per aircraft (30 years x 133 aircraft x \$9.130M average annual cost per aircraft = \$36,426.3M).

O&S Cost Variance		
Category	BY 2009 \$M	Change Explanations
Prior SAR Total O&S Estimates - Dec 2017 SAR	38388.2	
Programmatic/Planning Factors	0.0	
Cost Estimating Methodology	0.0	
Cost Data Update	-1961.9	Updated per 2018 POE; The use of average HC-130J and MC-130J data from the AFTOC database contributed to the revised estimate.
Labor Rate	0.0	
Energy Rate	0.0	
Technical Input	0.0	
Other	0.0	
Total Changes	-1961.9	
Current Estimate	36426.3	

Disposal Estimate Details

Date of Estimate: September 14, 2018
Source of Estimate: POE
Disposal/Demilitarization Total Cost (BY 2009 \$M): 15.9