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Department of Defense
OFFICE OF PREPUBLICATION AND SECURITY REVIEW

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

Selected Acquisition Report (SAR)



AS OF THE FY 2023 PRESIDENT'S BUDGET
U.S. AIR FORCE

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Date Assigned: July 1, 2013

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.

The C-130J Program Office continues to support warfighter requirements worldwide. Program Office efforts include continued management of all United States Government (USG) C-130J variant aircraft production and initial sparing, 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.

Executive Summary

Program Highlights Since Last Report

Significant Accomplishments:

Lockheed Martin (LM) delivered a total of 22 aircraft in CY 2021 to United States Government and Foreign Military Sales (FMS) customers. LM is planning on delivering 23 aircraft to USG and FMS customers in CY 2022. The APB for procurement of the C-130J aircraft variant remains at 168. However, the APB total aircraft procurement was increased to 170 to account for two aircraft lost in contingency operations. Additionally, 12 Congressional add aircraft (four in FY 2020, eight in FY 2021, and 20 in FY 2022) have brought the total procurement quantity to 202 aircraft.

During production of aircraft 5859 LM identified that protruding hi-tigue fasteners on the aft fuselage interfered with installation of the Vertical Stabilizer. It was caused by a CY 2016 engineering design change that had replaced flush-head rivets with hi-tigue fasteners. A total of 36 aircraft (32 United States Air Force and four FMS) were impacted. As of the end of December 2021, 34 of the 36 repairs have been completed. The remaining two aircraft, both FMS, are scheduled for repairs in conjunction with already planned aircraft mods; estimated completion date is October 2022; hence, this will be the last reporting of the Vertical Stabilizer issue.

Significant Issues:

The maximum aircraft quantities available for procurement on the Multi-Year Procurement (MYP) III contract have now been reached, bringing an end to the MYP III supplier agreements. The conclusion of the MYP III supplier agreements leaves in its wake a bow wave of Diminishing Manufacturing Sources (DMS) items that must be addressed for new aircraft requirements added post- the MYP III contract (impacting production line builds beginning early-CY 2024). While the current baseline C-130J program does not include requirements to procure production aircraft beyond the MYP III contract and FY 2021, the Air Force is anticipating additional Congressional add aircraft in FY 2022. These new requirements will trigger the bow wave of DMS items and immediately affect the production line. Left unaddressed, the C-130J production line will not be viable beyond the current MYP III contractual agreement if the cost of the DMS items, an estimated \$402M, is not funded in FY 2022 to 2024.

COVID-19 related impacts experienced by LM resulted in significantly reduced production-line schedule margins, however, LM continues to deliver aircraft on time. The USG and LM continue to assess longer term impacts of COVID related delays to those margins. The probability of late aircraft deliveries, past contractual DD250 dates, increases the longer the COVID pandemic continues to cause disruptions.

There are no significant software-related issues, nor significant schedule risks with this program at this time.

Significant Developments Since Program Initiation

Date	Significant Development Description
October 1991	Lockheed approved aircraft development.
October 1993	Appropriation of \$800M approved for Air Force Reserve Command Unnamed Tactical Airlift Program.
August 1995	First C-130J ORD Air Combat Command was approved.
September 1995	Commercial Item Determination was made by the Procuring Contracting Officer.
September 1995	USD (AT&L) designated C-130J a pilot program.
October 1995	First C-130J contract awarded for two aircraft.
April 1996	First flight for C-130J aircraft.
June 1996	Program Initiation date.
October 1996	Commercial Approval (CARA) & Acquisition Program Baseline (APB) was approved.
October 1996	United States Air Force (USAF) designated C-130J an ACAT IC acquisition program.
October 1996	Five Year Option Contract (FYOC) I was awarded (Aircraft and Support) for FY 1996 – FY 2001; 35 aircraft including options for EC-130J, WC-130J, and KC-130J variants.
August 1998	First aircraft was delivered to UK.
September 1998	WC-130J contract modification was awarded.
January 1999	Joint Requirements Oversight Council Memo was signed.
January 1999	First USAF aircraft was delivered.
April 1999	Air Mobility Command (AMC) ORD update was approved.
August 1999	First aircraft delivery made to Australia.
September 1999	EC-130J contract modification was awarded.
May 2000	First trainer contract modification was awarded.
August 2000	First aircraft deliveries to United States Marine Corps (USMC) and Italy.
December 2000	FYOC II \$1.3B contract was awarded (Aircraft and Support) for FY 2001 - FY 2006, 20 aircraft.
September 2001	Defensive Systems Integration contract mod (Block 5.3.6) was awarded.
December 2001	First C-130J Stretch was delivered.
March 2002	First United States Coast Guard aircraft were delivered.
June 2002	Capability Release Phase 1B: C-130J & C-130J-30 were approved to operate in tactical environments and over water operations.
November 2002	Congress authorized Multi-Year Procurement (MYP) contract for FY 2003 - FY 2008 aircraft buys; up to 64 total aircraft (40 - USAF, and 24 – USMC).
December 2002	C-130 System Program Director formally established the C-130J System Support Manager (SSM) position, the OPR for sustainment of C-130Js.
January 2003	Cooperative Development Memorandum of Understanding (MOU) was established between Australia, Italy, United Kingdom, and United States.
March 2003	MYP \$3.8B contract awarded for FY 2003 - FY 2008 aircraft buys; 60 Aircraft (40 - USAF, and 20 - USMC).
March 2003	Block 5.4 contract mod was awarded.
June 2003	Operational Capability Released for Phase 1B: C-130J & C-130J (short).
October 2003	First aircraft was delivered to Denmark.

March 2004	Block 6 contract mod was awarded.
August 2004	AMC C-130J ORD update was approved.
September 2004	Cooperative Development MOU was amended to add Denmark.
February 2006	FYOC III \$8B contract was awarded (Aircraft and Support) for FY 2006 - FY 2011; 106 aircraft.
September 2006	\$306M Global Project Arrangement signed for the Cooperative Development of three future Blocks: 7.0, 8.0 and 9.0. Participating countries included United States, United Kingdom, Italy, Australia, and Denmark.
October 2006	C-130J IOC was achieved.
April 2007	Block 7.0 contract mod was 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 was amended to add Canada and Norway.
December 2010	Ten outstanding Undefinitized Contract Actions (UCAs) valued at \$4B were definitized for 66 C-130J aircraft for both USG and Foreign Military Sales (FMS) customers.
March 2011	FYOC IV \$12.3B contract was awarded (Aircraft and Support) for FY 2011 - FY 2016; up to 150 aircraft.
November 2011	Block 8.1 contract mod was awarded - collaborative common core effort with participating countries: Australia, Canada, Denmark, Italy Norway, United Kingdom and United States.
August 2013	C-130J FOC was achieved.
December 2013	MYP II \$4.2B contract was awarded for FY 2014 - FY 2018; 78 aircraft.
June 2015	Follow-on Research and Development (FORD) Contract was awarded.
August 2016	FYOC contract awarded for FY 2016 - FY 2021; up to 100 aircraft.
November 2016	First Block 8.1 aircraft was delivered to AMC.
August 2017	Direction given to split Block 7.0/8.1 Retrofit program out from ACAT I as separate ACAT II program.
April 2018	Updated C-130J ACAT IC APB reflecting removal of the Block 7.0/8.1 Retrofit program was approved.
December 2019	MYP III contract for 50 aircraft including options was definitized.
December 2019	UCA for six FY 2018 and eight FY 2019 Congressional add aircraft was definitized.
July 2020	CADDIE IDIQ \$15B contract was awarded for up to 120 aircraft.
August 2020	Aircraft Commodization Matrix Effort (ACME) pricing contract was awarded.
September 2020	Four FY 2020 Congressional add aircraft contract was awarded utilizing the ACME pricing agreement.
February 2021	Eight FY 2021 Congressional add aircraft contract was awarded utilizing the ACME pricing agreement.

Schedule

Schedule Events

Event Title (or Header)	Current Objective	Current Threshold	Current Estimate / Actual Date	Deviation
Program Initiation	Jan 1997	Jan 1997	Jun 1996 (Actual)	<input type="checkbox"/>
FY1996 Basic Aircraft Contract MSIII	May 1997	May 1997	Nov 1996 (Actual)	<input type="checkbox"/>
First Delivery	Sep 1999	Sep 1999	Oct 1997 (Actual)	<input type="checkbox"/>

Significant Schedule Risks

There are no significant schedule risks with this program at this time.

Performance

Current Objective	Current Threshold	Current Estimate	Deviation?	Demonstrated Performance	Date
Attribute Title: Design Landing Gross Weight (lbs)				KPP <input checked="" type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
130000	130000	130000	<input type="checkbox"/>	130000	12/28/2005
Attribute Title: IMC Airdrop Accuracy – Total System Error (ft)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
158	158	158	<input type="checkbox"/>	158	12/28/2005
Attribute Title: Cruising Speed at 100,000 lbs @25,000 ft (KTAS)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
342	315	342	<input type="checkbox"/>	361	12/28/2005
Attribute Title: Maximum Payload (lbs.)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
39311	38910	39311	<input type="checkbox"/>	40000	12/28/2005
Attribute Title: Cockpit Crew (All Missions)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
2	2	2	<input type="checkbox"/>	2	12/28/2005
Attribute Title: Max Range with 42,764 lbs. fuel & 29,722 lbs. Payload (NM)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
3070	2350	3070	<input type="checkbox"/>	3139	12/28/2005
Attribute Title: Net Ready %				KPP <input checked="" type="checkbox"/> KSA <input type="checkbox"/> APA <input type="checkbox"/>	
100	100	100	<input type="checkbox"/>	-	12/28/2005
Attribute Title: Normal Maximum Take-off Gross Weight (lbs.)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
155000	155000	155000	<input type="checkbox"/>	155000	12/28/2005
Attribute Title: Environmental Factors – Operational Ambient Temperature (deg. F)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
-40/+120	-40/+120	-40/+120	<input type="checkbox"/>	-40/+120	12/28/2005
Attribute Title: Max Effort Takeoff Run				KPP <input checked="" type="checkbox"/> KSA <input type="checkbox"/> APA <input type="checkbox"/>	
2700	3300	2700	<input type="checkbox"/>	-	12/28/2005
Attribute Title: Shortfield Capability Assault Landing distance (Ground Roll) (ft.)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
1800	1800	1800	<input type="checkbox"/>	-40/+120	12/28/2005
Attribute Title: Shortfield Capability Assault Take-off distance (Takeoff Ground Roll) (ft.)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
2700	2700	2700	<input type="checkbox"/>	2700	12/28/2005
Attribute Title: Take-off Distance at Max Take-off Weight over 50 ft. Obstacle (ft.)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input checked="" type="checkbox"/>	
4530	5142	4530	<input type="checkbox"/>	4660	12/28/2005
Attribute Title: Range with 25K Cargo Load (nm)				KPP <input checked="" type="checkbox"/> KSA <input type="checkbox"/> APA <input type="checkbox"/>	
2700	2460	2700	<input type="checkbox"/>	-	12/28/2005
Attribute Title: Landing Distance at Design Landing Weight Over 50 ft. Obstacle (ft.)				KPP <input type="checkbox"/> KSA <input checked="" type="checkbox"/> APA <input type="checkbox"/>	
2500	2550	2500	<input type="checkbox"/>	2483	12/28/2005
Attribute Title: Max Effort Ground Roll (ft.)				KPP <input checked="" type="checkbox"/> KSA <input type="checkbox"/> APA <input type="checkbox"/>	
1800	1800	1800	<input type="checkbox"/>	-	12/28/2005

Requirements Source

Operational Requirements Document, Air Mobility Command 205-91-IV/III-A (Revision II) for the C-130J Aircraft, signed by General John P. Jumper, Chief of Staff, USAF, dated January 21, 2005

Performance Notes

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

Acquisition Budget Estimate

Total Acquisition Cost

Appropriation Category	Initial Phase APB Objective BY \$M	Current APB Objective BY 1996\$M	Current APB Threshold BY \$1996M	Budget Estimate BY 1996\$M	Budget Estimate TY \$M	Deviation?
RDT&E		349.1	384.0	316.5	420.1	<input type="checkbox"/>
Procurement		12,672.0	13,939.2	12,940.3	17,364.7	<input type="checkbox"/>
MILCON		153.0	168.3	143.2	181.0	<input type="checkbox"/>
Acq O&M		45.0	49.5	20.9	23.7	<input type="checkbox"/>
Total Acquisition		13,219.1		13,420.9	17,989.5	
PAUC		78.685	86.554	66.440	89.056	<input type="checkbox"/>
APUC		75.429	82.972	64.061	85.964	<input type="checkbox"/>

Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	0	0
Procurement	168	202

Budget Notes

The principal changes for RDT&E between 2019 SAR and 2021 SAR are as follows: Cost estimating adjustments to WC-TKI and 8.1 actuals (\$16.5M), PMA/Other Division Requirements (\$7.6M); and Engineering Studies (\$9.3M). The principal changes for Procurement between 2019 SAR and 2021 SAR are due to the following additions: Twelve Congressional add aircraft in FY 2020 (four) and FY 2021 (eight); and initial spares (\$1,056.5M). Additional funding is planned for Diminishing Manufacturer Sources (\$347.7M).

Quantity Notes

The C-130J total aircraft procurement was increased to 170 (includes prior-Congressional adds aircraft) to account for two aircraft lost in contingency operations. Congressional add aircraft for FY 2020 (four aircraft) and FY 2021 (eight aircraft) increased the total procurement quantity to 182. FY 2022 appropriations provided an additional 20 Congressional add aircraft, making the new total 202 aircraft.

Risk and Sensitivity Analysis

Risks and Sensitivity Analysis	
Current Procurement Cost (December 2021)	
1.	Total Acquisition Cost \$13,420.9M; PAUC \$66.40M; Risk - Diminishing Manufacturing Sources (DMS) - Technical obsolescence creates limited or non-availability of parts required for production aircraft deliveries and sustainment. The C-130J Program Office actively manages all DMS challenges (i.e., regular meetings and coordination between the United States government (USG) and Lockheed Martin (LM) to address items of concern).
Original Baseline Estimate (October 1996)	
1.	Total Acquisition Cost - \$730.7M, PAUC - \$66.4M
Revised Original Estimate (N/A)	
None	
Current Baseline Estimate (April 2018)	
1.	Total Acquisition Cost - \$13,219M, PAUC 78.7M; Risk - Diminishing Manufacturing Sources (DMS) - Technical obsolescence creates limited or non-availability of parts required for production aircraft deliveries and sustainment. The C-130J Program Office actively manages all DMS challenges (i.e., regular meetings and coordination between the USG and LM to address items of concern).

Unit Cost

Current Baseline Compared with Current Estimate

Category (\$M)	Current Baseline BY \$ 1996	Current Estimate	% Change	Breach? Significant or Critical
Program Acquisition Unit Cost				
Acquisition Cost	13,219.1	13,420.9		
Program Quantity	168	202		
PAUC	78.685	66.40	-15.61%	
Average Procurement Unit Cost				
Procurement Cost	12,672.0	12,940.3		
Procurement Quantity	168	202		
APUC	75.429	64.061	-15.07%	

Original Baseline Compared with Current Estimate

Category (\$M)	Current Baseline BY \$ 1996	Current Estimate	% Change	Breach? Significant or Critical
Program Acquisition Unit Cost				
Acquisition Cost	730.7	13,420.9		
Program Quantity	11	202		
PAUC	66.427	66.400	0.04%	
Average Procurement Unit Cost				
Procurement Cost	721.8	12,940.3		
Procurement Quantity	11	202		
APUC	65.618	64.061	-2.37%	

Contracts

External Government Activities

Activity Title					
Five Year Ordering Contract (FYOC)					
Supported Phase	Production	CAGE Code	98897	City	Marietta
Work Start Date	August 16, 2016	CAGE Legal Name	LM Aero	State/Province	GA
Notes	The FYOC IDIQ is a five-year contract with Lockheed Martin, Marietta, GA. In April 2019 the contract ceiling was raised from \$10.02B or 100 aircraft to \$11.02B or 100 aircraft, whichever comes first. This five year contract (ordering period August 2016 to July 2021, with a 10 year delivery period) included scope to procure aircraft; modification kits and installation; engineering and logistics support services; Interim Contractor Support; initial procurement of C-130J peculiar and mission specific spares; technical data; non-warranty repairs; world-wide logistics and deployment support, and training.				

Activity Title					
C-130J Combined Aircraft Delivery, Development, Integration, and Engineering Contract (CADDIE)					
Supported Phase	Production	CAGE Code	98897	City	Marietta
Work Start Date	July 17, 2020	CAGE Legal Name	LM Aero	State/Province	GA
Notes	The CADDIE IDIQ contract is a follow-on to the FYOC IDIQ with Lockheed Martin, Marietta, GA. It has a \$15B ceiling, and an ordering period through July 2025, with delivery through July 2030. Contract scope includes procurement of up to 120 C-130J aircraft; Block Upgrades/Retrofits; Modifications; Product Support; Program Support; and design / development / testing / prototyping upgrades.				

Contract Number	FA8625-20-D-3000	Order Number		Contract Title	CADDIE		
CAGE Code	98897	City	Marietta	Contracting Office	AFLCMC/WLNN		
CAGE Legal Name	LM Aero	State/Province	GA	Contract Strategy	FAR 16.5: Indefinite Delivery Indefinite Quantity		
Effort Number	1						
Supported Phase	Production	Latest Modification Number	P00001	Definitization Date	July 17, 2020		
Contract Type	Multiple Types	Latest Modification Date	July 17, 2020	Work Start Date	July 17, 2020		
Technical Data Rights		Notes: Contract Type(s): IDIQ/FFP/CPIF. This IDIQ contract with Lockheed Martin, Marietta, GA, has a \$15B ceiling, and an ordering period through July 2025, with delivery through July 2030. Contract scope includes procurement of up to 120 C-130J aircraft; Block Upgrades/Retrofits; Modifications; Product Support; Program Support; and design / development / testing / prototyping upgrades. A contract for eight FY 2021 Congressional add aircraft was awarded in March 2021. The total AMC aircraft reported under this contract is eight; delivery of these aircraft begins early-FY 2025.					
Contract/Effort Price, Quantity and Performance (\$M)							
Initial Target Price	411.7	Current Target Price	411.7	Contractor's EAC	411.7		
Initial Ceiling Price	15,000.0	Current Ceiling Price	15,000.0	PM's EAC	411.7		
Initial Quantity	8	BAC		BCWP		Work Completed	0.00%
Current Quantity	8	ACWP		BCWS		Cost Variance	
Delivered Quantity	0					Schedule Variance	

Contract Number	FA8625-16-D-6458	Order Number		Contract Title	Five Year Ordering Contract (FYOC)		
CAGE Code	98897	City	Marietta	Contracting Office	AFLCMC/WLNN		
CAGE Legal Name	LM Aero	State/Province	GA	Contract Strategy	FAR 16.5: Indefinite Delivery Indefinite Quantity		
Effort Number	1						
Supported Phase	Production	Latest Modification Number	P00011	Definitization Date	August 19, 2016		
Contract Type	Multiple Types	Latest Modification Date	August 12, 2020	Work Start Date	August 19, 2016		
Technical Data Rights		Notes: Contract Type(s): IDDQ/FPIF/FFP. In April 2019 the contract ceiling was raised from \$10.02B or 100 aircraft to \$11.02B or 100 aircraft, whichever comes first. In December 2019, the C-130 Program Office awarded a \$3.8B Multi-year III delivery order to procure 50 aircraft; and definitized the \$1.8B FY 2018/2019 Congressional adds delivery order; these procurements were comprised of aircraft for all MAJCOMs/variants. A contract for four FY 2020 Congressional add aircraft was awarded in September 2020. The total AMC aircraft deliveries reported under this contract is 21. Total quantity of 21 reflects two FY 2017, six FY 2018, eight FY 2019, four FY 2020 Congressional adds, and one FY 2017 OCO aircraft. As of the end of CY 2021, 11 of the aircraft have been delivered. Cost and Schedule Variance reporting are not required on this (FFP/FPIF) contract.					
Contract/Effort Price, Quantity and Performance (\$M)							
Initial Target Price	6326.9	Current Target Price	6326.9	Contractor's EAC	6326.9		
Initial Ceiling Price	10,020	Current Ceiling Price	11,020	PM's EAC	6326.9		
Initial Quantity	17	BAC		BCWP		Work Completed	0.00%
Current Quantity	21	ACWP		BCWS		Cost Variance	
Delivered Quantity	12					Schedule Variance	

Technologies and Systems Engineering

Significant Technical Risks

There are no significant technical risks with this program at this time.

Deliveries and Expenditures

Quantities	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development	0	0	0	0.00%
Production	167	167	202	82.7%
Total	167	167	202	82.7%

Years Appropriated to date: 28

Total Years Appropriated Funding (Current Baseline): 33

Percent Years Appropriated: 84.85%

Appropriation Category (\$Millions)	Then Year Appropriated Amount	Then Year Expended Amount
RDT&E	424.7	374.9
Procurement	14,835.1	12,782.7
MILCON	181.0	181.0
Acq O&M	23.7	23.7
Percent Appropriated/Expended	0.00%	86.41%

Deliveries and Expenditures Notes:

The APB for total aircraft procurement of the C-130J variant was increased to 170 to account for two aircraft lost in contingency operations. Congressional add aircraft totaling 32 (4 - FY 2020, 8 - FY 2021, and 20 - FY 2022) have increased the total procurement quantity to 202 aircraft. The quantity changes will be captured in the next APB update.

Low Rate Initial Production

LRIP Reporting is not required for this program.

Operating and Support Costs

Cost Estimate Details

Date of Estimate:	December 15, 2020
Source of Estimate:	POE
Quantity to Sustain:	172
Unit of Measure:	Aircraft
Service Life per Unit:	30.00 Years
Fiscal Years in Service:	FY 1999 - FY 2055

The POE is based on the cost to sustain 172 aircraft. This quantity accounts for replacement of the two lost C-130J aircraft in Afghanistan (added as Overseas Contingency Operations aircraft in the FY 2015 and FY 2017 PBs), and includes the four Congressional adds in FY 2020. Sustainment costs for the 28 FY 2021 and FY 2022 Congressional adds will be captured in the next POE update.

Total Program O&S Cost Compared with Baseline

Total O&S (\$Millions)	C-130J			C-130H1 & H2 (Antecedent)
	Current APB Objective (BY\$)	Current APB Threshold (BY\$)	Current Estimate	Current Estimate
Base Year	N/A	N/A	32,123.7	35,402.4
Then Year	N/A	N/A	58,406.2	N/A

O&S Cost Breakdown

Antecedent Information

The C-130H1 and C-130H2 are antecedent aircraft. The Air Force Total Ownership Cost database for the fourth quarter of CY 2020 was used to obtain costs. Costs assume a 30 year life span.

Annual O&S Costs BY1996 \$M		
Cost Element	C-130J	C-130H1 & H2 (Antecedent)
Unit-Level Manpower	15,058.51	16,480.2
Unit Operations	5,229.27	6,349.2
Maintenance	8,602.76	10,084.8
Sustaining Support	606.04	66.0
Continuing System Improvements	1,124.56	290.4
Indirect Support	1,502.60	2,131.8
Other	0.000	0.000
Total	32,123.75	35,402.4