

Exhibit P-40, BUDGET ITEM JUSTIFICATION							DATE: February 2004																												
APPROPRIATION/BUDGET ACTIVITY Aircraft Procurement, Navy/APN-5 Aircraft Modifications							P-1 ITEM NOMENCLATURE C-130 SERIES																												
Program Element for Code B Items:							Other Related Program Elements																												
	Prior Years	ID Code	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	To Complete	Total																								
QTY		A																																	
COST (In Millions)	46.5	A	6.2	7.5	15.4	21.6	33.2	28.7	29.7	97.4	286.0																								
<p>This item funds modifications to C/KC-130 aircraft. The Lockheed C/KC-130 aircraft is a four engine, high-wing, all metal, long range, land based monoplane capable of all weather transport of cargo or personnel and in-flight refueling. There are currently 98 aircraft in the Navy and Marine Corps inventory (50 active and 48 reserve). The expected Service Life is as follows:</p> <table border="1"> <thead> <tr> <th>T/M/S</th> <th>Service Date</th> <th>Service Life</th> <th>Expected Life</th> </tr> </thead> <tbody> <tr> <td>C-130T</td> <td>10/91 - 11/95</td> <td>450 mos.</td> <td>2028-2032</td> </tr> <tr> <td>KC-130F</td> <td>3/60 - 11/62</td> <td>504 mos.</td> <td>2002-2008</td> </tr> <tr> <td>KC-130R</td> <td>9/75 - 6/78</td> <td>432 mos.</td> <td>2011-2014</td> </tr> <tr> <td>KC-130T</td> <td>4/84 - 2/96</td> <td>450 mos.</td> <td>2021-2033</td> </tr> <tr> <td>TC-130G</td> <td>1/64</td> <td>216 mos.</td> <td>1982-TBD</td> </tr> </tbody> </table>												T/M/S	Service Date	Service Life	Expected Life	C-130T	10/91 - 11/95	450 mos.	2028-2032	KC-130F	3/60 - 11/62	504 mos.	2002-2008	KC-130R	9/75 - 6/78	432 mos.	2011-2014	KC-130T	4/84 - 2/96	450 mos.	2021-2033	TC-130G	1/64	216 mos.	1982-TBD
T/M/S	Service Date	Service Life	Expected Life																																
C-130T	10/91 - 11/95	450 mos.	2028-2032																																
KC-130F	3/60 - 11/62	504 mos.	2002-2008																																
KC-130R	9/75 - 6/78	432 mos.	2011-2014																																
KC-130T	4/84 - 2/96	450 mos.	2021-2033																																
TC-130G	1/64	216 mos.	1982-TBD																																
(TOA, \$ in Millions)																																			
OSIP No.	Description	Prior Years	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Complete	To Total																								
002-92	ARC-210 RADIO SYSTEM	8.8	1.9	3.0	3.0	0.6					17.3																								
009-94	NIGHT VISION LIGHTING (NVL)	8.2	3.5	0.2	1.0						12.9																								
019-98	SAFETY IMPROVEMENT PGM (SIP)	29.4	0.7								30.1																								
011-03	ONS REPLACEMENT		0.2	1.1	0.8						2.1																								
013-04	AVIONICS MODERNIZATION PGM			2.2	10.6	21.0	33.2	28.7	29.7	68.9	194.2																								
021-04	Electronic Propeller Control System (EPCS)			1.0						28.5	29.5																								
	<b>Total</b>	<b>46.5</b>	<b>6.2</b>	<b>7.5</b>	<b>15.4</b>	<b>21.6</b>	<b>33.2</b>	<b>28.7</b>	<b>29.7</b>	<b>97.4</b>	<b>286.0</b>																								
	Reserve funding included in total		1.9	0.3	2.6	11.3	20.5	32.4	27.9	28.9																									
<b>Note: Totals may not add due to rounding.</b>																																			

Exhibit P-3a Individual Modification

MODIFICATION TITLE: AN/ARC-210 RADIO (OSIP 02-92)

MODELS OF SYSTEMS AFFECTED: C-130T, KC-130F/R/T TYPE MODIFICATION: Performance Enhancement HONA Category C)

DESCRIPTION/JUSTIFICATION: The AN/ARC-210 is a combination UHF/VHF, AM/FM jam-resistant radio that was developed to allow for Electronic Protection (EP) interoperability with the Air Force, Army and NATO. The radio provides dual UHF capability for CV based TACAIR; VHF FM for close air support and maritime channels; VHF AM for air traffic control; and EP capabilities using the Air Force developed waveforms (UHF-AM HAVEQUICK I and II), and the Army developed waveform (VHF-FM SINCGARS). The AN/ARC-210 can be controlled by either a remote control unit or via a MIL-STD-1553 multiplex data bus. The EP parameters and single channel preset information can be loaded via a CYZ-10 Data Transfer Device (DTD). The fill information can consist of word-of-day for HAVEQUICK; the KGV-10 transec variable, hopsets and frequency lock-out tables for SINCGARS. Baseline for this program is GPS (OSIP 25-92). This modification is covered by a singular ECP (C-130-99) and will be incorporated in 38 C-130 aircraft (12 active and 26 reserve). PMA209 funded the 2 validation/verification kits and installs. PMA209's ARC-210 OSIP covers 21 recurring kits. This OSIP covers the remaining 16 kits and 36 aircraft installs plus the 21 retrofit kits with installs. This modification was approved 20 Apr 93, ORD 333-06-093.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The AN/ARC-210 radio replaces the AN/ARC-159 radios in the C-130 aircraft. Validation/verification was performed during FY 1994-FY 1996. FOT&E was performed in FY97 for the KC-130F and KC-130R configurations. Recurring production installations started in April 1997. The previous program plan called for 91 total aircraft (77 to be equipped with 1556 radios and 14 aircraft to be equipped with 1794C radios that were SATCOM capable). Reduction in quantity from 91 to 84 was based on the plan to retire KC-130F aircraft as they are replaced by KC-130J aircraft. Changes in the technical requirements for SATCOM capability have caused us to alter the program and install the 1794C in all aircraft. OSIP had been changed to reflect SATCOM incorporation in all 84 aircraft (of which four were to be funded under a Common Avionics OSIP). Twenty-one aircraft previously modified will have to be retrofitted with the 1794C capability (The 21 reflects the 1556 kits acquired in FY98 and prior). Delays in completing OT has delayed recurring installs until 1st Quarter FY04. Quantity of affected aircraft has been further reduced from 84 to 38 (12 Active and 26 Reserve) due to the increased numbers of KC-130J aircraft and the start of the AMP program (OSIP 13-04) in FY04.

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
A Kit	33	2.4			4	0.5															
CDNU Components	8	0.6	6	0.7	18	1.7	8	0.8													
Installation Kits N/R		1.5																			
Installation Equipment	2	0.4																			
Installation Equipment N/R																					
Engineering Change Orders																					
Data		0.2			0.2		0.1														
Training Equipment	1	*																			
Support Equipment		0.1																			
ILS		0.2																			
Other Support		1.5		1.1		0.1		0.3													
Interim Contractor Support																					
Installation Cost	25	1.9	1	0.1	4	0.4	21	1.8													
<b>Total Procurement</b>		<b>8.8</b>		<b>1.9</b>		<b>3.0</b>		<b>3.0</b>													

- Notes:
1. Totals may not add due to rounding
  2. Asterisk indicates amount less than \$50K

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: C-130T, KC-130F/R/T MODIFICATION TITLE: AN/ARC-210 ECCM RADIO (OSIP 02-92)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Installation will be accomplished by Commercial FMT (2 radios per aircraft).

ADMINISTRATIVE LEADTIME: 3 Months PRODUCTION LEADTIME: 6 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: Dec-03 FY 2005: Dec-04

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: Jun-04 FY 2005: Jun-05

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY ( ) kits	25	1.9	1	0.1	4	0.4	2	0.2													
FY 2003 ( ) kits																					
FY 2004 ( ) kits							19	1.6													
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>25</b>	<b>1.9</b>	<b>1</b>	<b>0.1</b>	<b>4</b>	<b>0.4</b>	<b>21</b>	<b>1.8</b>													

NOTE: One of the 33 kits purchased in prior years will not be installed due to the change in radio configuration. The kit will be used for the Software Integration Laboratory.

PMA209 bought and installed 1F and 1R retro kits in FY94

PMA209 is buying 21 install kits in FY04.

Totals may not add due to rounding

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
In	25				1		1	2	1		7	7	7								
Out	23	2				1		1	2	1		7	7	7							

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										
Out										

Exhibit P-3a Individual Modification

MODIFICATION TITLE: KC-130 NIGHT VISION LIGHTING (NVL) (OSIP 09-94)

MODELS OF SYSTEMS AFFECTED: KC-130F/R/T and OPS Trainer TYPE MODIFICATION: Performance Enhancement (HONA Category C)

DESCRIPTION/JUSTIFICATION: The KC-130 has no NVL capability to support flight operations to accomplish tactical missions at night. The lack of NVL capability creates significant interoperability problems with other Night Vision Display (NVD) capable aircraft. Incorporation of a non-developmental NVL system, that has been prepared for other USMC/USAF tactical aircraft and is compatible with KC-130 tactical missions and avionics, will alleviate this critical shortfall and allow the accomplishment of tactical missions without unnecessarily jeopardizing the crew's safety and the safety of the aircraft. This modification will allow C-130 aircraft to navigate visually at night at low altitudes (using night vision and rear vision devices), aerial refuel at night with Night Vision Goggle (NVG) capable receivers, conduct clandestine (NVD only) tactical landings and takeoffs from austere sites, conduct ground refueling (using rapid ground refueling pods) and air-landed support operations. This modification is covered by a singular ECP and will be incorporated in 16 aircraft.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The initial in-production engineering change proposal to incorporate non-developmental NVL in USMCR KC-130T aircraft was funded with NG&RE. Design/development of retrofit aircraft affected by this OSIP was originally based on the KC-130T NG&RE program. Development commenced in FY 1994 with procurement of two trial kits that were installed in FY 1995. Funding constraints delayed continuation of this program. Limited funds were required in FY97/98 to provide Maintenance Plans, pubs, and other logistics support for the aircraft already fielded. A competed contract was awarded in FY00 that allowed us to restart this program with non-recurring engineering, kit manufacture, and installation. First four recurring kits were purchased in FY00 and one val/ver install was completed. Technical difficulties during the install delayed DT and the remaining FY00 installs. Two additional val/ver installs were completed in FY01. The last val/ver install was completed in FY02 with recurring installs to begin FY03. The quantity of aircraft affected by this OSIP has been reduced from 24 to 16 (12 Active and 4 Reserve) due to the start of the Avionics Modernization Program (AMP) program (OSIP 13-04).

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
Kit	10	3.7	4	1.4			2	0.8													
Installation Kits N/R		1.8		0.4																	
Installation Equipment		0.3																			
Equip																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data		0.1		0.1		0.1															
Training Equipment		0.1																			
Support Equipment		*																			
ILS		0.2		*																	
Other Support		0.5		0.4		*		*													
Interim Contractor Support																					
Installation Cost	6	1.5	8	1.2			2	0.2													
<b>Total Procurement</b>		<b>8.2</b>		<b>3.5</b>		<b>0.2</b>		<b>1.0</b>													

- Notes:
1. Totals may not add due to rounding
  2. Asterisk indicates amount less than \$50K

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: KC-130F, KC-130R, KC-130T, trainer MODIFICATION TITLE: Night Vision Lighting (NVL) (OSIP 09-94)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Installation will be accomplished by Contractor Field Mod Team

ADMINISTRATIVE LEADTIME: 3 Months PRODUCTION LEADTIME: 7 Months

CONTRACT DATES: FY 2003: Dec-02 FY 2004: \_\_\_\_\_ FY 2005: Dec-04

DELIVERY DATE: FY 2003: Jul-03 FY 2004: \_\_\_\_\_ FY 2005: Jul-05

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL	
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$
FY 2002 & PY ( ) kits	6	1.5	4	0.6																
FY 2003 ( ) kits			4	0.6																
FY 2004 ( ) kits																				
FY 2005 (2) kits							2	0.2												
FY 2006 ( ) kits																				
FY 2007 ( ) kits																				
FY 2008 ( ) kits																				
FY 2009 ( ) kits																				
To Complete ( ) kits																				
<b>TOTAL</b>	<b>6</b>	<b>1.5</b>	<b>8</b>	<b>1.2</b>			<b>2</b>	<b>0.2</b>												

Installation Schedule

	FY 2002	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007			
	& Prior	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
In	6		3	3	2							1	1								
Out	6			3	3	2							1								

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										
Out										

Exhibit P-3a Individual Modification

MODIFICATION TITLE: SAFETY IMPROVEMENT PROGRAM (OSIP 19-98)

MODELS OF SYSTEMS AFFECTED: C-130T,KC-130F/R/T, TC-130G, TRAINERS TYPE MODIFICATION: Safety (HONA Category A)

DESCRIPTION/JUSTIFICATION: This OSIP represents several safety related modifications to various C-130 aircraft.

- Bleed Air Ducts/Overheat Detection System (ODS). During FY98, a modification was begun to replace critical bleed air ducts and install an improved Overheat Detection System. The bleed air system uses high pressure and high temperature bleed air from the compressor of all engines to pressurize the fuselage, provide heating and air conditioning, remove ice from the wings and tail section, and many other uses. Bleed air duct failures are the top emerging hazard to safe operations of C/KC-130 aircraft in the Department of the Navy. Leaks in the system, often undetected, can cause severe heat damage. This modification replaces bleed air ducts in 61 older aircraft (51 active and 10 reserve), using inconel ducts wherever available. To identify potential failures, this modification also installs an improved overheat detection system in 99 aircraft (51 active and 48 reserve). This system consists of a continuous loop sensor wire that will provide real time bleed air leak detection warnings to flight crews. The system will detect overheat conditions occurring in hidden structural areas and allow the crew to control serious collateral heat damage.
- Propeller Valve Housing. Older model prop valve housing governors fail during flight causing the engine to be shut down. The replacement governor uses a dual bearing configuration which greatly reduces bearing failure. This modification is required in 99 aircraft (51 active and 48 reserve).
- LOX Heat Exchanger. An Air Force Study, resulting from several mishaps, has determined that the existing flat plate type liquid oxygen heat exchanger is insufficient to heat the amount of oxygen necessary to support the full crew in the event of a mishap requiring 100% oxygen. A higher capacity coil type heat exchanger is required. This modification removes the flat plate type and replaces it with a coil type heat exchanger. It is required on the 49 aircraft.
- IFR Pump Replacement. On 7 March 1997, a fire inside a fuselage tank during aerial refueling of a F-18 aircraft brought attention to a deficiency with the design of the current IFR pump. Investigation revealed three similar incidents with USN and USMC aircraft caused by a design deficiency in the sealed upper bearing that allows it to overheat. The replacement pump offers many improvements over the existing pump including a sealed flash proof upper bearing. This modification effects 78 aircraft (51 active and 28 reserve).
- Towed Parachute Retrieval System (TPRS). USN/USMC C/KC-130 aircraft are currently operating under an N85 restriction limiting paratrooper weight to 250 pounds for static-line door exits; CNO Washington DC 251626Z Oct 99 refers. This policy restricts retrieving most combat-equipped jumpers and thus hampers realistic training. Installation of this system (currently in use by the USAF) allows for retrieval of paratroopers weighting up to 400 pounds. A Class One ECP is in development and effects 36 aircraft.
- Hose Reel Barrier. A hose reel barrier is being installed on all ARS pumps to prevent miswrap of the hose. This miswrap causes wear to the hose and failure. This failure has resulted in one onboard fire. This mod is required for 78 tanker aircraft.
- APR-39A(V)2. The APR-39A(V)2 is a replacement for the APR-39A(V)1 that is more reliable and provides increased threat protection. This mod is required for 21 aircraft. The first two val/ver kits/installs were funded by PMA272.

- DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES:
- Bleed Air Duct/Overheat Detection System. Non-recurring engineering and design as well as procurement of the kits began in FY98 via a turn-key contract with the OEM (Lockheed). Validation/verification was performed during second quarter FY99. Recurring installs began FY98. Program Completed in FY01.
  - Propeller Valve Housing. Solution identified and first procurement contract for valves was placed during FY99. Recurring installations began in the 4th quarter of FY99. Program completed FY01.
  - LOX Heat Exchanger. Program will be initiated during 1st quarter FY02. Validation/verification expected 3rd quarter with recurring installs complete by the end of FY02.
  - IFR Pump Replacement. Non-recurring engineering began FY01. Validation/Verification expected by 4th quarter FY01 with recurring installations to complete FY02.
  - TPRS. These items are currently in use by the USAF and can be manufactured at Warner Robins ALC, GA. Items were procured 3rd quarter FY00 and were provided to the affected squadrons for O-Level install during 4th quarter.
  - Hose Reel Barrier. This is a commercial item developed by the ARS pump manufacturer. All barriers will be purchased and installed during FY02.
  - APR-39A(V)2. Val/ver installs were completed FY03. Recurring installs began fourth quarter FY03.

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
Bleed Air Duct Kit	61	6.7																			
ODS Kit	99	5.5																			
Prop Valve Kit	99	3.5																			
Towed Parachute Retrieval Kit	36	0.1																			
APR-39A(V)2 Wiring Kit	22	*	19	*																	
LOX Heat Exchanger Kit	49	0.4																			
IFR Pump Kit	78	2.5																			
Hose Reel Barrier Kit	78	0.2																			
Installation Kits N/R		2.1																			
Installation Equipment																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data		0.1																			
Training Equipment	3	0.1																			
Support Equipment																					
ILS		*																			
Other Support		1.1		0.5																	
Interim Contractor Support																					
Installation Cost	237	7.2	19	0.2																	
<b>Total Procurement</b>		<b>29.4</b>		<b>0.7</b>																	

Notes:

- Totals may not add due to rounding
- Asterisk indicates amount less than \$50K

Exhibit P-3a

MODELS OF SYSTEMS AFFECTED: C-130T, KC-130F/R/T, TC-130G MODIFICATION TITLE: SAFETY IMPROVEMENT PROGRAM (OSIP 19-98)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Depot Level FMT

ADMINISTRATIVE LEADTIME: 7 Months PRODUCTION LEADTIME: 2 Months

CONTRACT DATES: FY 2003: Dec-02 FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

DELIVERY DATE: FY 2003: Feb-03 FY 2004: \_\_\_\_\_ FY 2005: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY ( ) kits	237	7.2																			
FY 2003 ( ) kits			19	0.2																	
FY 2004 ( ) kits																					
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>	<b>237</b>	<b>7.2</b>	<b>19</b>	<b>0.2</b>																	

Installation Schedule

	FY 2002	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007				
	& Prior	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
In	237				19																	
Out	220	17				19																

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										
Out										

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MODIFICATION TITLE:	<u>KC-130 Onboard Navigation System (ONS) Replacement. (OSIP 11-03)</u>																																																																																																																																																																																																																																																																																																																																																																																																									
MODELS OF SYSTEMS AFFECTED:	<u>KC-130F and KC-130R</u> <span style="float: right;">TYPE MODIFICATION: <u>Obsolescence</u></span>																																																																																																																																																																																																																																																																																																																																																																																																									
DESCRIPTION/JUSTIFICATION: This modification affects 5 KC-130 F and 13 KC-130R aircraft that have one LTN-72 and one LTN-211 installed. The KC-130F/R aircraft require two independent means of navigation for transoceanic missions. The LTN-211 OMEGA system was eliminated in 1997. LTN-211 are being replaced with LN-100 Replacement Inertial Navigation Units (RINU).																																																																																																																																																																																																																																																																																																																																																																																																										
DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: The LN100 is a replacement for the LTN211 and the install is accomplished at O-level. The items will be procured and provided to the affected squadrons for installation beginning in FY03. The number of required units has decreased because of fleet procurements of the devices to meet operational requirements.																																																																																																																																																																																																																																																																																																																																																																																																										
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Exhibit P-3a Individual Modification

MODIFICATION TITLE: AVIONICS MODERNIZATION PROGRAM (AMP) (OSIP 13-04)

MODELS OF SYSTEMS AFFECTED: C-130T, KC-130T TYPE MODIFICATION: Safety

DESCRIPTION/JUSTIFICATION: Objectives of the AMP program are to lower the cost of ownership and increase survivability of the U.S. military's C-130 fleet, while complying with Communication, Navigation, and Surveillance/Air Traffic Management (CNS/ATM) requirements, improve the overall electrical system and modernize the cockpit. Additional equipment needed to meet Night Vision Lighting (NVL) requirements, Defensive Electronic Countermeasures (DECM), with the inclusion of newer, faster and more robust data processing systems. A full DECM suite will be installed into one validation/verification aircraft with provisions for DECM into the other 47 aircraft. Additional improvements to the C-130's precision approach and landing capability will also be installed, as well as interfaces necessary to integrate real time information in the cockpit (RTIC). In addition to providing enhanced capabilities, AMP will lower the overall cost of ownership of the C-130 fleet by generating a reduction of cockpit crew manning, and by implementing a cost effective and open architecture to increase reliability, maintainability, and sustainability (RM&S) of the avionics suite. AMP objectives will be achieved through a comprehensive cockpit modernization.

The program affects 48 Reserve aircraft and is jointly funded by PMA207 and PMA209. PMA209 is providing 48 kits and installs to cover the CNS/ATM portion of this upgrade under their OSIP 21-01, Common Avionics. PMA207 is providing 48 kits (comprising the box and wiring; 1 each per aircraft) and installs for the basic avionics portion of this upgrade. Both the CNS/ATM and avionics upgrade portions will be installed concurrently and are non-severable. The USN/USMC AMP program has a joint interest in the following USAF requirements documents: meeting the operational requirements identified in the MAF/CAF/AFSOC 902-98-I/II Operational Requirements Document (ORD) for C-130X Phase I AMP dated 26 Mar 99, AFSOC JORD 022-91-IC, Rev 1, Improved Terrain Following/Terrain Avoidance (TF/TA) Navigation System dated 16 Mar 98, AFSOC ORD 022-91-ID, SOF Enhanced Situational Awareness dated 5 Jun 98, and AFSOC ORD 007-94-1, Electronic Warfare Bus with Consolidated Display dated 13 Jul 98.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: This is a non-developmental item, following the Air Force lead, but not designated as a Joint Program. Navy/Marine Corps specific NRE began in FY04. Validation/Verification kits will be procured in FY05 and installed in FY06. Recurring installs scheduled to begin in FY07.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits																					
Kit							2	5.4													
Installation Kits N/R					1.7		4.1														
Installation Equipment																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data																					
Training Equipment																					
Support Equipment																					
ILS																					
Other Support					0.5		1.1														
Interim Contractor Support																					
Installation Cost																					
<b>Total Procurement</b>							<b>2.2</b>	<b>10.6</b>													

- Notes:  
 1. Totals may not add due to rounding  
 2. Asterisk indicates amount less than \$50K

Exhibit P-3a Individual Modification

MODIFICATION TITLE: C-130 ELECTRONIC PROP CONTROL SYSTEM (EPCS) (OSIP 21-04)

MODELS OF SYSTEMS AFFECTED: C-130F/R/T, KC-130T TYPE MODIFICATION: READINESS IMPROVEMENT

DESCRIPTION/JUSTIFICATION: The USMC KC-130 and Navy C-130T aircraft currently operate with a hydro-mechanical valve housing designed in the 1950's. This component controls the pitch angle of the propeller blades and it is consistently in the top three readiness degraders and is the number one reason for in-flight aborts. The current valve housing is a significant readiness degrader and a high manhour unscheduled maintenance driver for the fleet. EPCS has the following Operational Advisory Group (OAG) priorities: #4 Navy OAG and #8 USMC OAG. Through an FY01 COSSI initiative, OSD funded the prototype development of a modern electronic propeller control system to replace the old hydro-mechanical system. This new system is similar in design to propeller controls on several commercial turboprops in service today. This OSIP represents the first recurring installation. This OSIP affects 20 C-130T and 27 KC-130T (Reserve) aircraft.

DEVELOPMENT STATUS/MAJOR DEVELOPMENT MILESTONES: A contract for this joint effort was awarded to Hamilton Sunstrand via a Other Transaction Authority (OTA) agreement. Development of the system completed in FY02. The prototype kit was delivered in early FY03. The initial install on one engine was completed in FY03 and is currently in flight test instrumentation and evaluation at NAS Patuxent River. This testing is expected to continue until August 2004.

FINANCIAL PLAN: (TOA, \$ in Millions)

	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY2009		To Complete		Total		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
RDT&E																					
PROCUREMENT																					
Installation Kits					1	0.4															
Installation Kits N/R						0.2															
Installation Equipment																					
XXX Equip																					
Installation Equipment N/R																					
Engineering Change Orders																					
Data																					
Training Equipment																					
Support Equipment																					
ILS																					
Other Support						0.2															
Interim Contractor Support																					
Installation Cost					1	0.2															
<b>Total Procurement</b>						<b>1.0</b>															

Notes:

1. Totals may not add due to rounding
2. Asterisk indicates amount less than \$50K
3. The EPCS OSIP is a Congressional Add.

**Exhibit P-3a**  
 MODELS OF SYSTEMS AFFECTED: C-130F/R/T, KC-130T MODIFICATION TITLE: C-130 ELECTRONIC PROP CONTROL SYSTEM (EPCS) (OSIP 021-04)

INSTALLATION INFORMATION:

METHOD OF IMPLEMENTATION: Contractor Field Modification Team

ADMINISTRATIVE LEADTIME: 11 Months PRODUCTION LEADTIME: 9 Months

CONTRACT DATES: FY 2003: \_\_\_\_\_ FY 2004: Sep-04 FY 2005: \_\_\_\_\_ FY 2006: \_\_\_\_\_

DELIVERY DATE: FY 2003: \_\_\_\_\_ FY 2004: Jun-05 FY 2005: \_\_\_\_\_ FY 2006: \_\_\_\_\_

(\$ in Millions)

Cost:	Prior Years		FY 2003		FY 2004		FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		To Complete		TOTAL		
	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	Qty	\$	
FY 2002 & PY ( ) kits																					
FY 2003 ( ) kits																					
FY 2004 (1) kits					1	0.2	*														
FY 2005 ( ) kits																					
FY 2006 ( ) kits																					
FY 2007 ( ) kits																					
FY 2008 ( ) kits																					
FY 2009 ( ) kits																					
To Complete ( ) kits																					
<b>TOTAL</b>					<b>1</b>	<b>0.2</b>															

\*The FY04 Congressional Add is funding an installation in FY05.

Installation Schedule

	FY 2002 & Prior	FY 2003				FY 2004				FY 2005				FY 2006				FY 2007				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
In												1										
Out													1									

	FY 2008				FY 2009				To Complete	TOTAL
	1	2	3	4	1	2	3	4		
In										
Out										