

**National Guard Association of Kentucky, Inc.**

**AIR NATIONAL GUARD and AIR FORCE RESERVE RESOLUTION**

**C-130 Avionics Modernization Program (AMP)**

The C-130 AMP is the key to the modernization of the Air National Guard (ANG) C-130s. It will upgrade 221 C-130 H2, H2.5, and H3 models to a common flight deck configuration, ensures Communications, Navigation, Surveillance / Air Traffic Management (CNS/ATM) compliance, lowers Total Ownership Costs (TOC) and addresses avionics obsolescence issues. C-130 AMP supports United States Army global operations with improved reliability and maintainability to permit C-130 aircraft to execute their tactical operations. C-130 AMP ensures that the Hercules can support the warfighter during the execution of missions required to maintain our national security or in providing airlift for humanitarian causes around the globe.

The AMP design installs a modern digital glass flight deck featuring six 6" x 8" Multifunctional Displays (MFDs); pilot and co-pilot wide field of view Head Up Displays (HUDs), a Boeing 737-700 Flight Management System (FMS), dual digital autopilots; and Night Vision Imaging System (NVIS) lighting compliance for both aircraft internal and external environments. The C-130 AMP provides Terrain Avoidance Warning and Traffic Collision Avoidance Systems (TAWS and TCAS) for enhanced system safety. It also integrates the defensive systems suite for improved survivability, enhanced situational awareness and provides an overall aircraft integrated diagnostics capability. C-130 AMP meets all Joint Requirements Oversight Council (JROC) C-130 gaps. As the Air National Guard (ANG) and Air Force Reserve (AFR) units continue to rotate in and out of Iraq, Afghanistan and deploy around the globe providing relief for natural disasters, the need to interfly crews has become increasingly important. C-130 AMP will consolidate the existing Mission Design Series and standardize into one common flight deck configuration. Having one common flight deck configuration simplifies both the training and logistics requirements to rainbow squadrons.

- C-130 AMP successfully achieved Acquisition Decision Memorandum (ADM) 1 signature on 6 July 2009. Low Rate Initial Production (LRIP) Lot 1 kits (2) and tools DD-250 completed on 25 February 2010. C-130 AMP successfully achieved Defense Acquisition Board (DAB) and Milestone C on 25 March 2010. C-130 AMP achieved ADM 2 signature on 21 June 2010 authorizing Milestone C and LRIP Lots 2 and 3. C-130 AMP ADM 3 signed 27 December 2010 authorizing increasing LRIP total from 20 to 26 aircraft and adds Lot 5 to LRIP. First AMP Weapon System Trainer (WST), Avionics Part Task Trainer (APTT) Cockpit Familiarization Trainer (CFT), and Fuselage Trainer (FuT) are operational at the Little Rock AFB, AR schoolhouse. Aircrews from Little Rock and Rosecrans ANGB, MO used these devices in 2011 to prepare for the Initial Operational Testing & Evaluation (IOT&E), which started in January 2012.
- The C-130 H2 (AMP 1) was inducted into Warner-Robins Air Logistics Center (WR-ALC) Programmed Depot Maintenance (PDM) 26 July 2010. The PDM completed and aircraft was delivered to Little Rock AFB, AR 14 March 2011. C-130 H2.5 (AMP 2) was inducted into PDM on 16 June 2010 and delivered to Little Rock AFB 23 April 2011. C-130 H3 (AMP 3) was inducted into PDM on 1 June 2010 and completed and delivery to Little Rock AFB on 27 December 2010. All AMP development aircrafts have completed their developmental flight test activities and PDM cycle. C-130H2.5 (LRIP 1) completed WR-ALC installation and was delivered to Little Rock AFB on 3 January 2012 and C-130H2 (LRIP 2) is scheduled to be delivered to Little Rock AFB in February 2012 and all five of these aircraft will participate in the Initial Operational Test and Evaluation (IOT&E), January – June 2012.

The following resolution is recommended for the National Guard Association of the United States (NGAUS):

- *C-130 AMP is absolutely essential to modernize the fleet to meet future CNS/ATM, Net Centric Operations and the warfighters requirements, protect and secure our national security, improve reliability, and provide lower logistics and training costs for the USAF.. - 130 AMP is in Low Rate Initial Production today.*
- **Therefore, NGAUS and its membership support full funding for the C-130 AMP.**

Attention: Major General Edward W. Tonini  
Attachment: Resolution to Support the C-130 Avionics Modernization Program (AMP)  
Subject: C-130 Avionics Modernization Program (AMP)

Dear Major General Tonini,

The C-130 AMP successfully achieved Acquisition Decision Memorandum (ADM) 1 signature on 6 July 2009. Low Rate Initial Production (LRIP) Lot 1 kits (2) and tools DD-250 completed on 25 February 2010. C-130 AMP successfully achieved Defense Acquisition Board (DAB) and Milestone C on 25 March 2010. C-130 AMP achieved ADM 2 signature on 21 June 2010 authorizing Milestone C and LRIP Lots 2 and 3. C-130 AMP ADM 3 signed 27 December 2010 authorizing increasing LRIP total from 20 to 26 aircraft and adds Lot 5 to LRIP. First AMP Weapon System Trainer (WST), Avionics Part Task Trainer (APTT) Cockpit Familiarization Trainer (CFT), and Fuselage Trainer (FuT) are operational at the Little Rock AFB, AR schoolhouse. Aircrews from Little Rock and Rosecrans ANGB, MO used these devices in 2011 to prepare for the Initial Operational Testing & Evaluation (IOT&E), which started in January 2012.

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The first AMP Weapon System Trainer (WST), Avionics Part Task Trainer (APTT), Cockpit Familiarization Trainer (CFT), and Fuselage Trainer (FuT) are operational at the Little Rock AFB schoolhouse. Aircrews from Little Rock and Rosecrans ANGB, MO used these devices in 2011 to prepare for the AMP Initial Operational Test & Evaluation (IOT&E), which started January 2012. The WST is a high fidelity trainer to train crews in employment of AMP system in simulated operation environment with state of the art motion and visual systems. The APTT is a less expensive and lower fidelity training device to train crews in operations of new AMP avionics. The CFT is a low fidelity training device to train crews on basic switches, indicators, panel locations and checklist procedures. The FuT is used to train Loadmasters in preflight, cargo loading/offloading, airdrop, and emergency procedures. The Type 1 Part Task Trainer (PTT) is an inexpensive, portable training device that is used to augment the Boeing Type 1 training. Boeing has built four PTTs, with their own funding, and will deliver these to the Air Force at the completion of all Type 1 training

The C-130 AMP will give the (ANG and AFR) enhanced digital avionics and increased situational awareness for the warfighter over the old analog flight deck. C-130 AMP will dramatically increase the situational information available to aircrews at a glance, simplify tasks and decrease their workload. The maintainer benefits from vastly improved maintenance reporting, diagnostic and troubleshooting capability. Also, AMP will improve system reliability and maintainability resulting in higher mission readiness capability and mission completion rates for the C-130 fleet.

The C-130 AMP team appreciates your on-going support, and we look forward to working with you again this year in keeping the C-130 modernization effort on track. Please continue to communicate your support for full funding of the C-130 Avionics Modernization Program at the annual NGAUS Convention, to the National Guard Bureau (NGB), Air Mobility Command (AMC), Reserve

Officers Association (ROA) and to your Representatives and Senators at every opportunity. If you have any questions or need additional information, feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. McDaniel', with a long horizontal flourish extending to the right.

Jeff McDaniel  
Weapons Systems Modernization,  
Strategy and Growth  
Office (405) 610-3444, Cell: (562) 208-9589  
Jeffrey.J.Mcdaniel@boeing.com