

Lockheed Martin Receives First Aircraft For C-5 Avionics Modernization Program

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Lockheed Martin Aeronautics Co., a business area of Lockheed Martin Corp. , reached a major milestone last week as the first C-5B aircraft was inducted into the C-5 Avionics Modernization Program (AMP). The AMP is a low-risk, cost-effective upgrade effort that will modernize the Air Force's most-capable airlifter.

"Our strategic airlift team is excited about inducting the C-5B," said Blair Marks, Lockheed Martin Strategic Airlift deputy for AMP. "This will be followed by a C-5A in July, which means we will be installing the new digital cockpit systems on both major C-5 configurations. With these aircraft, we'll prove out our kit designs and installation plans in preparation for eventual modification of the entire C-5 fleet."

The acceptance flight for the C-5B (Air Force serial number 85-0004 based at Travis AFB, Calif.) was completed on June 12, and installation of the AMP hardware and software began June 13. Prior to being inducted into the AMP, this C-5B underwent a separate emergency power-generating system modification, which now establishes a new baseline configuration.

This AMP installation is part of the Development Integration and Test (DIT) phase of the Engineering and Manufacturing Development (EMD) contract. EMD, expected to last 23 months, includes installation of trial kits for two C-5s. First flight of the completed C-5B is scheduled for February 2003. The EMD contract is currently estimated at more than \$250 million.

Work to be done during DIT phase includes the replacement of analog flight and engine instruments by seven 6-inch by 8-inch flat panel liquid crystal displays. Navigation will be improved by installing a dual imbedded, 12-channel Global Positioning System/Inertial Navigation System. New multimode receivers will provide a communications suite that adds Aero-I SATCOM and HF datalink. Also, the Enhanced Ground Proximity Warning System and Traffic Alert and Collision Avoidance System will be installed to make the C-5 compliant with the safety requirements established by the Secretary of Defense.

"We've seen the hardware and software running in the lab, now we'll be able to see it work in the aircraft," said June Shrewsbury, vice president of Strategic Airlift for Lockheed Martin.

AMP is the first phase of the Air Force's overall C-5 modernization effort. The \$454 million AMP contract was awarded to LM Aero in January 1999.

The second phase of the C-5 modernization program is the Reliability Enhancement and Re-engining Program (RERP), which is aimed at increasing fleet availability and reducing total cost of ownership. The contract for the System Development and Demonstration (SDD) phase of the RERP, valued at \$1.1 billion, was awarded to Lockheed Martin on Dec. 5, 2001. RERP was determined by the Air Force to be the most cost-effective way to meet its future heavy airlift needs.

Lockheed Martin Aeronautics Co., headquartered in Fort Worth, Texas, is a leader in the design, development, systems integration, production, and support of advanced military aircraft and related technologies. Its customers include the military services of the United States and allied countries throughout the world. Products include the C-5, F-16, F-22, F-35 JSF, F-117, C-27J, C-130, C-130J, P-3, S-3, and U-2.

Lockheed Martin Corp., headquartered in Bethesda, Md., is a global enterprise principally engaged in the research, design, development, manufacture, and integration of advanced technology systems, products, and services. Employing about 125,000 people worldwide, Lockheed Martin had 2001 sales of \$24 billion.

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