

Lockheed Martin Delivers Final C-5B Galaxy Transport Modified Under Avionics Modernization Program

Lockheed Martin delivered the 50th C-5B Galaxy strategic transport modified under the Avionics Modernization Program (AMP) back to the Air Force in ceremonies here today. This completes the AMP modifications to the C-5B fleet. Modification of the C-5A fleet continues at Travis and at Dover AFB, Del. Current plans call for the entire 111-aircraft C-5 fleet to receive the AMP modifications.

"Completing the B-model fleet marks a significant milestone for the AMP program," said Lorraine Martin, Lockheed Martin C-5 vice president. "We are at the halfway point in AMP aircraft redeliveries, our modification teams have consistently been on or ahead of schedule, and our quality has been exceptional. We are delivering a significant capability to the warfighter, enabling the C-5 to fly wherever it's needed around the world."

AMP is the first phase of a two-phase modernization effort for the C-5. The AMP modifications replace the earlier analog avionics in the Galaxy with a commercially available, digital avionics suite along with an integrated architecture that allows for upgrades. The entire system is designed to increase safety, ease crew workload and enhance situational awareness.

"AMP takes all the gauges you see in a legacy aircraft and consolidates them," said Lt. Col. Mike Semo, Chief, C-5M Program Integration Office at Dover. "So now, instead of knowing a distance to a certain location, you have a top-down view of where the aircraft is compared to where you're going. It gives you a lot more situational awareness, which is very important in a combat zone."

A total of 55 C-5 aircraft (50 C-5Bs, two C-5Cs, and three C-5As) have already been through one of the two AMP modification lines. As of Aug. 20, the AMP fleet has accumulated 70,156 flight hours on 15,967 sorties. The aircraft have been flown to all points of the globe, including regular operations to Europe and the Pacific as well as to Iraq and Afghanistan.

The second phase of C-5 modernization is the Reliability Enhancement and Re-engining Program (RERP). The RERP modifications consist of more than 70 improvements and upgrades to the C-5 airframe and systems. They include installation of higher-thrust, more reliable, more environmentally friendly F138-GE-100 turbofan engines, the military version of the CF6 engine that has recorded millions of hours on commercial airliners all over the world. These engines power Air Force One as well. The first aircraft was inducted into the RERP production line at the Lockheed Martin facility in Marietta, Ga., on Aug. 18.

When a Galaxy has been through both AMP and RERP, it is redesignated as a "C-5M." Current Air Force plans call for Lockheed Martin to deliver 52 C-5Ms (49 C-5Bs, two C-5Cs, and one C-5A) by 2016. Three C-5Ms have already been delivered to the Air Force.

Headquartered in Bethesda, Md., Lockheed Martin is a global security company that employs about 140,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The corporation reported 2008 sales of \$42.7 billion.

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