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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 26 pages. Original publisher: Washington, D. C. : U. S. Govt. Accountability Office, 2007 OCLC Number: (OCoLC)163827677 Subject: Airplanes, Military -- United States. Excerpt: . . . Table 1: Outcomes of Selected Airlift Programs (as of fiscal year 2006) (FY 2007 dollars in millions) Program Acquisition Latest Development Development Cost Change Unit Cost Weapon Systems Cost Since Start Increases Program schedule delays C-5 AMP 432. 1 17 percent 86 percent Initial operational capability delayed about 1 year C-5 RERP 1, 342. 9 (16 percent) 10 percent Initial operational capability delayed over 2 years C-130 1, 627. 8 128 percent 43 percent First production delivery AMP delayed over 2 years C-130J 262. 9 Not 26 percent First production delivery applicable delayed about 1 years Source: GAO analysis of DOD data Note: C-130J development costs have increased by 2, 347 percent but this includes costs to correct deficiencies and add new capabilities. We anticipate there could be additional cost increases and schedule delays reported in the future. For example, the C-130 AMP fiscal year 2008 budget indicates that the total program costs have increased almost 700 million and planned quantities have been reduced from 434 units to 268 units - nearly doubling the program acquisition unit costs since December 2005. The program recently notified Congress of a critical Nunn-McCurdy 12 breach concerning its unit cost increases. The budget also shows the Air Force plans to fund the modification of 110 C-5 aircraft with AMP improvements instead of 59 aircraft as stated in last years budget. According to C-5 RERP program officials, total program costs are expected to increase due to costs with the engine, pylons, and labor. Over the last several years, we have...



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