



## First C-5A AMP Delivered to the Air Force

Aeronautics recently delivered the first C-5A Galaxy strategic airlifter outfitted with Avionics Modernization Program (AMP) upgrades. AMP is the first part of the two-phase C-5 modernization program. The aircraft, delivered to Air Force Reserve Command's 433rd Airlift Wing at Lackland AFB, Texas, is now equipped with a state-of-the-art glass cockpit with modern avionics and flight instruments.

“This delivery brings the Air Force one step closer to realizing the full capability of an upgraded and more efficient C-5 fleet,” said Lorraine Martin, Lockheed Martin C-5 program vice president. “We’re currently running two very successful AMP production lines. This effort, along with the upcoming second phase of the C-5 modernization program, Reliability Enhancement and Re-Engining Program, will ensure the Air Force has a C-5 fleet that will be highly effective for the next forty years.”

The AMP installations are taking place at Dover AFB, Del., and at Travis AFB, Calif. The fleet-wide AMP modifications are scheduled to be completed in second quarter of 2014. A total of 111 C-5s are scheduled to be modified through AMP and 49 production airplanes have been completed to date. All the previous production deliveries were C-5B models. One C-5A was modified for the AMP test program. The C-5 AMP fleet has flown more than 13,012 sorties and 56,185 operational flight hours.

The AMP upgrades replace the analog cockpit instruments and systems in the C-5 with digital displays and equipment. This modernization phase also provides the necessary communications and navigational avionics to comply with Global Air Traffic Management (GATM) requirements, the new set of international standards for aircraft movement and reduced separation in flight.

The second phase of the C-5 modernization effort is the RERP. RERP includes 70 enhancements or replacements of major components and subsystems, including the installation of GE CF6-80C2 commercial engines.

Fifty-two of the 111 airplanes receiving the AMP upgrades are currently scheduled to receive the RERP upgrades. When one of the giant transport aircraft receive both the AMP and RERP modifications, they are redesignated C-5M Super Galaxy. Three aircraft (two former B-models and one former A-model) were used as the C-5M test fleet. All three of the C-5M aircraft have been delivered back to the US Air Force.



*Members of the Dover AMP production team stand with the air crew who delivered the AMPed C-5A to Lackland.*

## C-5 “Big Nickel” Employee SAFTE Team Cashes In

Despite the jovial name, when the C-5 Manufacturing Team’s “Big Nickel” SAFTE team set out to improve safety on the C-5 build team, they meant business.

SAFTE teams, short for Safety Awareness for Team Excellence, allow employees to participate in a structured reward program for innovative safety improvement ideas. SAFTE teams across Aeronautics have been extremely successful because they empower employees to identify and make safety improvements themselves.

The teams receive points based on the number of safety suggestions and improvements that are implemented. Last year, C-5’s Big Nickel team placed first out of 20 teams from across Aeronautics. To achieve that rating, Big Nickel held crew safety meetings, brainstorming sessions and improved the C-5 build operations.

Much of the work the team did last year helped them prepare for the C-5 Reliability and Re-engining Program (RERP), which will begin production this year.

The Big Nickel team started 2009 strong. And, with production ramping-up in the C-5M hangars, they will have plenty of work to keep them busy.



*The Big Nickel team accepts the first place award for 2008.*



### ***\$350-million spacecraft -- unload carefully, U.S. Air Force Report***

*Aircrews from Travis Air Force Base, Calif., and Boeing employees offload a Wideband Global SATCOM (WGS) spacecraft from a C-5 Galaxy Jan. 21 at Cape Canaveral Air Force Station, Fla. The equipment is part of an Atlas 5 rocket mission set to launch March 9. The 3rd Space Operations Squadron at Schriever AFB, Colo., performs command and control for WGS. U.S. Air Force photo by Master Sgt. Chris Hennion.*

## **C-5 AMP Status**

*The C-5 Avionics Modernization Program has delivered 49 airplanes. The fleet has flown 13,012 sorties and 56,185 flight hours.*

## **C-5 PROGRAM STATUS**