

**C-130**

**Smart Book**



# Base Units



## TRAINING

- 314 AW
- 189 AW
- USAF MWS
- 373 TRS, Det 4
- AMCAOS, Det 3

## OPERATIONAL

- 463 AG
- 96 APS

## OTHERS

- 348 RCS
- HQ Ark. ANG
- AF Audit Agency
- Army Corps of Engineers

*314 AW is the Mobility Generator for Little Rock AFB*



*C-130 Center of Excellence*

- The base mission is diverse. Listed here are the major tenant units on the base and whether their primary mission is Training, Operational, or Other (Recruiting, Auditing, etc.).

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## BULLET BACKGROUND PAPER

ON

### THE POST-BRAC FUTURE OF THE 189<sup>TH</sup> AW AND THE C-130J SCHOOLHOUSE

On 13 May 2005 the Secretary of Defense (SecDef) released his recommendations to the Base Realignment and Closure Commission (BRAC). In the recommendation, the 189<sup>th</sup> AW (AR ANG) is to gain 14 C-130Hs and 4 C-130Js and continue to execute the mission of a Formal Training Unit (FTU). While the BRAC recommendations signal aircraft movements it leaves several questions unanswered. The 189AW has become aware that a suggestion was made to deviate from the BRAC recommendations by withholding the C-130J FTU while still transferring aircraft from the active duty fleet. The purpose of this Background Paper is to clarify the SecDef intent for the roles and missions and describe how withholding the C-130J FTU breaks with this intent and is harmful to the nations defense.

#### ISSUE

- Prior to the BRAC release, SecDef had directed the USAF to transfer the C-130 FTU to the ARC at a ratio of 75%ARC to 25% active
- BRAC recommendation reflected this intent with 14 C-130Hs and 4 C-130Js to the 189<sup>th</sup> AW
- The "J" model buy was cut from 120 to 60 several month ago, but was reinstated in the budget two days before the BRAC recommendation release
- Prior to reinstating the "J" buy, only four aircraft were needed in the C-130J FTU, hence it is clear the intent of BRAC was to place the C-130J FTU in the 189<sup>th</sup> AW
- There is apparently debate at HQ AETC as to the necessity of concurrently transferring the J-Model FTU and 4 J-model aircraft.

#### DISCUSSION

- BRAC clearly intended to move the C-130J FTU to the 189<sup>th</sup> or the school would have been retained as a new mission at LRAFB, instead of transferring the active duty C-130Js to the 189<sup>th</sup> AW
- Creating a C-130J FTU outside of the 189<sup>th</sup> AW would not be a BRAC issue but rather a Future Total Force (FTF) issue requiring additional facilities.
- The ANG C-130Js delivered to the 189<sup>th</sup> AW will be TF coded (training aircraft) and used to train students to comply with BRAC law
  - These aircraft and aircrews are non-deployable assets
- Creating a new C-130J school outside the 189AW would take additional C-130 J aircraft, aircrew and maintainers out of the deployment cycle
  - Assigning additional J-model C-130s and aircrew to the training mission will reduce deployable assets by 10% and further exacerbate the dwell to deploy ratio problem.
  - Additional personnel would be required above those needed in the 189<sup>th</sup> AW; increasing overhead and further reducing deployable personnel, again increasing the dwell ratio
- BRAC places all C-130 student management functions in the 189<sup>th</sup> and any attempt to create another FTU will result in duplication of effort and wasteful expenditures on overhead FTU functions and personnel.
- A C-130J school outside of the 189<sup>th</sup> would result in a loss of efficiencies in practical application
  - BRAC recognized that a centralized FTU allows the right mix of assets to efficiently fly the sorties with the minimum number of flying hours
  - The 189AW was given all C-130 student management and a new C-130J FTU will still have to coordinate all student training with the 189AW

#### SUMMARY

- The C-130J FTU belongs in the 189<sup>th</sup> AW as outlined in the SecDef BRAC recommendation
- Failure to place the C-130 J FTU in the 189<sup>th</sup> AW will undermine the effectiveness of BRAC
  - Combat capability will be reduced
  - Lack of efficiency and unnecessary duplication will drive much higher FTU expenditures



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## C-130 Summary Data

### 1. Air Force Allocation by Organization

| Organization                              | C-130 Allocation |
|---|------------------|
| Air Mobility Command (AMC)                | 91               |
| Air National Guard (ANG)                  | 174              |
| Air Force Reserves (AFR)                  | 76               |
| Air Education and Training Command (AETC) | 47               |
| United States Air Force Europe (USAFE)    | 20               |
| Pacific Air Force (PACAF)                 | 29               |
| <b>Total</b>                              | <b>437</b>       |

2. Total number of C-130 installations included in all Air Force BRAC recommendations: **21**
3. Total number of C-130 aircraft included in all Air Force BRAC recommendations: **156**
4. Number of C-130Es recommended for retirement: **47**
5. Legislation prohibiting C-130E retirements during fiscal year 06: **Senate Bill 1043 Section 134 dated 17 May 2005**
6. Programming document that cancelled the C-130J: Program Decision Document (PBD) 753 date 23 December 2004
7. Legislation restoring the C-130J: **Senate Bill 1043 Section 134 dated 17 May 2005**
8. C-130J Programmed Allocations

| Installation Name      | Number of C-130Js Programmed | Programmed Delivery |
|------------------------|------------------------------|---------------------|
| Little Rock AFB (AETC) | 14                           | FY 05 – FY 11       |
| Little Rock AFB (AMC)  | 16                           | FY 14 – FY 17       |
| Pope AFB               | 31                           | FY 07 – FY 13       |
| Ramstein Air Base      | 18                           | FY 09 – FY 11       |
| Yokota Air Base        | 11                           | FY 14 – FY 16       |

9. Number of recommended installations associated with Little Rock: 7

10. Number of C-130s recommended for movement to Little Rock: 77

| <b>Source Installation</b>     | <b>Number at Installation</b> | <b>To Be Moved to Little Rock AFB</b> | <b>Model</b> | <b>Reference</b> |
|--------------------------------|-------------------------------|---------------------------------------|--------------|------------------|
| Dyess AFB                      | 32                            | 24                                    | C-130H       | Air Force - 43   |
| Reno-Tahoe AGS                 | 8                             | 8                                     | C-130H       | Air Force - 31   |
| Niagara Falls ARS              | 8                             | 8                                     | C-130H       | Air Force - 33   |
| Schenectady County Airport AGS | 4                             | 4                                     | C-130H       | Air Force - 34   |
| Mansfield-Lahm AGS             | 8                             | 4                                     | C-130H       | Air Force - 39   |
| General Mitchell ARS           | 8                             | 4                                     | C-130H       | Air Force - 52   |
| Pope AFB                       | 25                            | 25                                    | C-130E       | Air Force - 35   |

11. Recommended Primary Assigned Aircraft (PAA) at Little Rock AFB, AR

| <b>Status</b>                              | <b>C-130E</b> | <b>C-130H</b> | <b>C-130J</b> | <b>Total</b> |
|--|---------------|---------------|---------------|--------------|
| Current                                    | 70            | 14            | 4             | 88           |
| Retired                                    | - 27          | 0             | 0             | - 27         |
| Transferred In                             | 25            | 52            | 0             | 77           |
| Transferred Out                            | 0             | 0             | - 3           | - 3          |
| Recoded to Backup Aircraft Inventory (BAI) | - 8           | 0             | 0             | - 8          |
| <b>Total PAA</b>                           | <b>60</b>     | <b>66</b>     | <b>1</b>      | <b>127</b>   |

12. Total MILCON estimated at Little Rock resulting from BRAC recommendations: **\$107 million to \$270 million** (ref: letter to Chairman Principi from Congressman Walsh of New York). Actual cost may be as high at **\$292 million** according to bootlegged site survey for Little Rock AFB dated 14 April 2005.

**Proportional Costs of Little Rock MILCON**

| <b>Base</b>  | <b>Relative Rank</b> | <b>Airlift Score</b> | <b>Approximate Proportional Cost of Little Rock MILCON</b> | <b>Source Material</b> |
|--|----------------------|----------------------|--|------------------------|
| Pope Air Force Base  | 6                    | 69.99                | \$89.4 million   | COBRA                  |
| Dyess Air Force Base                                       | 11                   | 65.95                | \$ 77 million  | Clearinghouse Response |
| Reno-Tahoe Air Guard Station                               | 101                  | 40.51                | \$21.1 million   | Clearinghouse Response |
| Niagara Falls International Airport Air Reserve Station    | 103                  | 40.03                | \$ 25.4 million  | COBRA                  |
| Schenectady County Airport Air Guard Station               | 117                  | 37.72                | \$ 8.4 million   | COBRA                  |
| Mansfield Lahm Municipal Airport Air Guard Station         | 119                  | 37.28                | \$ 12.7 million  | COBRA                  |
| General Mitchell International Airport Air Reserve Station | 130                  | 33.77                | \$12.7 million   | COBRA                  |
| <b>Total Estimated Little Rock MILCON</b>                  |                      |                      | \$246.7 millions   |                        |

13. Relative Airlift Scores for Base recommendations related to Little Rock AFB

| Base   | Relative Rank | Airlift Score |
|--|---------------|---------------|
| Pope Air Force Base  | 6             | 69.99         |
| Dyess Air Force Base                                       | 11            | 65.95         |
| Little Rock Air Force Base                                 | 17            | 63.25         |
| Channel Islands Air Guard Station                          | 96            | 41.92         |
| Reno-Tahoe Air Guard Station                               | 101           | 40.51         |
| Niagara Falls International Airport Air Reserve Station    | 103           | 40.03         |
| Pittsburgh International Airport Air Reserve Station       | 105           | 39.64         |
| Schenectady County Airport Air Guard Station               | 117           | 37.72         |
| Mansfield Lahm Municipal Airport Air Guard Station         | 119           | 37.28         |
| Quonset State Airport Air Guard Station                    | 125           | 35.29         |
| General Mitchell International Airport Air Reserve Station | 130           | 33.77         |
| Yeager Airport Air Guard Station                           | 137           | 31.9          |

14. Air Force Airlift Organizational Principle:

Our airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be *geographically separated* [emphasis added] to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases *located near or with primary users* [emphasis added] can enhance joint training and responsiveness. Ref: White Paper, "Air Force Organizational Principles" dated 16 July 2004

| <b>C130H FY04 CPFH Final Execution Rates</b> |                     |
|--|---------------------|
| <b>Unit</b>                                  | <b>BQ/FAS</b>       |
| Milwaukee                                    | \$1,722             |
| Niagara                                      | \$1,956             |
| Maxwell                                      | \$2,224             |
| Dobbins                                      | \$2,145             |
| Peterson                                     | \$1,709             |
| Youngstown                                   | \$1,751             |
| <b>Pittsburgh</b>                            | <b>\$1,494</b>      |
|  | <b>\$1,857</b>      |
|  | <b>Average CPFH</b> |

**Notes:**

Command funded @ \$2699 total CPFH Rate

CPFH execution rates are based upon total costs divided by total flying hours flown

BQ is the Accounting System used to report total costs, i.e. DLRs, Consumable items,

CPFH GPC FAS "Purple Hub" is the system used to report Aviation fuel consumption and costs Minn-St Paul not reflected, unit had C130E acft in FY04

| Base Name  | Original                  |           | Revised                   |        | Delta   | % Difference |
|--|---------------------------|-----------|---------------------------|--------|---------|--------------|
|  | Proportion of Little Rock | MILCON    | Proportion of Little Rock | MILCON |         |              |
| Pope Air Force Base  | \$                        | 44.7      | \$                        | 89.4   | \$ 44.7 | 50.0         |
| Dyess Air Force Base                                       |                           | ?         | \$                        | 77.0   | ?       | ?            |
| Reno-Tahoe Air Guard Station                               | \$                        | 6.6       | \$                        | 21.1   | \$ 14.5 | 68.7         |
| Niagara Falls International Airport Air Reserve Station    | \$                        | 10.6      | \$                        | 25.4   | \$ 14.8 | 58.3         |
| Schenectady County Airport Air Guard Station               | \$                        | 1.9       | \$                        | 8.4    | \$ 6.5  | 77.4         |
| Mansfield-Lahm Municipal Airport Air Guard Station         | \$                        | 4.8       | \$                        | 12.7   | \$ 7.9  | 62.2         |
| General Mitchell International Airport Air Reserve Station | \$                        | 4.8       | \$                        | 12.7   | \$ 7.9  | 62.2         |
| <b>Total</b>   | \$                        | 155.7 est | \$                        | 246.7  |         | 63.1         |

**Base Operating Support Costs and PAA for Little Rock AFB and all AFRC bases**

| <b>Base<br/>Name</b>                             | <b>Non-Payroll</b> |                    |            | <b>MDS</b> |
|--|--------------------|--------------------|------------|------------|
|  | <b>State</b>       | <b>BOS (\$000)</b> | <b>PAA</b> |            |
| Grissom ARB                                      | IN                 | 10,977             | 16         | KC-135     |
| Gen Mitchell IAP ARS                             | WI                 | 5,637              | 8          | C-130      |
| Niagara Falls IAP ARS                            | NY                 | 11,035             | 8          | C-130      |
| Pittsburgh IAP ARS                               | PA                 | 5,317              | 8          | C-130      |
| Youngstown-Warren Regional APT ARS               | OH                 | 6,684              | 12         | C-130      |
| Homestead ARS                                    | FL                 | 6,123              | 15         | F-16       |
| Dobbins ARB                                      | GA                 | 13,100             | 8          | C-130      |
| Westover ARB                                     | MA                 | 13,632             | 14         | C-5        |
| March ARB  | CA                 | 13,223             | 8          | KC-135     |
| Minn/St Paul IAP ARS                             | MN                 | 5,989              | 8          | C-130      |
| Willow Grove ARS, NAS Willow Grove Joint Reserve | PA                 | 6,452              | 8          | C-130      |
| Little Rock AFB                                  | AR                 | 22,640             | 69         | C-130      |

10 June 2005

## Inquiry Response

**Re:** BI-0048 BOS Cost for AFRC bases and Little Rock AFB

**Requester:** Will Van Dorn (Rep Gwen Moore)

**Question:**

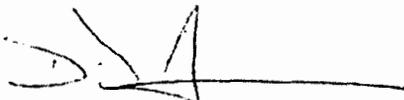
Rep Moore requests the annual Base Operating Support costs and the number of Primary Aircraft Assigned for Little Rock AFB and all Air Force Reserve Bases.

The office has requested fax of this information by the end of the week (11 June).

**Answer:**

The requested information is attached. The BOS costs are from the certified data used as a baseline in the Cost of Base Realignment Actions tool.

Approved



DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division



Airlift

| Rank | Base                      | Airlift | Current / Future Mission | Condition of Infrastructure | Contingency, Mobilization, Future Forces | Cost of Ops / Manpower |
|------|---------------------------|---------|--------------------------|-----------------------------|--|------------------------|
| 1    | Eglin AFB                 | 79.43   | 72.45                    | 81.55                       | 100                                      | 90.39                  |
| 2    | Seymour Johnson AFB       | 78.03   | 71.25                    | 83.82                       | 83.34                                    | 85.03                  |
| 3    | Charleston AFB            | 74.09   | 64.57                    | 83.15                       | 79.91                                    | 75.49                  |
| 4    | Barksdale AFB             | 72.43   | 52.92                    | 87.48                       | 97.7                                     | 80.79                  |
| 5    | Altus AFB                 | 71.3    | 64.97                    | 73.95                       | 87.04                                    | 80.99                  |
| 6    | Pope AFB                  | 69.99   | 71.21                    | 73.4                        | 46.19                                    | 86.08                  |
| 7    | Hurlburt Field            | 69.61   | 75.12                    | 67.11                       | 50.15                                    | 87.18                  |
| 8    | Tinker AFB                | 68.62   | 55.2                     | 80.62                       | 76.23                                    | 85.8                   |
| 9    | Shaw AFB                  | 67.7    | 71.86                    | 59.5                        | 78.12                                    | 85.64                  |
| 10   | Eielson AFB               | 67.34   | 61.25                    | 73.03                       | 84.43                                    | 16.54                  |
| 11   | Dyess AFB                 | 65.95   | 54.87                    | 76.82                       | 68.94                                    | 77.64                  |
| 12   | Holloman AFB              | 65.78   | 61.34                    | 70.94                       | 62.43                                    | 75.23                  |
| 13   | Edwards AFB               | 65.53   | 55.18                    | 75.19                       | 79.33                                    | 40.87                  |
| 14   | Fairchild AFB             | 64.22   | 52.54                    | 72.85                       | 79.72                                    | 73.99                  |
| 15   | Nellis AFB                | 63.95   | 59.85                    | 72.31                       | 53.08                                    | 43.94                  |
| 16   | Robins AFB                | 63.89   | 52.22                    | 71.87                       | 78.5                                     | 87.45                  |
| 17   | Little Rock AFB           | 63.25   | 49.25                    | 73.05                       | 80.66                                    | 88.12                  |
| 18   | Andrews AFB               | 62.05   | 54.38                    | 70.4                        | 67.79                                    | 41.74                  |
| 19   | Tyndall AFB               | 61.75   | 68.65                    | 50.88                       | 67.84                                    | 90.98                  |
| 20   | MacDill AFB               | 60.12   | 47.48                    | 66.41                       | 88.14                                    | 76.56                  |
| 21   | Maxwell AFB               | 59.9    | 70.78                    | 55.31                       | 22.48                                    | 85.68                  |
| 22   | March ARB                 | 59.86   | 56.53                    | 71.33                       | 31.15                                    | 45.41                  |
| 23   | Mountain Home AFB         | 59.77   | 46.58                    | 68.64                       | 81.35                                    | 68.58                  |
| 24   | Ellsworth AFB             | 59.4    | 42.43                    | 72.78                       | 76.53                                    | 81.32                  |
| 25   | McEntire AGS              | 59.35   | 71.7                     | 49.85                       | 35.48                                    | 85.19                  |
| 26   | Hill AFB                  | 58.83   | 45.27                    | 66.57                       | 84.33                                    | 77.82                  |
| 27   | McChord AFB               | 57.95   | 49.64                    | 71.78                       | 38.95                                    | 57.08                  |
| 28   | Whiteman AFB              | 57.82   | 39.47                    | 71.25                       | 82.33                                    | 74.42                  |
| 29   | Columbus AFB              | 57.51   | 53.22                    | 58.08                       | 65.55                                    | 94.97                  |
| 30   | Peterson AFB              | 57.2    | 58.4                     | 59.78                       | 39.75                                    | 61.91                  |
| 31   | Langley AFB               | 56.57   | 53.37                    | 54.97                       | 72.81                                    | 77.2                   |
| 32   | Key Field AGS             | 56.39   | 64.14                    | 50.02                       | 42.43                                    | 75.4                   |
| 33   | Charlotte/Douglas IAP AGS | 56.27   | 70.45                    | 49.46                       | 12.94                                    | 81.48                  |
| 34   | Dover AFB                 | 56.06   | 48.75                    | 66.73                       | 43.17                                    | 64.93                  |
| 35   | Davis-Monthan AFB         | 55.89   | 45.11                    | 66                          | 59.49                                    | 71.89                  |
| 36   | Grissom ARB               | 55.66   | 42.59                    | 68.46                       | 58.32                                    | 73.25                  |
| 37   | Kirtland AFB              | 55.47   | 49.12                    | 58.01                       | 70.63                                    | 69.56                  |
| 38   | Sheppard AFB              | 55.21   | 60.81                    | 52.33                       | 35.24                                    | 80.04                  |
| 39   | McConnell AFB             | 54.65   | 45.85                    | 65.92                       | 43                                       | 75.83                  |
| 40   | Beale AFB                 | 54.63   | 38.4                     | 70.78                       | 65.31                                    | 42.78                  |
| 41   | Buckley AFB               | 54.62   | 56.16                    | 52.45                       | 56.83                                    | 53.78                  |
| 42   | Minot AFB                 | 54.34   | 39.7                     | 65.42                       | 70.91                                    | 73.42                  |
| 43   | Wright-Patterson AFB      | 54.27   | 44.62                    | 58.95                       | 74.34                                    | 74.09                  |
| 44   | Travis AFB                | 53.86   | 41.24                    | 72.89                       | 40.31                                    | 24.22                  |
| 45   | Luke AFB                  | 52.17   | 50.43                    | 55.68                       | 41.35                                    | 68.92                  |
| 46   | Westover ARB              | 52      | 42.8                     | 58.47                       | 68.13                                    | 49.23                  |
| 47   | Forbes Field AGS          | 51.93   | 43.85                    | 61.74                       | 42.08                                    | 77.32                  |
| 48   | McGuire AFB               | 51.8    | 39.42                    | 62.51                       | 67.95                                    | 37.26                  |
| 49   | Moody AFB                 | 51.72   | 52.29                    | 41.64                       | 81.05                                    | 91.37                  |
| 50   | Ellington Field AGS       | 51.65   | 47.25                    | 53.91                       | 60.12                                    | 61.2                   |
| 51   | Elmendorf AFB             | 51.6    | 29.97                    | 70.05                       | 85.17                                    | 8.86                   |
| 52   | Birmingham IAP AGS        | 50.93   | 53.99                    | 48.35                       | 40.7                                     | 77.96                  |

Airlift

| Rank | Base                                       | Airlift | Current / Future Mission | Condition of Infrastructure | Contingency, Mobilization, Future Forces | Cost of Ops / Manpower |
|------|--|---------|--------------------------|-----------------------------|--|------------------------|
| 53   | Carswell ARS, NAS Fort Worth Joint Reserve | 50.57   | 53.62                    | 50.3                        | 32.08                                    | 72.7                   |
| 54   | Grand Forks AFB                            | 50.53   | 35.28                    | 62.52                       | 63.66                                    | 79.09                  |
| 55   | Rickenbacker IAP AGS                       | 50.04   | 45.27                    | 61.23                       | 20.26                                    | 71.11                  |
| 56   | Hickam AFB                                 | 49.77   | 34.58                    | 66.93                       | 60.5                                     | 1.12                   |
| 57   | Andersen AFB                               | 49.64   | 30.79                    | 70.34                       | 62.87                                    | 0                      |
| 58   | Dannelly Field AGS                         | 49.46   | 69.74                    | 31.75                       | 20.6                                     | 85.51                  |
| 59   | Randolph AFB                               | 49.2    | 43.66                    | 51.76                       | 56.76                                    | 78.51                  |
| 60   | McGee Tyson APT AGS                        | 48.32   | 47.96                    | 51.87                       | 25.79                                    | 86.02                  |
| 61   | Homestead ARS                              | 48.15   | 37.64                    | 59.36                       | 48.73                                    | 53.65                  |
| 62   | Phoenix Sky Harbor IAP AGS                 | 48.12   | 53.14                    | 45.21                       | 32.12                                    | 68.42                  |
| 63   | Memphis IAP AGS                            | 48.01   | 50.94                    | 45.72                       | 37.17                                    | 75.57                  |
| 64   | Will Rogers World APT AGS                  | 47.79   | 56.31                    | 37.47                       | 42.22                                    | 84.8                   |
| 65   | Lackland AFB                               | 47.44   | 45.03                    | 44.29                       | 63.85                                    | 78.33                  |
| 66   | Boise Air Terminal AGS                     | 47.32   | 46.89                    | 46.65                       | 44.25                                    | 78.4                   |
| 67   | Selfridge ANGB                             | 47.27   | 44.66                    | 52.56                       | 38.56                                    | 42.51                  |
| 68   | Offutt AFB                                 | 47.07   | 43.55                    | 49.1                        | 48.25                                    | 73.2                   |
| 69   | Keesler AFB                                | 46.8    | 64.62                    | 29.62                       | 26.47                                    | 85.3                   |
| 70   | Pease International Trade Port AGS         | 46.65   | 43.72                    | 52.48                       | 39.09                                    | 33.8                   |
| 71   | Dobbins ARB                                | 46.5    | 51.35                    | 44.38                       | 27.71                                    | 67.58                  |
| 72   | Laughlin AFB                               | 46.13   | 46.75                    | 39.38                       | 61.81                                    | 84.09                  |
| 73   | Indian Springs AFS                         | 45.8    | 60.77                    | 31.08                       | 38.5                                     | 43.94                  |
| 74   | Jacksonville IAP AGS                       | 45.79   | 53.89                    | 38.47                       | 30.75                                    | 77.87                  |
| 75   | Stewart IAP AGS                            | 45.53   | 45.03                    | 49.72                       | 40.99                                    | 3.65                   |
| 76   | Cannon AFB                                 | 45.43   | 45.45                    | 43.94                       | 44.4                                     | 73.61                  |
| 77   | Savannah IAP AGS                           | 45.1    | 52.68                    | 38.84                       | 26.3                                     | 84.65                  |
| 78   | Pittsburgh IAP AGS                         | 44.85   | 36.28                    | 55.13                       | 35.53                                    | 69.3                   |
| 79   | Louisville IAP AGS                         | 44.66   | 49.33                    | 41.32                       | 28.67                                    | 78.1                   |
| 80   | Scott AFB                                  | 44.55   | 39.62                    | 52.04                       | 33.65                                    | 53.95                  |
| 81   | Vandenberg AFB                             | 44.16   | 40.15                    | 43.97                       | 66.26                                    | 32.48                  |
| 82   | Jackson IAP AGS                            | 44.15   | 47.37                    | 39.33                       | 39.24                                    | 84.66                  |
| 83   | Salt Lake City IAP AGS                     | 43.99   | 45.47                    | 43.47                       | 32.41                                    | 71.72                  |
| 84   | Bangor IAP AGS                             | 43.83   | 43.24                    | 42.24                       | 48.22                                    | 63.61                  |
| 85   | Vance AFB                                  | 43.45   | 55.12                    | 32.89                       | 22.51                                    | 87.75                  |
| 86   | Tulsa IAP AGS                              | 43.2    | 49.4                     | 38.74                       | 23.72                                    | 81.03                  |
| 87   | Lincoln MAP AGS                            | 43.08   | 45.83                    | 42.39                       | 26.26                                    | 71.2                   |
| 88   | Harrisburg IAP AGS                         | 42.89   | 47.01                    | 44.21                       | 11.84                                    | 69.5                   |
| 89   | Richmond IAP AGS                           | 42.64   | 53.44                    | 35.69                       | 13.67                                    | 75.18                  |
| 90   | Fort Smith Regional APT AGS                | 42.58   | 52.08                    | 31.91                       | 31.62                                    | 88.84                  |
| 91   | Portland IAP AGS                           | 42.32   | 46.23                    | 37.58                       | 39.48                                    | 60.13                  |
| 91   | Fort Wayne IAP AGS                         | 42.32   | 48.09                    | 39.65                       | 17.72                                    | 79.17                  |
| 93   | Burlington IAP AGS                         | 42.29   | 51.69                    | 34.88                       | 26                                       | 57.07                  |
| 94   | Patrick AFB                                | 42.23   | 47                       | 32.91                       | 52.75                                    | 66.83                  |
| 95   | Gen Mitchell IAP AGS                       | 41.98   | 40.89                    | 43.76                       | 35.25                                    | 59.38                  |
| 96   | Tucson IAP AGS                             | 41.92   | 45.19                    | 39.16                       | 30.57                                    | 72.7                   |

Airlift

| Rank | Base   | Airlift | Current / Future Mission | Condition of Infrastructure | Contingency, Mobilization, Future Forces | Cost of Ops / Manpower |
|------|--|---------|--------------------------|-----------------------------|--|------------------------|
| 96   | Channel Islands AGS                              | 41.92   | 44.04                    | 42.05                       | 36.32                                    | 23.21                  |
| 98   | NAS New Orleans ARS                              | 41.65   | 46.93                    | 39.81                       | 17.2                                     | 72.63                  |
| 99   | Minn/St Paul IAP ARS                             | 41.52   | 32.19                    | 52.63                       | 36.8                                     | 47.69                  |
| 100  | Toledo Express APT AGS                           | 41.45   | 44.03                    | 36.46                       | 42.51                                    | 72.76                  |
| 101  | Reno-Tahoe IAP AGS                               | 40.51   | 44.93                    | 39.29                       | 23.44                                    | 47.47                  |
| 102  | Youngstown-Warren Regional APT ARS               | 40.09   | 40.95                    | 38.26                       | 35.23                                    | 73.97                  |
| 103  | Niagara Falls IAP ARS                            | 40.03   | 35.85                    | 43.28                       | 41.92                                    | 55.66                  |
| 104  | Nashville IAP AGS                                | 39.77   | 48.71                    | 27.61                       | 39.33                                    | 78.64                  |
| 105  | Pittsburgh IAP ARS                               | 39.64   | 36.28                    | 42.44                       | 36.01                                    | 69.59                  |
| 106  | Joe Foss Field AGS                               | 39.59   | 36.23                    | 40.62                       | 41.13                                    | 77.92                  |
| 107  | Sioux Gateway APT AGS                            | 39.3    | 39.33                    | 37.14                       | 38.03                                    | 79.98                  |
| 108  | W. K. Kellogg APT AGS                            | 39.22   | 38.19                    | 37.74                       | 44.28                                    | 62.57                  |
| 109  | Otis AGB   | 38.95   | 36.97                    | 36.9                        | 55.82                                    | 42.04                  |
| 110  | Kulis AGS  | 38.93   | 43.14                    | 42.67                       | 11.81                                    | 8.01                   |
| 111  | Atlantic City IAP AGS                            | 38.81   | 45.55                    | 31.54                       | 37.39                                    | 41.33                  |
| 112  | Hulman Regional APT AGS                          | 38.63   | 42.75                    | 36.72                       | 16.55                                    | 82.24                  |
| 113  | Dane County Regional - Truax Field AGS           | 38.59   | 42.35                    | 37.71                       | 19.21                                    | 61.55                  |
| 114  | Rosecrans Memorial APT AGS                       | 38.22   | 40.01                    | 32.73                       | 41.97                                    | 81.65                  |
| 115  | Bradley IAP AGS                                  | 37.83   | 43.58                    | 36.03                       | 17.46                                    | 43.06                  |
| 116  | Barnes MPT AGS                                   | 37.75   | 43.93                    | 31.39                       | 33.33                                    | 47.17                  |
| 117  | Schenectady County APT AGS                       | 37.72   | 49.21                    | 25.33                       | 30.66                                    | 60.05                  |
| 118  | Cheyenne APT AGS                                 | 37.65   | 46.92                    | 24.3                        | 42.72                                    | 68.7                   |
| 119  | Mansfield Lahm MAP AGS                           | 37.28   | 42.33                    | 33.5                        | 20.6                                     | 74.01                  |
| 120  | New Castle County Airport AGS                    | 36.96   | 48.83                    | 28.33                       | 15.48                                    | 47.53                  |
| 121  | Luis Munoz Marin IAP AGS                         | 36.78   | 42.16                    | 38.47                       | 10.74                                    | 14.06                  |
| 122  | Hancock Field AGS                                | 36.2    | 44.61                    | 21.04                       | 52.9                                     | 66.32                  |
| 123  | Willow Grove ARS, NAS Willow Grove Joint Reserve | 35.85   | 43.92                    | 32.22                       | 12.92                                    | 39.74                  |
| 124  | Great Falls IAP AGS                              | 35.51   | 35.71                    | 32.68                       | 39.59                                    | 62.23                  |
| 125  | Quonset State APT AGS                            | 35.29   | 40.77                    | 29.32                       | 33.62                                    | 40.59                  |
| 126  | Klamath Falls IAP AGS                            | 35.18   | 38.18                    | 32.91                       | 22.29                                    | 69.01                  |
| 127  | Greater Peoria Regional APT AGS                  | 34.56   | 35.77                    | 32.28                       | 33.46                                    | 54.24                  |
| 128  | Capital APT AGS                                  | 34.53   | 36.96                    | 32.03                       | 28.06                                    | 57.09                  |
| 129  | Arnold AFS                                       | 34.22   | 44.49                    | 13.9                        | 57.35                                    | 89.61                  |
| 130  | Gen Mitchell IAP ARS                             | 33.77   | 40.89                    | 24.5                        | 32.87                                    | 59.94                  |

**Airlift**

| <b>Rank</b> | <b>Base</b>                         | <b>Airlift</b> | <b>Current / Future Mission</b> | <b>Condition of Infrastructure</b> | <b>Contingency, Mobilization, Future Forces</b> | <b>Cost of Ops / Manpower</b> |
|-------------|-------------------------------------|----------------|---------------------------------|------------------------------------|---|-------------------------------|
| 131         | Springfield-Beckley MPT AGS         | 33.54          | 41.59                           | 23.23                              | 29.78   | 71.74                         |
| 131         | Des Moines IAP AGS                  | 33.54          | 35.7                            | 30.8                               | 24.21   | 76.75                         |
| 133         | Moffett Federal Field AGS           | 33.14          | 40.1                            | 31.66                              | 11.59   | 15.79                         |
| 134         | Ewvra Sheppard AGS                  | 33.11          | 47.05                           | 17.83                              | 22.37   | 73.39                         |
| 135         | Fresno Air Terminal AGS             | 32.77          | 46.12                           | 21.98                              | 12.56   | 46.99                         |
| 136         | Lambert - St. Louis IAP AGS         | 32.04          | 29.73                           | 37.4                               | 13.46   | 59.7                          |
| 137         | Yeager APT AGS                      | 31.9           | 40.64                           | 19.79                              | 29.7  | 81.12                         |
| 138         | Hector IAP AGS                      | 30.78          | 38.72                           | 21.49                              | 22.3  | 72.6                          |
| 139         | Duluth IAP AGS                      | 30.43          | 35.49                           | 21.71                              | 34.16   | 66.75                         |
| 140         | Martin State APT AGS                | 30.37          | 50.13                           | 10.15                              | 16.26   | 58.71                         |
| 141         | F. S. Gabreski APT AGS              | 30.21          | 41.65                           | 20.77                              | 16.92   | 29.52                         |
| 142         | Hanscom AFB                         | 29.65          | 42.58                           | 20.17                              | 10.54   | 25.42                         |
| 143         | Goodfellow AFB                      | 7.37           | 0                               | 4                                  | 36.4  | 82.66                         |
| 144         | Brooks City-Base                    | 7.24           | 0                               | 4                                  | 36.4  | 77.48                         |
| 145         | Malmstrom AFB                       | 6.87           | 0                               | 4                                  | 36.4  | 62.67                         |
| 146         | Francis E. Warren AFB               | 6.16           | 0                               | 4                                  | 27.41   | 70.53                         |
| 147         | Schriever AFB                       | 5.78           | 0                               | 4                                  | 27.31   | 55.46                         |
| 148         | Rome Laboratory                     | 4.92           | 0                               | 4                                  | 16.8  | 63.1                          |
| 149         | Air Reserve Personnel Center (ARPC) | 4.69           | 0                               | 4                                  | 16.8  | 53.84                         |
| 150         | United States Air Force Academy     | 4.59           | 0                               | 4                                  | 13.92   | 61.68                         |
| 151         | Cheyenne Mountain AFS               | 4.24           | 0                               | 4                                  | 11.89   | 55.61                         |
| 152         | Bolling AFB                         | 3.59           | 0                               | 4                                  | 9.07  | 40.62                         |
| 153         | Onizuka AFS                         | 3.09           | 0                               | 4                                  | 10.08   | 16.85                         |
| 154         | Los Angeles AFB                     | 2.45           | 0                               | 4                                  | 1.94  | 23.81                         |





# C-130J Programmed Delivery

(Pre-BRAC, Pre-PBD 753)



- 168 Total Aircraft through FY17
  - Currently Multi-Year Funded Through FY08 (80 Aircraft)
- 37 Delivered through FY04
  - ARC Received 36
  - AD Received 1 (Little Rock AFB)
- FY05 through FY17
  - ARC to Receive 41
  - AD to Receive 90
  - Little Rock AFB (AETC) - 14 (FY05 through FY11)
  - Little Rock AFB (AMC) - 16 (FY14 through FY17)
  - Pope AFB - 31 (FY07 through FY13)
  - Ramstein AB - 18 (FY09 through FY11)
  - Yokota AB - 11 (FY14 through FY16)

Source: DRAFT C-130J Beddown Plan (Aug 03) (POC: AMC/A5)



C-130 Center of Excellence



# Little Rock AFB C-130 Aircraft

(As Of 12 Jul 05)



- 314 AW (AETC):
  - 45 x C-130E (10 Grounded, 19 Restricted, 16 Unrestricted)
  - 4 x C-130J
- 189 AW (AETC):
  - 10 x C-130E (0 Grounded, 1 Restricted, 9 Unrestricted)
- 463 AG (AMC):
  - 15 x C-130E (5 Grounded, 1 Restricted, 9 Unrestricted)
  - 14 x C-130H3

Source: 314 MXG Plans and Scheduling Office Worksheet

C-130 Center of Excellence





# BRAC Impact on Little Rock AFB

(SECDEF Recommendations for Little Rock AFB)



- Incoming
  - C-130E and C-130H:
    - 25 PAA C-130E from Pope AFB;
    - 24 PAA C-130H from Dyess AFB
    - 8 PAA C-130H from Reno
    - 8 PAA C-130H from Niagara
    - 4 PAA C-130H from Gen Mitchell
    - 4 PAA C-130H from Schenectady
    - 4 PAA C-130H from Mansfield
- Outgoing
  - C-130E:
    - 8 PAA to BAI
    - 27 PAA to retirement
  - C-130J:
    - 2 PAA to Channel Island
    - 1 PAA to Quonset

Source: BRAC Report



# Little Rock AFB C-130 Aircraft

(Post BRAC, Per SECDEF Recommendations)



- 314 AW (AETC) and 463 AG (AMC):
  - 98 x C-130E/H/H3
  - Aircraft Distribution between commands being worked at MAJCOM Level
- 189 AW (AETC):
  - 14 x C-130E/H
  - 4 x C-130J
- Restoration of PBD 753 cuts brings into question distribution of C-130J aircraft at Little Rock AFB
  - Per BRAC, the 25 C-130 aircraft moving from Pope to Little Rock – are they J model or E model aircraft?

Source: BRAC Report



C-130 Center of Excellence





7 June 2005

## Inquiry Response

**Re:** BI-0045 Commission Question on Congressional Prohibition of Aircraft Retirement  
(OSD Clearinghouse Tasker C0240)

**Requester:** BRAC Commission

**Question:**

Please explain the impacts on the OSD BRAC recommendations where airframes are to be retired, but, Congress directs that the airframes not be retired. We note that C-130E and KC135E retirements result from numerous OSD recommendations for the Air Force and Air National Guard/Air Force Reserve.

Below are two examples from the FY2006 National Defense Authorization Act that is presently being prepared in Congress:

***Prohibition on retirement of KC-135E aircraft (sec. 132)***

\*\*\*\*\*

"The budget request included a plan to retire 49 KC-135Es in fiscal year 2006. The committee believes it is premature to retire any KC-135Es until the AOA is completed and the Secretary of Defense has presented to the congressional defense committees a comprehensive plan for the recapitalization and modernization of the aerial refueling fleet."

***Prohibition on retirement of C-130E/H tactical airlift aircraft (sec. 135)***

"The committee recommends a provision that would prohibit the Secretary of the Air Force from retiring any C-130E/H tactical airlift aircraft in fiscal year 2006.

The committee believes it would be premature to retire any C-130 aircraft until the results of the Mobility Capabilities Study, which is to be completed in fiscal year 2005, are known and intra-theater airlift requirements are determined."

Please comment on the impact of these two paragraphs and similar language if successive National Defense Authorization acts continue the current guidance.

**Answer:**

In accordance with the BRAC law, the Air Force developed BRAC recommendations based on the future force structure plan submitted to the congress in November, 2004. If the congress subsequently prohibits the retirement of aircraft, the Air Force will maintain the aircraft in accordance with the law and approved BRAC recommendations.

Approved

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DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

18 July 2005

## Inquiry Response

**Re:** BI-0123 - C-130 Squadron Size

**Requester:** BRAC Commission (Mr. Ken Small)

**Question:**

Please provide a copy of briefings, white papers, or other summary information that explains the pros and cons of C-130 size, 8, 12, or 16 PAA. The Commission desires to understand the military value of forming larger squadrons by eliminating units that have performed well during the last 20 years.

**Answer:**

The Air Force used its military judgment and experience of operating C-130 aircraft to develop optimum size squadrons (16 PAA being optimum and 12 PAA as acceptable) to support the AEF warfighting construct and peacetime operations. As testified by Mr Dominguez, the Acting Secretary of the Air Force before the BRAC commission, "...fighting forward or defending our homeland through an AEF concept...requires optimally sized garrison forces to sustain the forward forces without undue strain on those sustaining the mission at home." Also, in his testimony to the Commission, Gen Jumper, Chief of Staff of the Air Force stated, "...larger squadrons maximize warfighting capability by exploiting economies of scale and make squadrons more efficient and operationally effective."

The Air Force White Paper outlining desired Air Force squadron sizes is located at attachment 1. Additionally, the current draft of an Air Force Studies and Analysis Agency (AFSAA) study that is in progress is located at attachment 2. The AFSAA study was not used during development of the Air Force recommendations.

Approved



DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

25 July 2005

## Inquiry Response

**Re:** BI-0155 (CT-0645)

**Requester:** SAF/LLP (Nedim Kirimca, Lt Col, USAF)

**Question:** According to Senator Clinton's staff, the Air Force sent a survey team to Little Rock Air Force Base, following the BRAC announcement, in order to estimate the costs of implementing the BRAC recommendations. It is Senator Clinton's understanding that the costs of implementing the BRAC recommendations at Little Rock are \$270 million.

Senator Clinton would like a copy of this survey report by the close of business on Monday.

**Answer:** Site survey results show a requirement for \$292 million. Attached briefing summarizes the requirements.

Approved

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

DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

11 Aug 2005

## Inquiry Response

**Re:** BI-0221 (CT-0890) Pope Data

**Requester:** Ken Small, Air Force Team Leader, BRAC Commission R&A

**Background:** Request a detailed information paper or briefing that summarizes the net effect of the Air Force (and JCSGs) BRAC recommendations on Pope AFB, NC. This product should include at a minimum the most current information on:

**Question 1:** The personnel impacts at Pope AFB

**Answer 1:** Net manpower impacts are - 4,912 military and -165 civilians. Manpower changes are reflected in attached update COBRA file.

**Question 2:** The net aircraft (by type) at Pope AFB

**Answer 2:** Pope loses all assigned A-10 aircraft (36 PAA)--net zero A-10s. Pope loses all assigned C-130E aircraft (25 PAA) and Fort Bragg/Pope gains C-130H aircraft (16 PAA)--net 16 C-130s.

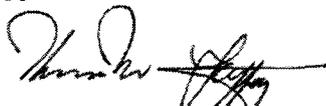
**Question 3:** The net military construction requirements at Pope AFB to include before BRAC and Post-BRAC site plans (or both compiled on one sheet). Include any infrastructure improvements required.

**Answer 3:** The Air Force has no planned MILCON to support its recommendations at Pope AFB. The Army has scheduled MILCON totaling \$53 million at Pope AFB; however, during the site survey the Army representatives stated that all planned MILCON will be executed at Fort Bragg proper.

**Question 4:** Please note any schedule issues related to completion of MILCON and movement of units or equipment.

**Answer 4:** See answer 3 above. If the Army determines to execute its USA-0222R recommendation (Fort McPherson, GA) at Pope vs. Bragg proper, then the former Pope AFB will gain an additional 2,211 manpower positions.

Approved



THOMAS M. LAFFEY, Lt Col, USAF  
Chief, Air Force BRAC -- JCSG Division

Attachment:  
As Stated

15 August 2005

## Inquiry Response

**Re:** BI-0209-CT-0849, Questions on Little Rock AFB Capacity

**Requester:** Mr. Ken Small (BRAC Commission Staff)

**Question preamble:** DOD recommends transferring Dyess' C-130s to Little Rock, Elmendorf and Peterson. The justification for this is outlined in BRAC Recommendations 47 "to create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s to other Air Force installations." The majority of the C-130s at Dyess go to Little Rock, where the Air Force plans to consolidate all active duty CONUS C-130s (about 118 C-130s). Given this recommendation we request feedback on the following questions:

**Question 1:** Does the Air Force expect to achieve operational efficiencies (i.e. aircraft availability) by placing all active duty CONUS C-130s at Little Rock? If so, how?

**Answer 1:** Yes, the Air Force expects to achieve operational efficiencies by placing all active duty C-130s at Little Rock. We expect increased effectiveness through economies of scale, increased flexibility in scheduling aircraft and crews, and decreased loss of aircrew availability during PCS and TDY to the FTU for formal upgrade training.

**Question 2:** How does the Air Force expect to obtain logistical efficiencies with a C-130 fleet that is not homogenous? As we understand it, the C-130 fleet at Little Rock under this recommendation will be mixed, consisting of C-130Es, C-130Hs, C-130H1, C-130H3, and the new C-130J? If efficiencies are achieved in what areas?

**Answer 2:** With nine different C-130 variants across three basic models, the aircraft currently assigned to Little Rock AFB already include multiple models and variants. The Air Force recognizes the operational and dollar cost of operating an airlift fleet with such a diverse collection of aircraft. This presents a daily challenge regardless of where the aircraft are based. The Air Force makes every attempt to assign identical series aircraft in reserve component units. However, bases with larger populations of aircraft include a larger collection of variants. The Air Force BRAC report specifically states that the Air Force expects MAJCOMs to manage their fleets appropriately. In the context of the C-130 fleet, this means arranging model variants to the best operational advantage.

In the case of Little Rock, the Air Force does not incur an operational or dollar cost penalty by bringing more model variants onto its largest C-130 base. In fact, by doing so, the Air Force develops a strategic position that allows for improved efficiency and logistical savings in the future, especially when model and variant commonality among the C-130 fleet is improved (See below).

It should be noted there is some logistic support commonality among all of the C-130 aircraft and differences between some of the model variants are relatively small. More importantly, the Air Force has a program in place to improve fleet commonality. The C-130 Avionics Modernization Program (AMP) is the farthest reaching of Air Force efforts to standardize DoD C-130 aircraft. AMP is a cockpit modernization program that replaces aging, unreliable equipment and will result in an identical cockpit configuration across the mobility, SOF-CSAR, and USN C-130 fleets.

**Question 3:** Does the Air Force have empirical information that shows improvements to key indicators like Mission Capable rates resulting from the consolidation of the C-130 fleet at Little Rock?

**Answer 3:** No. The Air Force has not accomplished any similar consolidation that could be used to provide empirical data.

**Question 4:** Given the fact that a certified capacity wasn't completed at Little Rock, it's unclear that Little Rock has sufficient capability to receive such a large fleet of C-130s. Please provide the Commission information that shows that sufficient capacity exists at Little Rock. Of particular note is data:

A. That shows Little Rock has sufficient ramp space, aircraft hangers, maintenance facilities.

B. The number of runways and dimensions, number of drop zones, number of assault strips.

**Answer 4a:** The capacity data provided by MAJCOMs used parking spaces as the initial, primary indicator for current capacity, then a MILCON cost to build facilities to accept more aircraft in increments of optimum squadron size. Unfortunately, with multiple MAJCOMs involved at Little Rock, a comprehensive capacity view did not occur.

Realizing the deficiency in capacity data for Little Rock, SAF/IEB queried AMC as to the number of C-130s that can be parked on the current ramp at Little Rock. An AMC representative replied on 14 January 2005 that 130 C-130s could be parked at Little Rock using a workable parking plan.

Cost analysis of recommendations that include movements of C-130s to Little Rock included costs required to build hangars, maintenance and support facilities required for gained aircraft. The cost estimates (provided by MAJCOMs in their capacity briefs) to accept additional aircraft were not used in recommendation cost analysis provided to the BRAC Commission.

**Answer 4b:** Little Rock AFB has a single main runway, 12,000 feet long, 200 feet wide, with 1000 feet long overruns at each end. The airfield also has an assault strip parallel and in close proximity to the main runway. The assault strip is paved and is 3,500 feet long and 60 feet wide with no overruns.

Installations were evaluated based on their proximity to tactical landing zones and drop zones, not only zones that reside on the specific installation. For instance, we know that C-130 units at Little Rock extensively use the drop zones known as "Black Jack" and "All American." These

drop zones are close to Little Rock AFB, but are not part of the Little Rock AFB installation. Therefore, to gain complete awareness of drop zones and landing zones that might be available to aircraft based at Little Rock, please refer to the WIDGET data concerning drop zones and landing zones.

**Question 5:** Please provide by C-130 model type the breakout of the fleet that will be garrison at Little Rock if this recommendation is approved.

**Answer 5:** The proposed BRAC end state for Little Rock AFB is the result of seven different Air Force BRAC recommendations. Based on the recommendations submitted to the BRAC Commission and the C-130 fleet breakdown used in development of those recommendations Little Rock AFB would be assigned these aircraft:

|        |    |
|--------|----|
| C-130E | 46 |
| C-130H | 66 |
| C-130J | 4  |

Subsequently, the C-130J buy numbers have changed. We estimate this would result in this revised set of aircraft assigned at Little Rock AFB. This will include FTU and operational assigned aircraft:

|        |    |
|--------|----|
| C-130E | 33 |
| C-130H | 65 |
| C-130J | 18 |

**Question 6:** Why not just keep the C-130s at Dyess along with the consolidation of the B-1s? Dyess has sufficient capability to absorb this mission. It would be more cost effective (ref BCEG minutes dates 14 Aug 2004) to do this than transfer the C-130s to other installations.

**Answer 6:** The BCEG decided it was in the interest of operations efficiency and safety not collocate aircraft with dissimilar operating characteristics and dissimilar missions at the same base (to the extent practical). Contributing to this military judgment decision is the 1994 incident 1994 where 24 U.S. Army soldiers were killed and more than 100 others injured following a mid-air collision of dissimilar aircraft at Pope Air Force Base. The collision occurred between a C-130 and an F-16, both based at Pope.

There are exceptions to this concept and in those cases where the Air Force has dissimilar aircraft based together it is due to operational interdependency between aircraft (Hurlburt) or geographic restrictions (Elmendorf). Adjusting local procedures, generally to the detriment of local operational effectiveness, mitigates risks associated with dissimilar operations.

Attached is a cost analysis of basing the additional B-1s, the existing B-1s and C-130 aircraft Dyess.

Our records show the BCEG did not meet on 14 Aug 2004 and we were unable to identify a BCEG meeting during that month or minutes that were date stamped in that month, that were germane to this question. Please provide more information regarding the response so we may properly respond to your inquiry.

Approved

A handwritten signature in black ink, appearing to read 'D. L. JOHANSEN', written over a horizontal line.

DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

15 Aug 2005

## Inquiry Response

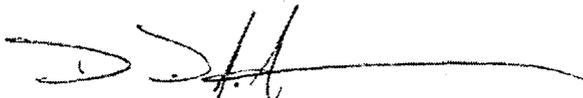
**Re:** BI-0238 (CT-0933)

**Requester:** Frank Cirillo, Director, Review & Analysis

**Question:** What happens to the 8 C-130's assigned to the 913th Airlift Wing at Willow Grove and what happens to the Wing itself as the Wing is not identified by name in the DoD recommendation (DoN -21)?

**Answer:** If the recommendation to close NAS Willow Grove is approved, the eight C-130E aircraft assigned to the 913<sup>th</sup> Airlift Wing at NAS Willow Grove will retire as part of the C-130 fleet consolidation. The 913<sup>th</sup>'s Wing flag and associated expeditionary combat support personnel will move to Eglin AFB, Florida. Operations and Maintenance personnel originally assigned to the 913<sup>th</sup> will be used to bolster the crew ratio at other AFRC locations and support future emerging mission requirements.

Approved



DAVID I. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

17 Aug 2005

## Inquiry Response

**Re:** BI-0240 (CT-0936)

**Requester:** Ken Small, Air Force Team Leader, BRAC Commission R&A

**Background:** During BRAC staff and Commissioner visits to Pope AFB/Ft Bragg, numerous unanswered questions have emerged. The BRAC Commission has concerns about the organization of Pope AFB if the OSD BRAC Recommendation is executed. One of the consistent topics of discussion and concern relates to the change of the installation organization from an Air Wing to some lesser-sized organization. Particular concern has been expressed about the potential loss of an execution-planning cell that is active currently with the 43 AW structure. A second concern relates to the joint basing concept and its impact on the number of military available for mobility commitments. Traditionally, Air Force Civil Engineering and the Services organizations have relied on military members within the base support organization having a responsibility to train and assume mobility responsibilities

**Question 1:** Does the Air Force concept for the organization at Pope AFB, post-BRAC, provide for a group or other staff higher than the proposed AFRes/AF associate squadron that would provide unity of command at Pope AFB? Will the top-level organization at Pope AFB have operations/execution planning capabilities available to joint plan deployments of the XVIII Corps?

**Answer 1:** The 43AW does not currently provide a formal joint planning function for XVIII Corps. The 43<sup>rd</sup> does occasionally provide informal support due to its proximity, but formal support is a JFCOM/AMC responsibility. The new AFRC unit can expect to provide support in similar fashion. Real world contingency operations will continue to take priority over all other operations. The high ops tempo of joint operations at Fort Bragg will drive a requirement for a more capable Operational Support Squadron. This squadron will likely include both Reserve and Active duty tactics experts able to handle future contingency operations.

**Question 2:** How many airmen have mobility responsibilities (have mobility bags) at Pope AFB? Please identify them by functional organization, i.e., civil engineering, communications, etc? Under the joint basing concept, how many airmen will have a mobility commitment?

**Answer 2:** The total number of AMC/ACC personnel with a mobility requirement at Pope is currently 4833 (AMC—3668, ACC—1165), or everyone assigned. The attached AMC and ACC data spreadsheet contains a breakout of those personnel. Should the Pope BRAC recommendation be approved, all AMC and ACC personnel remaining at Pope will remain on mobility status.

**Question 3:** The BRAC Commission is interested in the short term and long term plans for the Pope/Bragg relationship. What is the desired end state of the transformation of Pope AFB from its current operations?

**Answer 3:** The desired end state at Pope is a smaller Air Force footprint that still maximizes training opportunities for the assigned Reserve and Active forces. The resident unit will help support the Army's training and mobility requirements. The new organization will utilize an "associate" construct comprised of a reserve and active unit operating as one. Assigning active duty crews in addition to the Reserve wing serves three purposes: it allows active duty access to the assigned aircraft, fulfills steady-state deployment requirements and allows flexibility in meeting XVIII Corps short notice requirements. Locating a Reserve wing in place with an active duty associate unit enables a significant level of airlift support at a lower overall operating expense. The transformational construct pairing active duty and reserve personnel day-to-day, adds another element of reality to Joint Operations and allows the AF to train like we deploy (fight).

Approved



DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

| UNIT                       | ENL | OFF | TOTAL |
|----------------------------|-----|-----|-------|
| NONE/BAD DATA              | 25  | 7   | 32    |
| 0000 ACC REGIONAL SPLY SQ  | .   | 1   | 1     |
| 0000 AF CIV ENGR SPT AG FO | .   | 1   | 1     |
| 0000 AF DOCTRINE CENTER DU | .   | 1   | 1     |
| 0000 AF INST OF TECH IN    | .   | 1   | 1     |
| 0000 AF OCC MEAS SQ        | .   | 1   | 1     |
| 0000 AFC2ISRC FO           | 1   | .   | 1     |
| 0000 AFEL NATO/AIRNORTH NA | 1   | .   | 1     |
| 0000 AFELM DEF INTEL AG JI | .   | 1   | 1     |
| 0000 AFELM JT FLY TRNG TG  | .   | 7   | 7     |
| 0000 AFELM NAV WAR COLL DO | .   | 1   | 1     |
| 0000 AFROTC SW RG          | 1   | .   | 1     |
| 0000 AIR CMD/STAFF CL      | .   | 2   | 2     |
| 0000 AIR EDUC AND TRNG CM  | .   | 1   | 1     |
| 0000 AIR FORCE ROTC CR     | 1   | .   | 1     |
| 0000 AIR RES PERS CE CM    | .   | 2   | 2     |
| 0000 AMC AIR OPERATIONS SQ | .   | 1   | 1     |
| 0000 AMC INSPECTION SQ     | .   | 1   | 1     |
| 0000 MOBILITY CM           | .   | 2   | 2     |
| 0000 OKLAHOMA CITY ALC CE  | 1   | .   | 1     |
| 0000 PRES AIRLIFT SQ       | 1   | .   | 1     |
| 0000 STD SYS GP            | .   | 1   | 1     |
| 0000 U S AIR FORCE HQ      | .   | 1   | 1     |
| 0000 USAF AEROSP MED SC    | 1   | .   | 1     |
| 0001 AEROSPACE MEDICINE SQ | 1   | .   | 1     |
| 0001 FIGHTER WG            | 1   | .   | 1     |
| 0001 MEDICAL SUPPORT SQ    | 1   | .   | 1     |
| 0001 SPACE CONTROL SQ      | 1   | .   | 1     |
| 0001 SPECIAL OPERATIONS SQ | 2   | .   | 2     |
| 0002 AIRLIFT SQ            | 90  | 108 | 198   |
| 0002 CIVIL ENGINEER SQ     | 1   | .   | 1     |
| 0002 DENTAL SQ             | 1   | .   | 1     |
| 0003 AERIAL PORT SQ        | 241 | 7   | 248   |
| 0003 AIR FORCE AF          | 1   | .   | 1     |
| 0003 AIRLIFT SQ            | .   | 1   | 1     |
| 0003 LOGISTICS READINES SQ | .   | 1   | 1     |
| 0004 AIR SUPT OPNS SQ      | 1   | .   | 1     |
| 0004 COMMUNICATIONS SQ     | .   | 1   | 1     |
| 0004 OPERATIONS SUPPORT SQ | 1   | .   | 1     |
| 0005 COMBAT COMM GP        | 1   | .   | 1     |
| 0005 LOGISTICS READINES SQ | 1   | .   | 1     |
| 0006 CIVIL ENGINEER SQ     | 1   | .   | 1     |
| 0007 COMPTROLLER SQ        | 1   | .   | 1     |
| 0007 MEDICAL OPERATIONS SQ | .   | 1   | 1     |
| 0008 CIVIL ENGINEER SQ     | 6   | .   | 6     |
| 0008 COMMUNICATIONS SQ     | 1   | .   | 1     |
| 0008 LOGISTICS READINES SQ | 1   | .   | 1     |
| 0008 MAINTENANCE SQ        | 2   | .   | 2     |
| 0008 OPERATIONS SUPPORT SQ | 2   | .   | 2     |
| 0008 SECURITY FORCES SQ    | 2   | .   | 2     |
| 0008 SERVICES SQ           | 1   | .   | 1     |

|                            |     |    |     |
|----------------------------|-----|----|-----|
| 0010 CIVIL ENGINEER SQ     |     | 1  | 1   |
| 0010 COMMUNICATIONS SQ     | 1   |    | 1   |
| 0011 MEDICAL OPERATIONS DU | 1   |    | 1   |
| 0011 MISSION SUPPORT DU    | 1   |    | 1   |
| 0014 OPERATIONS SUPPORT SQ |     | 1  | 1   |
| 0015 CIVIL ENGINEER SQ     | 1   |    | 1   |
| 0015 COMMUNICATIONS SQ     | 1   |    | 1   |
| 0018 COMPTROLLER SQ        | 1   |    | 1   |
| 0018 DENTAL SQ             | 1   |    | 1   |
| 0018 FLIGHT TEST SQ        |     | 1  | 1   |
| 0018 MUNITIONS SQ          | 1   |    | 1   |
| 0019 FIGHTER SQ            | 1   |    | 1   |
| 0020 LOGISTICS READINES SQ | 1   |    | 1   |
| 0020 MEDICAL OPERATIONS SQ | 1   |    | 1   |
| 0021 CIVIL ENGINEER SQ     | 1   |    | 1   |
| 0021 SPECIAL TACTICS SQ    | 1   |    | 1   |
| 0022 LOGISTICS READINES SQ | 1   |    | 1   |
| 0022 MAINTENANCE SQ        |     | 1  | 1   |
| 0023 AIRCRAFT MAINT SQ     | 1   |    | 1   |
| 0023 FIGHTER GP            | 1   |    | 1   |
| 0023 MAINTENANCE SQ        | 1   |    | 1   |
| 0027 LOGISTICS READINES SQ | 1   |    | 1   |
| 0027 MEDICAL OPERATIONS SQ | 1   |    | 1   |
| 0028 MEDICAL OPERATIONS SQ |     | 1  | 1   |
| 0030 TRANSPORTATION SQ     | 1   |    | 1   |
| 0031 CIVIL ENGINEER SQ     | 2   |    | 2   |
| 0031 DENTAL SQ             | 1   |    | 1   |
| 0033 MAINTENANCE SQ        |     | 1  | 1   |
| 0033 RESCUE SQ             | 1   |    | 1   |
| 0034 FIGHTER SQ            | 1   |    | 1   |
| 0035 MAINTENANCE SQ        | 2   |    | 2   |
| 0035 SERVICES SQ           | 1   |    | 1   |
| 0035 TRANSPORTATION SQ     | 1   |    | 1   |
| 0036 AIRLIFT SQ            | 1   | 1  | 2   |
| 0037 AIRLIFT SQ            |     | 1  | 1   |
| 0038 CONSTRUCTION & TRG SQ | 1   |    | 1   |
| 0039 CIVIL ENGINEER SQ     | 1   |    | 1   |
| 0041 AIRLIFT SQ            | 82  | 73 | 155 |
| 0041 FLYING TRAINING SQ    |     | 1  | 1   |
| 0042 MISSION SUPPORT GP    | 1   |    | 1   |
| 0043 AEROMED EVAC SQ       | 99  | 43 | 142 |
| 0043 AEROMEDICAL-DENTAL SQ | 9   | 6  | 15  |
| 0043 AIRCRAFT MAINT SQ     | 462 | 8  | 470 |
| 0043 AIRLIFT WG            | 59  | 29 | 88  |
| 0043 CIVIL ENGINEER SQ     | 171 | 10 | 181 |
| 0043 COMMUNICATIONS SQ     | 122 | 5  | 127 |
| 0043 COMPTROLLER SQ        | 36  | 5  | 41  |
| 0043 CONTRACTING SQ        | 12  | 6  | 18  |
| 0043 DOD SPACE FLT SPT SQ  | 1   |    | 1   |
| 0043 LOGISTICS READINES SQ | 320 | 5  | 325 |
| 0043 MAINTENANCE GP        | 28  | 6  | 34  |
| 0043 MAINTENANCE OPS SQ    | 68  | 1  | 69  |

|                            |     |    |     |
|----------------------------|-----|----|-----|
| 0043 MAINTENANCE SQ        | 532 | 7  | 539 |
| 0043 MEDICAL GP            | 2   | 1  | 3   |
| 0043 MEDICAL OPERATIONS SQ | 78  | 33 | 111 |
| 0043 MEDICAL SUPPORT SQ    | 31  | 8  | 39  |
| 0043 MISSION SUPPORT GP    | 4   | 1  | 5   |
| 0043 MISSION SUPPORT SQ    | 44  | 7  | 51  |
| 0043 OG                    |     | 1  | 1   |
| 0043 OPERATIONS GP         | 21  | 8  | 29  |
| 0043 OPERATIONS SUPPORT SQ | 89  | 21 | 110 |
| 0043 SECURITY FORCES SQ    | 171 | 3  | 174 |
| 0043 SERVICES SQ           | 59  | 4  | 63  |
| 0043 SUPPLY SQ             | 1   |    | 1   |
| 0043 TRANSPORTATION SQ     | 10  |    | 10  |
| 0043 WING WG               |     | 1  | 1   |
| 0047 OPERATIONS SUPPORT SQ |     | 2  | 2   |
| 0048 AIRCRAFT MAINT SQ     | 1   |    | 1   |
| 0048 CIVIL ENGINEER SQ     | 1   |    | 1   |
| 0048 DENTAL SQ             | 1   |    | 1   |
| 0048 FLYING TRAINING SQ    |     | 1  | 1   |
| 0048 MEDICAL SUPPORT SQ    | 1   |    | 1   |
| 0048 SECURITY FORCES SQ    | 2   |    | 2   |
| 0048 SERVICES SQ           | 1   |    | 1   |
| 0049 MATERIEL MAINT SQ     | 1   |    | 1   |
| 0049 MEDICAL SUPPORT SQ    | 1   |    | 1   |
| 0050 FLYING TRAINING SQ    |     | 1  | 1   |
| 0051 CIVIL ENGINEER SQ     | 2   |    | 2   |
| 0051 COMMUNICATIONS SQ     | 1   |    | 1   |
| 0051 FIGHTER WG            | 1   |    | 1   |
| 0051 LOGISTICS READINES SQ | 2   |    | 2   |
| 0051 OPERATIONS SUPPORT SQ | 1   |    | 1   |
| 0051 SECURITY FORCES SQ    | 1   |    | 1   |
| 0052 EQUIPMENT MAINT SQ    | 1   |    | 1   |
| 0055 DENTAL SQ             | 1   |    | 1   |
| 0055 MAINTENANCE SQ        | 2   |    | 2   |
| 0056 AIRCRAFT MAINT SQ     |     | 1  | 1   |
| 0056 CIVIL ENGINEER SQ     | 1   |    | 1   |
| 0056 MEDICAL SUPPORT SQ    |     | 1  | 1   |
| 0059 MEDICAL OPERATIONS GP | 1   |    | 1   |
| 0060 LOGISTICS READINES SQ | 1   |    | 1   |
| 0062 AIRCRAFT MAINT SQ     | 1   |    | 1   |
| 0062 AIRLIFT SQ            | 1   |    | 1   |
| 0062 COMMUNICATIONS SQ     | 1   | 1  | 2   |
| 0062 OPERATIONS SUPPORT SQ | 1   |    | 1   |
| 0065 CIVIL ENGINEER SQ     | 1   |    | 1   |
| 0065 LOGISTICS READINES SQ | 1   |    | 1   |
| 0071 OPERATIONS SUPPORT SQ |     | 1  | 1   |
| 0072 MISSION SUPPORT GP    |     | 1  | 1   |
| 0074 MEDICAL GP            |     | 1  | 1   |
| 0076 AIRLIFT SQ            |     | 1  | 1   |
| 0078 MISSION SUPPORT GP    | 1   |    | 1   |
| 0081 FIGHTER SQ            | 1   |    | 1   |
| 0081 SURGICAL OPERATION SQ |     | 1  | 1   |

|                            |    |   |    |
|----------------------------|----|---|----|
| 0084 AIRLIFT FT            |    | 1 | 1  |
| 0084 FLYING TRAINING SQ    |    | 1 | 1  |
| 0086 OPERATIONS GP         |    | 1 | 1  |
| 0086 SUPPLY SQ             | 1  |   | 1  |
| 0088 MEDICAL OPERATIONS SQ | 1  |   | 1  |
| 0088 MEDICAL SUPPORT SQ    |    | 1 | 1  |
| 0092 MAINTENANCE SQ        |    | 1 | 1  |
| 0095 AEROSPACE MEDICINE SQ | 1  |   | 1  |
| 0096 AEROSPACE MEDICINE SQ |    | 1 | 1  |
| 0099 COMPROLLER SQ         | 1  |   | 1  |
| 0099 FLYING TRAINING SQ    | 1  |   | 1  |
| 0100 SERVICES SQ           | 1  |   | 1  |
| 0263 COMBAT COMM SQ        | 1  |   | 1  |
| 0303 INTELLIGENCE SQ       | 2  |   | 2  |
| 0305 LOGISTICS READINES SQ | 1  |   | 1  |
| 0312 TRAINING SQ           | 3  |   | 3  |
| 0314 CIVIL ENGINEER SQ     | 1  |   | 1  |
| 0314 MEDICAL OPERATIONS SQ | 1  |   | 1  |
| 0314 OPERATIONS SUPPORT SQ | 2  |   | 2  |
| 0322 TRAINING SQ           | 1  |   | 1  |
| 0325 AEROMEDICAL-DENTAL SQ | 1  |   | 1  |
| 0327 AIRCRAFT SUSTAIN WG   |    | 1 | 1  |
| 0334 TRAINING SQ           | 2  |   | 2  |
| 0336 TRAINING SQ           | 3  |   | 3  |
| 0337 USAF RECRUITING SQ    | 1  |   | 1  |
| 0338 TRAINING SQ           | 8  |   | 8  |
| 0341 MAINTENANCE GP        | 1  |   | 1  |
| 0341 MEDICAL SUPPORT SQ    | 1  |   | 1  |
| 0341 MISSILE MAINT SQ      | 1  |   | 1  |
| 0341 SECURITY FORCES SQ    | 1  |   | 1  |
| 0341 SECURITY SPT SQ       | 1  |   | 1  |
| 0343 TRAINING SQ           | 2  |   | 2  |
| 0344 TRAINING SQ           | 2  |   | 2  |
| 0345 TRAINING SQ           | 7  |   | 7  |
| 0347 CIVIL ENGINEER SQ     | 1  |   | 1  |
| 0347 OPERATIONS SUPPORT SQ |    | 1 | 1  |
| 0347 RESCUE WG             | 1  |   | 1  |
| 0353 SPECIAL OPERATIONS GP | 1  |   | 1  |
| 0354 TRANSPORTATION SQ     | 1  |   | 1  |
| 0355 COMMUNICATIONS SQ     | 1  |   | 1  |
| 0355 COMPONENT MAINT SQ    |    | 1 | 1  |
| 0355 SERVICES SQ           | 1  |   | 1  |
| 0360 TRAINING SQ           | 1  |   | 1  |
| 0361 TRAINING SQ           | 4  |   | 4  |
| 0366 TRAINING SQ           | 21 |   | 21 |
| 0374 CIVIL ENGINEER SQ     | 2  |   | 2  |
| 0374 LOGISTICS READINES SQ |    | 1 | 1  |
| 0374 MEDICAL SUPPORT SQ    | 1  |   | 1  |
| 0381 TRAINING SQ           | 2  |   | 2  |
| 0382 TRAINING SQ           | 4  |   | 4  |
| 0383 TRAINING SQ           | 3  |   | 3  |
| 0402 MAINTENANCE WG        |    | 1 | 1  |

|                            |             |            |             |
|----------------------------|-------------|------------|-------------|
| 0422 AIR BASE SQ           | 1           |            | 1           |
| 0435 LOGISTICS READINES SQ | 3           |            | 3           |
| 0435 MEDICAL OPERATIONS SQ | 1           |            | 1           |
| 0436 LOGISTICS READINES SQ | 1           |            | 1           |
| 0458 AIRLIFT SQ            |             | 1          | 1           |
| 0509 LOGISTICS READINES SQ | 1           |            | 1           |
| 0517 AIRLIFT SQ            | 1           | 2          | 3           |
| 0554 RED HORSE SQ          | 2           |            | 2           |
| 0562 FLYING TRAINING SQ    |             | 3          | 3           |
| 0568 SECURITY FORCES SQ    | 1           |            | 1           |
| 0607 AIR&SP COMM SQ        | 1           |            | 1           |
| 0607 COMBAT COMM SQ        | 2           |            | 2           |
| 0607 MATERIEL MAINT SQ     | 1           |            | 1           |
| 0612 AIR BASE SQ           | 1           |            | 1           |
| 0712 RED HORSE FT          | 1           |            | 1           |
| 0725 AIR MOBILITY SQ       | 1           |            | 1           |
| 0728 AIR MOBILITY SQ       | 1           |            | 1           |
| 0733 AIR MOBILITY SQ       | 1           |            | 1           |
| 0735 AIR MOBILITY SQ       | 2           |            | 2           |
| 0735 CIVIL ENGINEER SQ     | 1           |            | 1           |
| 0735 COMMUNICATIONS SQ     | 1           |            | 1           |
| 0743 AIRCRAFT MAINT SQ     | 90          | 3          | 93          |
| 0755 COMMUNICATIONS SQ     | 1           |            | 1           |
| 0775 CIVIL ENGINEER SQ     | 1           |            | 1           |
| 0819 RED HORSE SQ          | 1           |            | 1           |
| 0823 RED HORSE SQ          | 1           |            | 1           |
| 0835 COMMUNICATIONS SQ     | 1           |            | 1           |
| 0882 TRAINING GP           | 1           |            | 1           |
| 0944 MAINTENANCE OPS FT    | 1           |            | 1           |
| 0951 RESERVE SPT SQ        |             | 1          | 1           |
| <b>TOTAL</b>               | <b>3183</b> | <b>485</b> | <b>3668</b> |

19 Aug 2005

## Inquiry Response

**Re:** BI-0260 (CT-0980)

**Requester:** Ken Small, Air Force Team Leader, BRAC Commission R&A

**Question:** Please provide a MILCON estimate for the portion of the MILCON impact at Little Rock that results from the proposed move of C-130s from Reno to Little Rock. Please provide an allocation of the numbers to functions, ie, \$\$\$ for the PMEL expansion.

**Answer:** The portion of the MILCON impact at Little Rock that results from the proposed move of C-130s from Reno is: \$21,144,000. The allocation of MILCON costs is listed in the attached spreadsheet.

Approved



DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

Base Name: Reno Impact on Little Rock (8 PAA C-130 AC)

### MILCON Cost Calculator

ACF: 0.87

| DOD FAC Code | JTR                                       | IRM | Description   | FY 2008 | Priority  | Area | Projected Cost | AT/FP  | Projected Cost | Average       | Projected Cost | Projected |
|--------------|---|-----|---|---------|-----------|------|----------------|--------|----------------|---------------|----------------|-----------|
|              |   |     |   |         |           |      |                |        |                |               |                |           |
|              |   |     |   |         |           |      | (\$000)        | Factor | with AT/FP     | Facility Cost | (\$000)        | (\$000)   |
| 1164         | Maintenance                               | SY  | Aircraft maintenance equipment for a maintenance area base located in the project area.   | 908     | 88,470    | 0.87 | 90             | 1.00   | 90             | 0.2250        | 20             | 111       |
| 1211         | Vehicle Facility                          | CI  | A facility for the storage of heavy equipment for the project area. This includes the storage of heavy equipment for the project area.                      | 0.43    | 1,974     | 0.87 | 2              | 1.00   | 2              | 0.2250        | 0              | 3         |
| 1241         | Operating Fuel Storage                    | IA  | Storage tanks for operating and reserve supply of fuel. Fuel tanks are located in the project area.   | 6,978   | 24,432    | 0.87 | 26             | 1.00   | 26             | 0.2250        | 6              | 32        |
| 1262         | WVI Pump Station                          | SP  | A facility for existing WVI pump equipment. This includes the building and other equipment for the pump station.  | 152     | 64,762    | 0.87 | 90             | 1.02   | 92             | 0.2250        | 21             | 112       |
| 1411         | Artificial Fuel Fuel Reserve Station      | SP  | A facility for existing artificial fuel reserve station. This includes the building and other equipment for the reserve station.                            | 238     | 54,232    | 0.87 | 57             | 1.02   | 59             | 0.1916        | 11             | 70        |
| 1412         | Aviation Operations Building              | SP  | A facility for existing aviation operations building. This includes the building and other equipment for the operations building.                           | 12,343  | 1,879,895 | 0.87 | 1,984          | 1.02   | 2,040          | 0.2112        | 431            | 2,471     |
| 1721         | Flight Simulator Facility                 | SP  | A facility for existing flight simulator facility. This includes the building and other equipment for the simulator facility.                               | 2,380   | 479,446   | 0.87 | 505            | 1.02   | 517            | 0.1729        | 89             | 606       |
| 2111         | Aircraft Maintenance Hangar               | SP  | A facility for existing aircraft maintenance hangar. This includes the building and other equipment for the hangar.   | 12,592  | 2,474,505 | 0.87 | 2,622          | 1.02   | 2,692          | 0.3361        | 902            | 3,584     |
| 2112         | Advanced Maintenance Shop                 | SP  | A facility for existing advanced maintenance shop. This includes the building and other equipment for the shop.   | 4,886   | 829,800   | 0.87 | 879            | 1.02   | 899            | 0.2605        | 234            | 1,133     |
| 2113         | Aircraft Component Control Temp           | SP  | A facility for existing aircraft component control temperature control equipment. This includes the building and other equipment for the control equipment. | 6,350   | 1,720,303 | 0.87 | 1,827          | 1.02   | 1,869          | 0.1812        | 339            | 2,208     |
| 2116         | Aircraft Maintenance Shop, Input          | SP  | A facility for existing aircraft maintenance shop, input. This includes the building and other equipment for the input shop.                                | 2,936   | 490,986   | 0.87 | 527            | 1.02   | 539            | 0.1495        | 91             | 619       |
| 2171         | Communication and Maintenance Shop        | SP  | A facility for existing communication and maintenance shop. This includes the building and other equipment for the shop.                                    | 5,234   | 772,932   | 0.87 | 820            | 1.02   | 839            | 0.1855        | 198            | 994       |
| 2181         | Aviation Support Vehicle Maintenance Shop | SP  | A facility for existing aviation support vehicle maintenance shop. This includes the building and other equipment for the shop.                             | 3,691   | 534,676   | 0.87 | 567            | 1.02   | 580            | 0.2643        | 153            | 734       |
| 2184         | Paraplane Fuel Storage                    | SP  | A facility for existing paraplane fuel storage. This includes the building and other equipment for the storage facility.                                    | 1,420   | 226,701   | 0.87 | 240            | 1.02   | 246            | 0.2250        | 55             | 301       |
| 4111         | Blank Liquid Fuel Storage                 | IA  | A facility for existing blank liquid fuel storage. This includes the building and other equipment for the storage facility.                                 | 5,870   | 318,471   | 0.87 | 334            | 1.00   | 334            | 0.2250        | 75             | 409       |
| 4421         | Covered Storage Building, Headstart       | SP  | A facility for existing covered storage building, headstart. This includes the building and other equipment for the building.                               | 5,102   | 367,824   | 0.87 | 413            | 1.02   | 423            | 0.2653        | 112            | 535       |
| 5100         | Hospital                                  | SP  | A facility for existing hospital. This includes the building and other equipment for the hospital.  | 867     | 129,467   | 0.87 | 133            | 1.02   | 136            | 0.2537        | 34             | 170       |
| 5100         | Dental Facility                           | SP  | A facility for existing dental facility. This includes the building and other equipment for the facility.   | 2,630   | 567,393   | 0.87 | 596            | 1.02   | 604            | 0.2250        | 136            | 740       |
| 5300         | Dispensing Fuel Clinic                    | SP  | A facility for existing dispensing fuel clinic. This includes the building and other equipment for the clinic.  | 5,315   | 1,023,746 | 0.87 | 1,085          | 1.02   | 1,110          | 0.2250        | 259            | 1,359     |
| 6100         | Administrative Building                   | SP  | A facility for existing administrative building. This includes the building and other equipment for the building.   | 3,831   | 531,670   | 0.87 | 564            | 1.02   | 577            | 0.2132        | 123            | 700       |
| 7210         | Entrained Fuel Storage                    | SP  | A facility for existing entrained fuel storage. This includes the building and other equipment for the storage facility.                                    | 20,437  | 540       | 0.87 | 21,691         | 1.02   | 22,169         | 0.2022        | 4,465          | 618       |
| 7230         | Blending Facility                         | SP  | A facility for existing blending facility. This includes the building and other equipment for the facility.   | 1,412   | 344,716   | 0.87 | 365            | 1.02   | 373            | 0.1802        | 60             | 433       |
| 7241         | Office Type Transition                    | SP  | A facility for existing office type transition. This includes the building and other equipment for the transition.  | 6,025   | 846,592   | 0.87 | 896            | 1.02   | 919            | 0.3286        | 307            | 1,221     |

Base Name: Reno Impact on Little Rock (8 PAA C-130 AC)

MILCON Cost Calculator

ACF: 0.87

| BFAC Code    | THC | UM | Description                      | FY 2005  | FY 2006 | Primary | Subtotal | Factor | Area | Projected Cost | Projected Cost with Design (\$000) | ATFP | Subtotal | Average | Projected Cost | Subtotal | Supporting | Supporting | Facilities (\$000) | Projected Total Cost (\$000) |
|--------------|-----|----|----------------------------------|----------|---------|---------|----------|--------|------|----------------|------------------------------------|------|----------|---------|----------------|----------|------------|------------|--------------------|------------------------------|
| 7451         |     | SF | Class Facility                   | \$171.20 | 1,840   | 315,002 | 0.87     | 334    | 1.02 | 342            | 0.2250                             | 77   | 419      |         |                |          |            |            |                    |                              |
| 7371         |     | SF | Nursery and Child Care Facility  | \$108.13 | 555     | 92,203  | 0.87     | 98     | 1.02 | 100            | 0.2250                             | 23   | 123      |         |                |          |            |            |                    |                              |
| 7417         |     | SF | Recreation Center                | \$151.95 | 2,389   | 359,970 | 0.87     | 382    | 1.02 | 391            | 0.2250                             | 88   | 479      |         |                |          |            |            |                    |                              |
| 7421         |     | SF | Indoor Physical Fitness Facility | \$104.11 | 3,028   | 485,913 | 0.87     | 527    | 1.02 | 539            | 0.1868                             | 101  | 640      |         |                |          |            |            |                    |                              |
| 7441         |     | SF | Transition Housing               | \$140.81 | 1,714   | 241,343 | 0.87     | 256    | 1.02 | 262            | 0.2250                             | 59   | 321      |         |                |          |            |            |                    |                              |
| <b>TOTAL</b> |     |    |                                  |          |         |         |          |        |      |                |                                    |      |          |         |                |          |            |            |                    |                              |

- Notes:
- 1. n/a - not applicable. There is no construction or sustainment cost associated with this PAC.
  - 2. PAC numbers associated with an asterisk (\*) indicates a new or redefined PAC.
  - 3. PAC UM's associated with an asterisk (\*) indicates a change from previous UM.

|                                   |          |
|-----------------------------------|----------|
| Number of PN for System Furniture | 19       |
| Unit Cost                         | \$5,250  |
| System Furniture Cost             | \$99,078 |

|                       |  |
|-----------------------|--|
| Temporary Facility PN |  |
| Space allowance       |  |
| Cost per SF           |  |
| Annual Cost           |  |

## Neill Raymond Ctr SAF/IEBB

---

**From:** Gironda John Col AF/ILEV  
**Sent:** Friday, August 19, 2005 3:26 PM  
**To:** Neill Raymond Ctr SAF/IEBB  
**Cc:** AF/ILEP - BRAC; Earle Alec Ctr AF/ILEP; Ferguson Kathleen SES AF/ILE; Carrillo David Civ AF/ILEVR; McClurg Dennis Civ AF/ILE; Niswonger Robert Ctr AF/ILEP; Procter Webster Ctr AF/ILEPB  
**Subject:** FW: BI-0260 (Reno affect on MILCON at Little Rock) Commission Request  
**Importance:** High  
**Attachments:** Reno C-130 Mvmt MILCON Proportion Cost Impact.xls; BI-0260 (CT-0980).doc

Ray:

Our proposed answer is in the attached MS Word file and Excel files we extracted from our previous analysis.

The request asks that we provide an allocation of the numbers (costs) to functions, (ie, \$\$\$ for the PMEL expansion). However, our proportional break out is by FAC only. Functions like PMEL have Category Codes that roll up into FACs, but we don't have granularity at the catcode level.

Naturally, please don't hesitate to contact us if you've further questions.

J.  
JOHN GIRONDA III, P.E., Colonel, USAF  
Chief, BRAC Execution Section  
Programs Division  
HQ USAF/ILEPB  
703-602-5438 DSN 332



Reno C-130 Mvmt MILCON Proport... CT-0980).doc (20 KB)

**DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY - NOT RELEASABLE UNDER FOIA**

-----Original Message-----

**From:** Gironda John Col AF/ILEV  
**Sent:** Friday, August 19, 2005 1:12 PM  
**To:** Carrillo David Civ AF/ILEVR; McClurg Dennis Civ AF/ILE; Niswonger Robert Ctr AF/ILEP; Procter Webster Ctr AF/ILEPB  
**Cc:** Earle Alec Ctr AF/ILEP  
**Subject:** FW: BI-0260 (Reno affect on MILCON at Little Rock) Commission Request  
**Importance:** High

Hank: Please take lead.  
Response needed soonest.

J.

-----Original Message-----

**From:** Neill Raymond Ctr SAF/IEBB

**Neall Raymond Ctr SAF/IEBB**

---

**From:** RSS dd - WSO BRAC Clearinghouse  
**Sent:** Friday, August 19, 2005 10:47 AM  
**To:** BRAC Inquiry Workflow  
**Cc:** Small, Kenneth, CIV, WSO-BRAC; Sillin, Nathaniel, CIV, WSO-BRAC; Cirillo, Frank, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC  
**Subject:** OSD BRAC Clearinghouse Tasker 0980C: Official BRAC Commission Request: MILCON Impact at Little Rock as a Result of A/C move from Reno Nevada

Please provide a response to the inquiry below and return to OSD BRAC Clearinghouse NLT noon **Tuesday, 23 August 2005**, with the designated signature authority, in PDF format.

When contacting the Clearinghouse, please refer to OSD BRAC Clearinghouse Tasker **0980C**.

A quick turn around time is requested.

Thank you for your cooperation and timeliness in this matter.

OSD BRAC Clearinghouse

-----Original Message-----

**From:** Small, Kenneth, CIV, WSO-BRAC  
**Sent:** Friday, August 19, 2005 10:19 AM  
**To:** RSS dd - WSO BRAC Clearinghouse  
**Cc:** Cirillo, Frank, CIV, WSO-BRAC; Breitschopf, Justin, CIV, WSO-BRAC; Sillin, Nathaniel, CIV, WSO-BRAC; Beauchamp, Arthur, CIV, WSO-BRAC; Meyer, Robert, CTR, OSD-ATL  
**Subject:** Official BRAC Commission Request: MILCON Impact at Little Rock as a Result of A/C move from Reno Nevada

Clearinghouse:

Please provide a MILCON estimate for the portion of the Milcon impact at Little Rock that results from the proposed move of C-130s from Reno to Little Rock. Please provide an allocation of the numbers to functions, ie, \$\$\$ for the PMEL expansion.

A quick turn is desired.

Ken Small  
Air Force Team Leader  
BRAC Commission R&A

22 August 2005

## Inquiry Response

**Re:** BI-0263, CT-0985, Background on Land Offer for Gen. Mitchell Field

**Requester:** Ken Small (BRAC Commission Staff)

**Question:**

According to the Milwaukee County Executive, there is a plot of approximately 85 acres of land available for the base's use. Others in the community have said that this land has been offered to the Air Force in the past but has not been accepted. Please respond.

In the COBRA run (original and post site survey) for General Mitchell ARS, there is zero MILCON estimated for Pope/Bragg. Please explain why this is so.

**Answer:**

The Air Force did not consider real property it did not own, lease or otherwise control as of 30 Sep 05. We established a cut off to preclude speculative accounting and frivolous claims after the fact. The overall intent of BRAC is to reduce infrastructure and optimize use of existing infrastructure, not acquire additional infrastructure.

Given the current recommendation, Pope will have a significant net decrease of assigned aircraft and personnel, which frees infrastructure for other uses. It follows that MILCON is not required. The Air Force identified specific facility requirements for the Air Force presence remaining at Pope/Ft. Bragg and is able to source those requirements with existing facilities. Subject to site survey, the Air Force may remain in its current facilities.

Approved



DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

## Inquiry Response

**Re:** BI-0259 (CT-0979) Metrics and Data on Dyess and Little Rock

**Requester:** Defense Base Closure and Realignment Commission (Ken Small)

**Request:** Request feedback on the following

**Question 1A:** What metrics and costs factors did the Air Force use to determine the "operational and logistical efficiencies" in consolidating the B1 fleet at Dyess?

Response 1A: A key Air Force goal is to consolidate like-model aircraft at installations to realize increased "operational and logistical efficiencies." This is in keeping with the GAO's May 1996 report "Consolidating Fighter Squadrons Could Save Costs" which recommended squadron sizes of 24 PAA.

Efficiencies are gained primarily through a reduction in military personnel requirements--wing headquarters command, staff, administrative and maintenance overhead. Larger squadrons allow operational squadrons and maintenance specialty shops to more efficiently utilize manpower, requiring little or no change in production manning while reducing duplicative overhead. Other savings occur due to reduced training, medical services, supplies, and base operating support.

As regards manpower, operations and maintenance manpower will transfer to Dyess AFB with the aircraft and are separate from the base operating support (BOS). The manpower savings (1,699 positions) are derived from the BOS reduction from closing Ellsworth AFB. They are not required at Dyess and are therefore available to support new or stressed missions elsewhere.

The AF did not claim specific, non-manpower logistics efficiencies in the Dyess COBRA analysis due to difficulties quantifying those savings. Potential logistics efficiencies include reduction in spares and support equipment, more economic ordering of spares, and increased transportation and handling efficiency with a reduced number of sites supporting B-1 aircraft.

In the case of the B-1, it was operationally acceptable to consolidate the fleet at a single installation. This consolidation permits the Air Force to realize savings by reducing infrastructure with an installation closure.

**Question 1B:** And moving all Active Duty C-130s to Little Rock AFB?

Response 1B: The decision to consolidate Active Duty C-130s at Little Rock was based on realizing efficiencies through consolidation. As with B-1s at Dyess, the AF did not claim specific, non-manpower, logistics efficiencies in the Little Rock COBRA analysis due to difficulties quantifying those savings. Potential logistics efficiencies include reduction in spares and support equipment, more economic ordering of spares, and increased transportation and handling efficiency as the number of sites supporting C-130 aircraft are reduced.

Additionally, aircraft movements to Little Rock AFB from other locations permitted other planned aircraft movements, such as the consolidation of the B-1 fleet at Dyess AFB.

## Inquiry Response

**Re:** BI-0259 (CT-0979) Metrics and Data on Dyess and Little Rock

**Question 2:** It's our understanding that Dyess AFB sends significant portions of its avionics assets to Georgia ANG for repairs. If the B-1s are consolidated at Dyess, would this process continue?

Response 2: The B-1 maintenance equipment at Ellsworth AFB is projected to move to Dyess AFB as part of the unit relocation and installation closure. How the major command employs the equipment relocated from Ellsworth AFB, and the extent of the B-1 fleet's continued reliance on Air National Guard repair facilities at Robins AFB, Georgia, will be determined by the command during the site survey process.

**Question 3:** Under the Air Force recommendation to consolidate B-1s at Dyess, DOD COBRA data shows 3,746 positions being eliminated from Ellsworth. 1,918 of those positions are transferred to Dyess, for a net savings of 1,699 positions. How did the Air Force determine if the 1,918 positions moving from Ellsworth to Dyess is the right requirement and right amount?

Response 3: COBRA data for closure of Ellsworth shows 3,753 positions being eliminated from Ellsworth AFB. Of these positions, 2,054 are transferred to Dyess and 1,699 are saved. The 1,699 "saved" positions are those providing base operating support, headquarters staff, and other personnel to operate Ellsworth AFB. These positions are not required at Dyess and are therefore available to support new missions. To determine the number of positions moved from Ellsworth to Dyess in support of the B-1s, the following steps were followed:

- a. Within the unit manning document (UMD) at Ellsworth, all B-1 operations, maintenance, and direct support (i.e. some security and supply) positions were transferred to Dyess. The amount of manpower assigned for mission requirements is based on the number of PAA. With the movement of all the B-1s from Ellsworth to Dyess, all of the manpower positions follow to support the growth in PAA at Dyess, totalling 1,862 positions.
- b. In accordance with AFI 38-204, "Determining Manpower Requirements," the standard base operating support (BOS) factor of 8% was applied to the mission total for a resulting support tail of 149 positions.
- c. An additional 43 positions assigned to non-AF DoD tenant organizations are also moved to Dyess.

**Question 4:** What is the estimated portion of Little Rock's C-130 MILCON to beddown the 24 C-130s from Dyess at Little Rock?

Response 4: The estimated portion of the Little Rock MILCON to beddown Dyess AFB C-130s is \$76.996M. In addition to this amount, a total of \$24.455M in One-Time Unique Costs are required to cover infrastructure upgrades, military family housing privatization, furnishings,

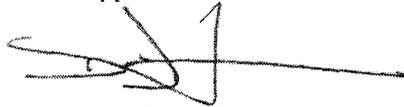
23 Aug 2005

## Inquiry Response

**Re:** BI-0259 (CT-0979) Metrics and Data on Dyess and Little Rock

equipment and an allowance for current bid climate cost differences. One-Time information technology costs of \$4.021M were also identified.

Approved

A handwritten signature in black ink, appearing to be "David L. Johansen", written over a horizontal line.

DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

## C-130 Scenario Group Overview

**Start Point.** The C-130 force laydown used to develop DoD BRAC 2005 recommendations begins with 390 primary assigned C-130s based on 35 installations at the end of FY 06. Pre-BRAC plans would result in 46% of the C-130 force comprised of effectively sized squadrons at the 35 C-130 bases.

**Force Structure.** The 2025 Force Structure Plan reduces the C-130 inventory by 15%, down to 327 primary aircraft assigned (PAA). To more effectively operate this reduced force, the Air Force strategy is to organize it into more effectively sized squadrons of 16 aircraft (12 is an acceptable size for the Guard and Reserve (ARC) due to higher average experience levels in the ARC). Effectively sized squadrons better meet the Air Force's expeditionary needs and make a smaller force more effective in meeting both homeland and global defense needs.

**Recommended End State.** The DoD BRAC 2005 end state is C-130s based at 18 installations at the end of FY 11. DoD BRAC recommendations would result in a C-130 force in 2011 comprised almost entirely of optimally sized squadrons. After the BRAC recommendations, 89% of the C-130 fleet will be based in effectively sized squadrons at 16 C-130 bases.

**Role of mission compatibility index (MCI) scores.** In the first step we assigned an initial C-130 laydown using the force structure plan and raw MCI scores. The MCI scores accommodate many, but not all, of the characteristics that comprise military value. Among those characteristics not readily modeled are force structure proportionality among the Active, Guard, and AF Reserve components; consolidation of C-130 variants for operational or logistics reasons, sizing of training functions, Air Reserve Component (ARC) demographics and joint interoperability. Where we apply military knowledge and judgment to MCI outcomes, we cite the characteristics below as notes in the tables:

1. **Active/Guard/Reserve Proportionality.** Proportionality refers to keeping in constant balance the proportion of the fleet operated by the Active Duty, Guard, and AF Reserve.
2. **Air Sovereignty.** The Air Force worked closely with USNORTHCOM to ensure its ability to execute the air sovereignty mission within the laydown.
3. **Change for Operational / Logistical Reasons.** Recommendations of the type are made for both operational (e.g., mission type) and logistical (e.g., aircraft commonality) reasons.
4. **Test Resources.** Edwards and Eglin keep the same number of test aircraft reflected in the FY 06 POM. Overseas bases were not considered and therefore maintain the status quo.
5. **Training Bases.** The size of the training fleet is appropriate to the size of the entire fleet. For the C-130 fleet, Little Rock, Dobbins, and provisionally Fort Bragg execute the Flying Training Unit (FTU) mission.
6. **ARC Demographics.** Air National Guard and the Air Force Reserve General Officer members of the AF Base Closure Executive Group (BCEG) provided expert military

knowledge and judgment with respect to state factors, possible emerging missions, ability to associate with active units, and ability to recruit to larger squadron sizes.

7. Joint Interoperability. These judgments refer to interoperability factors related to nearby installations (e.g., Reserve C-130s at Pope/Ft Bragg, C-130 support to Alaskan NORAD missions).

### C-130 Scenario Group Recommendations, by Component

**Active Duty.** The active duty C-130 force decreases from 126 to 98 PAA. Active duty operational C-130s consolidate from three United States locations to one location, Little Rock AFB. The training location remains the same; the number of training aircraft is reduced at Little Rock AFB commensurate with the planned reduction in the fleet. C-130s assigned to Pope AFB were distributed to Little Rock AFB to enable other DoD recommendations that relocate Army Forces Command to Pope/Fort Bragg. C-130s assigned to Dyess AFB were redistributed to enable Dyess to be solely utilized as a B-1 base (Ellsworth closure).

|    | MCI | Installation   | SQDNs | Start | BRAC | SQDNs | NOTE |
|----|-----|----------------|-------|-------|------|-------|------|
| AD | 6   | Pope           | 2     | 25    | 0    | 0     | 1    |
| AD | 11  | Dyess          | 2     | 32    | 0    | 0     | 3    |
| AD | 17  | Little Rock AD | 5     | 69    | 98   | 6     |      |
|    |     |                |       | 126   | 98   |       |      |

**Air Force Reserve (AFR).** The AFR C-130 force decreases from 88 to 84 PAA. The AFR C-130 fleet consolidates from ten to seven United States locations, with Active associate units at Peterson and Fort Bragg.

|        | MCI | Installation    | SQDNs | Start | BRAC | SQDNs | NOTE |
|--------|-----|-----------------|-------|-------|------|-------|------|
| AFR    | 6   | Pope            | 0     | 0     | 16   | 1     | 1    |
| AFR    | 21  | Maxwell         | 1     | 8     | 12   | 1     |      |
| AFR/AD | 30  | Peterson        | 1     | 12    | 16   | 1     |      |
| AFR    | 69  | Keesler         | 1     | 8     | 8    | 1     |      |
| AFR    | 71  | Enid            | 1     | 8     | 12   | 1     |      |
| AFR    | 99  | Minneapolis AFR | 1     | 8     | 8    | 1     |      |
| AFR    | 102 | Youngstown      | 1     | 12    | 12   | 1     |      |
| AFR    | 103 | Niagara Falls   | 1     | 8     | 0    | 0     |      |
| AFR    | 105 | Pittsburgh      | 1     | 8     | 0    | 0     |      |
| AFR    | 123 | Willow Grove    | 1     | 8     | 0    | 0     |      |
| AFR    | 130 | Gen Mitchell    | 1     | 8     | 0    | 0     |      |
|        |     |                 |       | 88    | 84   |       |      |

**Air National Guard (ANG).** The ANG C-130 force decreases from 176 to 145 PAA. ANG C-130s consolidate from 23 to 12 squadrons, with Active associate units at Elmendorf and Cheyenne.

**Exceptions to MCI ranking are noted below:**

Will Rogers - Although Will Rogers ranked relatively high in military value, it was chosen to give up C-130 force structure for the following reasons: 1) proximity to Tinker AFB presents the opportunity to form an associate unit with an AFR KC-135 aircraft unit at Tinker that is growing in PAA; 2) vacating space at Will Rogers enables the Air Force to relocate the Air Force Flight Standards Agency and Air Force Advanced Instrument School there to be in close proximity to offices of the Federal Aviation Administration, and 3) the Guard is able to tap other ARC demographic areas with C-130s.

Boise to Cheyenne - Although in the Airlift MCI, Boise ranks 66, it ranks equally high for A-10s and will have an ANG A-10 unit increasing to an optimum size. Further, the 4PAA unit at Boise is an ineffective size. Both the Boise and Cheyenne units are the sole ANG flying units in their respective states. Recommended BRAC moves associated with these two installations present an opportunity to preserve an ANG flying mission in each state. Due to its very close proximity to F.E. Warren AFB, the ANG C-130 Mobile Aerial Fire Fighting System (MAFFS) unit at Cheyenne was identified as a prime location for an active association even though it ranked 118.

Selfridge - Changing aircraft type to KC-135s.

Reno - Reno was chosen to transfer its aircraft because the installation has a growing intelligence mission and the ANG will gain a new flying mission in Nevada with the creation of a unit association at Nellis AFB.

Nashville - 4 C-130s move from Nashville to Greater Peoria. The recommendation also moves the remaining 4 PAA from Nashville to a higher-ranking installation, Louisville (79), in the Airlift MCI. Peoria was chosen to keep and receive aircraft over Nashville to retain mobility aircraft across multiple geographic regions.

Kulis - Enables an increase to 12 PAA and presents an opportunity to create an active associate unit at Elmendorf.

Schenectady. Schenectady will retain LC-130 aircraft currently assigned and its 4PAA 'slick' C-130 increment will be used to form effectively sized units elsewhere.

Mansfield - Little Rock - Maxwell. Mansfield was chosen to transfer aircraft due to a combination of its MCI ranking and its proximity to several other ARC units in the state and region that are retaining force structure or growing.

|        | MCI | Installation       | SQDNs | Start | BRAC | SQDNs | NOTE |
|--------|-----|--------------------|-------|-------|------|-------|------|
| ANG    | 17  | Little Rock<br>ANG | 1     | 8     | 18   | 1     | 5, 6 |
| ANG    | 33  | Charlotte          | 1     | 8     | 12   | 1     |      |
| ANG/AD | 51  | Elmendorf          | 0     | 0     | 12   | 1     |      |
| ANG    | 53  | Carwell            | 1     | 8     | 12   | 1     |      |
| ANG    | 64  | Will Rogers        | 1     | 8     | 0    | 0     | 6    |
| ANG    | 66  | Boise              | 1     | 4     | 0    | 0     | 3    |
| ANG    | 67  | Selfridge          | 1     | 8     | 0    | 0     | 3    |
| ANG    | 77  | Savannah           | 1     | 8     | 12   | 1     |      |
| ANG    | 79  | Louisville         | 1     | 8     | 12   | 1     |      |
| ANG    | 96  | Channel Islands    | 1     | 8     | 12   | 1     |      |
| ANG    | 99  | Minneapolis<br>ANG | 1     | 8     | 8    | 1     |      |
| ANG    | 101 | Reno               | 1     | 8     | 0    | 0     | 1, 3 |
| ANG    | 104 | Nashville          | 1     | 8     | 0    | 0     | 6    |
| ANG    | 110 | Kulis              | 1     | 8     | 0    | 0     | 3, 6 |
| ANG    | 114 | Rosecrans          | 1     | 8     | 12   | 1     | 5    |
| ANG    | 117 | Schenectady        | 1     | 4     | 0    | 0     | 3, 6 |
| ANG    | 118 | Cheyenne           | 1     | 8     | 12   | 1     | 6, 7 |
| ANG    | 119 | Mansfield          | 1     | 8     | 0    | 0     | 3, 6 |
| ANG    | 120 | New Castle         | 1     | 8     | 0    | 0     |      |
| ANG    | 121 | Luis Munoz         | 1     | 8     | 0    | 0     |      |
| ANG    | 125 | Quonset State      | 1     | 8     | 11   | 1     | 6    |
| ANG    | 127 | Greater Peoria     | 1     | 8     | 12   | 1     | 6    |
| ANG    | 137 | Yeager             | 1     | 8     | 0    | 0     |      |
| ANG    | 140 | Martin State       | 1     | 8     | 0    | 0     |      |
|        |     |                    |       | 176   | 145  |       |      |

In summary, the BRAC 2005 C-130 force structure laydown accommodates a C-130 reduction of approximately 15%, while reducing the number of C-130 installations from 35 to 18. The DoD BRAC recommendations create a C-130 force in 2011 comprised almost entirely of optimally sized squadrons.

Note:

- Gain Aircraft in BRAC
- Lose Aircraft in BRAC
- No Change in BRAC

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## Headquarters U.S. Air Force

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### C-130 Squadron Analyses Effects of Increasing PAA

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### Study Factors

- PAA Inquiry: 24 Jun 2005
- Standard PAA/Sq.: 12 ARC; 16 AD; 12/16 Active Assoc (Note: Sq size may vary)
- Operational Requirements Remain Constant
  - COCOM Req - 75 AC / 150 Crews
- Units are fully resourced
- AF End Strength Constant
- C-130 Aircrew Deployment Duration without Mobilization
  - AD / Full-time ARC: 120 days (4 mos)
  - Part-time ARC: 30 days
  - (Note: Employment duration only includes COCOM support; does not include TDYs to support Noble Eagle, Phoenix Banner, JAATT, AFRC/ANG/TACC missions, etc.)
- AF Standard Dwell-to-Deploy Ratios without Mobilization (Aircrew)
  - AD / Full-time ARC: 4-to-1
  - Part-time ARC: 19-to-1
- Home Station Steady State
- Crew Composition:
  - C-130E/H: 5.5 - 1 P, 1 CP, 1 Nav, 1 Fit Eng, 1.5 Loadmasters
  - C-130J: 3.5 - 1 P, 1 CP, 1.5 Loadmasters
- Baseline Crew Ratio (Line Crews/PAA)
  - ARC & AD Unit Equipped (UE): 2.0
  - Active Assoc: 2.5 (1.5 ARC & 1.0 AD)
- Line Crew = Plts (API-1) + Navs (API-2) + Fit Eng & Loadmasters (API-A)
- Wing/Group Overhead Crews = Plts & Navs (API-6) + Fit Eng & Loadmasters (API-B)
- Programmed Flying Hours/Crew/Month:
  - Active Duty - 22.4 hrs
  - AFRC - 15.5 hrs
  - ANG - 11.5 hrs

(Note: Flying hours for currency, upgrade, and proficiency - does not include operational missions funded by outside agencies/commands)

Source: AFI 65-503 Attach. A36-1, A37-1, A38-1, 42-1; AMC A3, A4, & A5; 43AW; 167AW; 403AW; HQ AFRC; HQ ANG; WVANG; F&P (ABIDES) Database FY06 PBR r.2; AF/XPPM; AF/AQQU; PDS; WR-ALCLB C-130 Center Wing Status Report (7 Feb 05); AFSAA/SAP

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# Study Factors

U.S. AIR FORCE

- MX Manpower Authorizations/Aircraft (2.0 CR)
  - Active Duty: 34
  - AFRC: 46
  - ANG: 50
- Average Maintenance Day
  - AD: 20.5 hrs (2.5 shifts)
  - ARC: 15.5 hrs (9.5 hrs full shift & 6 hrs limited shift)
  - Active Assoc: 18.5 hrs (AD & ARC mix)
- Mission Capability Rate > 75%
- Average MX Turn Time: 3 hr. 15 min.
- Local Flying Days/Month:
  - AD: 20 days
  - ARC: 17 days
  - Active Assoc: 21 days

Source: AFI 65-503 Attach. A36-1, A37-1, A38-1, 42-1; AMC A3, A4, & A5; 43AW; 167AW; 403AW; HQ AFRC; HQ ANG; WYANG; F&FP (ABIDES) Database FY06 PBR r.2; AF/KPPM; AF/AQQU; PDS; WR-ALC/LB C-130 Center Wing Status Report (7 Feb 06); AFSAA/SAPI

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# AMC C-130 AVG Days TDY (ARC Mobilized)

U.S. AIR FORCE

## ■ Avg TDY Days Last 12 Months (Rolling Window)

| Base (Unit)          | AC           | Pilot        | Nav          | FE           | Load         | Crew Avg     |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Dyess (317 AG)       | 139.7        | 160.4        | 157.2        | 153.1        | 143.6        | 149.9        |
| Little Rock (463 AG) | 147.7        | 150.5        | 157.7        | 138.2        | 151.1        | 149.1        |
| Pope (43 AW)         | 132.5        |              | 154.6        |              | 152.7        | 153.2        |
| <b>Average</b>       | <b>140.0</b> | <b>158.5</b> | <b>156.5</b> | <b>152.7</b> | <b>148.8</b> | <b>150.7</b> |

YELLOW > 120 and < 165 Days

**CURRENT C-130 TDY RATES EXCEED 120 DAY AF TARGET**

Slide prepared by AMC/A5

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# AMC C-130 AVG Days TDY (ARC Demobilized)

U.S. AIR FORCE

## Forecast TDY Days (Post Demob)

| Base (Unit)  | AC                          | Pilot | Nav | FE | Load | Crew Avg |
|--------------|-----------------------------|-------|-----|----|------|----------|
| AMC AD Crews |                             |       |     |    |      |          |
|              |                             |       |     |    |      |          |
|              | YELLOW > 120 and < 165 Days |       |     |    |      |          |

### Assumptions:

- Includes AD Crews at Associate Locations
- Current Level of ARC Volunteerism (8 PAA/AEF)

**FORECAST C-130 TDY RATES INCREASE WELL BEYOND AF TARGET**

Slide prepared by AMC/A5

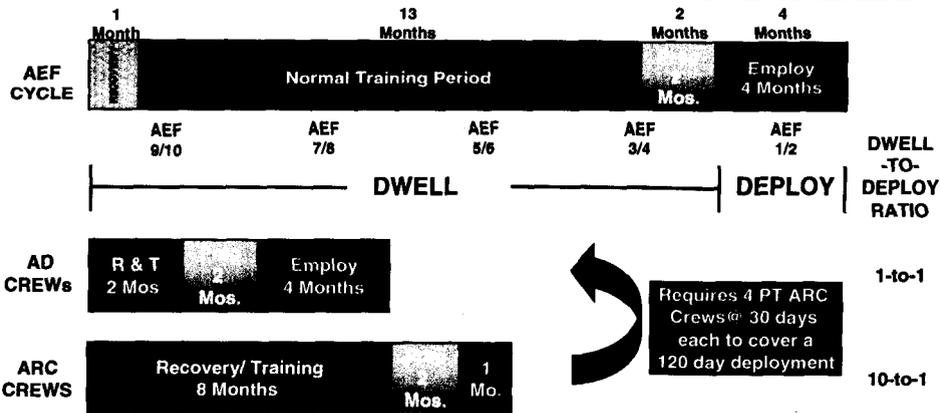
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# C-130 Dwell-to-Deploy Active & ARC (without mobilization)

U.S. AIR FORCE



Assumes 100% AD & ARC crews available for AEF rotation

**C-130 AEF DEPLOYMENT RATES FALL FAR BELOW THE AF STANDARD**

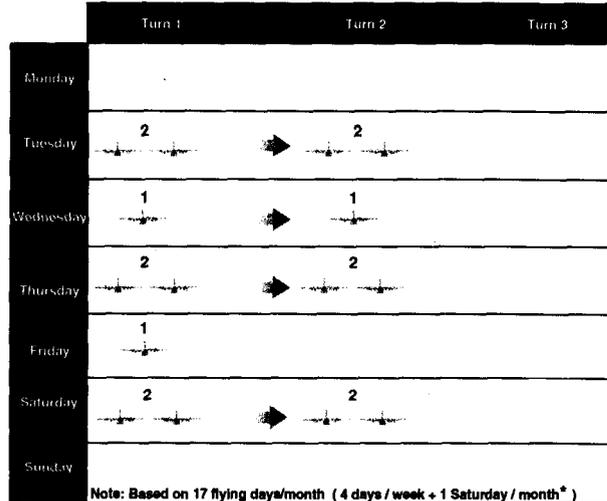
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# 8 PAA C-130 ARC Squadron Representative Local Flying Schedule



Note: Based on 17 flying days/month (4 days / week + 1 Saturday / month\*)

NOTE: ARC average sortie duration of 2.50 hrs requires two (2) aircraft available for training

**ARC C-130 Squadron at 2.0 Crew Ratio**

|                           |   |
|---------------------------|---|
| PAA                       | 8 |
| Maintenance               | 2 |
| Available Aircraft        | 6 |
| Off-Station non-AEF       | 2 |
| AEF Deployed              | 1 |
| AC Available for Training | 2 |
| Spares                    | 1 |

**50% Mission Availability**

(Includes Off-Station non-AEF, Off-Station AEF & Spares)

**Sortie Duration: 2.50 hrs**

**Scheduled Sorties/mo: 48**

**Scheduled FH's/mo: 120**

NOTE: Remaining ANG & AFRC programmed flying hours are accomplished outside the local training pattern and are not reflected on this schedule

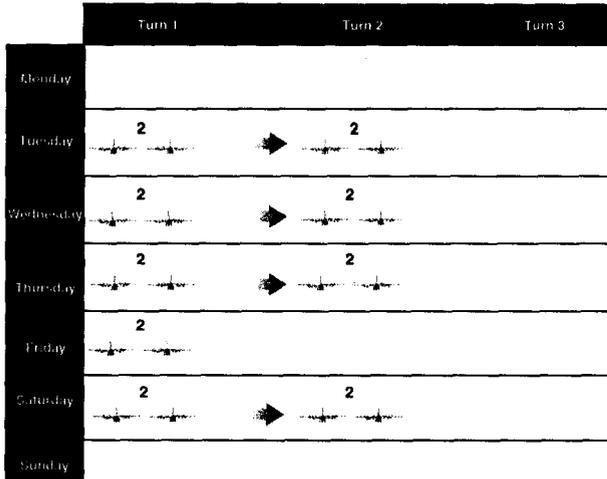
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# 12 PAA C-130 ARC Squadron Representative Local Flying Schedule



Note: Based on 17 flying days/month (4 days / week + 1 Saturday / month\*)

NOTE: Increasing ARC sortie durations to 3.00 hrs relieves a need for adding additional trainers, thus increasing mission availability

**ARC C-130 Squadron at 2.0 Crew Ratio**

|                           |    |
|---------------------------|----|
| PAA                       | 12 |
| Maintenance               | 3  |
| Available Aircraft        | 9  |
| Off-Station non-AEF       | 3  |
| AEF Deployed              | 2  |
| AC Available for Training | 2  |
| Spares                    | 2  |

**58% Mission Availability**

(Includes Off-Station non-AEF, Off-Station AEF & Spares)

**Sortie Duration: 3.00 hrs**

**Scheduled Sorties/mo: 60**

**Scheduled FH's/mo: 180**

NOTE: Remaining ANG & AFRC programmed flying hours are accomplished outside the local training pattern and are not reflected on this schedule

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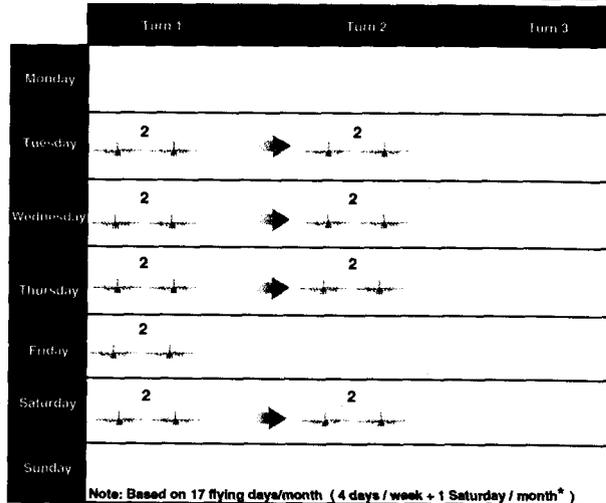


U.S. AIR FORCE

# 16 PAA C-130 ARC Squadron

## Representative Local Flying Schedule

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**ARC C-130 Squadron at 2.0 Crew Ratio**

|                           |    |
|---------------------------|----|
| PAA                       | 16 |
| Maintenance               | 4  |
| Available Aircraft        | 12 |
| Off-Station non-AEF       | 4  |
| AEF Deployed              | 4  |
| AC Available for Training | 2  |
| Spares                    | 2  |

**63% Mission Availability**  
(includes Off-Station non-AEF, Off-Station AEF & Spares)

**Sortie Duration: 4.00 hrs**  
**Scheduled Sorties/mo: 60**  
**Scheduled FH's/mo: 240**

Note: Based on 17 flying days/month (4 days / week + 1 Saturday / month\*)  
NOTE: Increasing ARC sortie durations to 4.00 hrs relieves a need for adding additional trainers, thus increasing mission availability

NOTE: Remaining ANG & AFRC programmed flying hours are accomplished outside the local training pattern and are not reflected on this schedule

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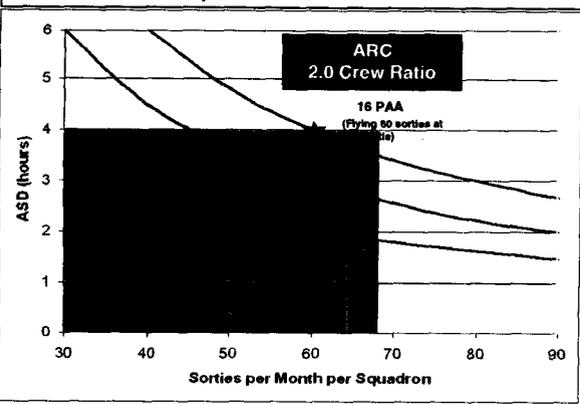
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# C-130 ARC UE

## Changing from 8 PAA to 12 PAA to 16 PAA

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Monthly Flying Hour Curves for 8 PAA vs. 12 PAA vs. 16 PAA ARC Squadrons at a 2.0 Crew Ratio



**Isoquant Curves:** Each curve corresponds to a specific local monthly FH requirement per squadron. Each curve represents the corresponding FH; (ASD x Sorties = FH)

**Green Zone: Current Tempo**  
Flying / Maintenance Operations at less than 15.5 hrs/day AND 17 days/month

**Yellow Zone: Stressed Tempo**  
Flying / Maintenance Operations between 16 - 24 hrs/day OR 18 - 28 days/month

**Red Zone: Impossible Tempo**  
Cannot be accomplished within 24 hour days

Note: Chart assumes squadron is perfectly resourced

**TWO (2) AIRCRAFT CAN SUPPORT AIRCREW TRAINING FOR AN 8, 12 & 16 PAA SQUADRON**

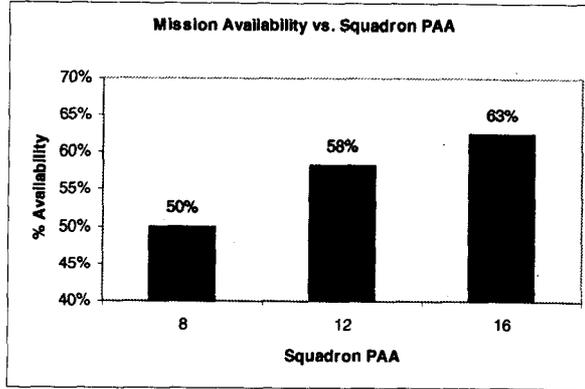
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# Mission Availability Impact ARC UE



- 8, 12, 16 PAA ARC Squadrons can accomplish necessary training with 2 fenced trainers
- Constant 75% MC Rate
- 2.0 Crew Ratio

**12 & 16 PAA Squadrons Increase C-130 Inventory Available to Meet AEF and Other Mission Requirements**

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# 12 PAA C-130 Active Assoc Squadron Representative Local Flying Schedule

|           | Turn 1 | Turn 2 | Turn 3 |
|-----------|--------|--------|--------|
| Monday    | 3      | 2      |        |
| Tuesday   | 3      | 3      |        |
| Wednesday | 3      | 2      |        |
| Thursday  | 3      | 2      |        |
| Friday    | 3      | 2      |        |
| Saturday  | 2      | 2      |        |
| Sunday    |        |        |        |

**Active Assoc  
C-130 Squadron  
at 2.5 Crew Ratio  
(ARC 1.SCR : AD 1.0CR)**

|                     |    |
|---------------------|----|
| PAA                 | 12 |
| Maintenance         | 3  |
| Available Aircraft  | 9  |
| Off-Station non-AEF | 2  |
| AEF Deployed        | 3  |
| Fenced Trainers     | 3  |
| Spare               | 1  |

**50% Mission Availability**

(Includes Off-Station non-AEF, Off-Station AEF & Spare)

**3 ARC Crews - 15 - 2 AD Crews**

**Sortie Duration: 2.50 hrs ARC  
5.00 hrs AD**

**Scheduled Sorties/mo: 108**

**Scheduled FH's/mo: 400**

Note: Based on 21 flying days/month ( 5 days / week + 1 Saturday / month\* )  
NOTE: Associate unit sorties based upon current ARC & AD average sortie durations

NOTE: Remaining ANG & AFRC programmed flying hours are accomplished outside the local training pattern and are not reflected on this schedule

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6 October 2004

## **C-130 Center Wing Service Life Executive Summary**

### **Background**

- USAF C-130E aircraft experiencing significant fatigue cracking.
  - Greater than predicted by current analytical tools.
  - Past required inspections may not have been performed or not performed properly.
  - Some aircraft currently grounded awaiting repair.
- USAF - WPAFB initiated a C-130 Wing Service Life Independent Review Team.
  - Assess current situation and analytical methodology.
  - Recommended Near Term, Mid Term & Long Term actions.
- LM Aero performing analytical tasks and providing recommendations to USAF - WRALC.
  - All work being performed under USAF contract.

### **Current Status**

- USAF - WRALC has defined a C-130 Center Wing "Service Life".
  - C-130E and MC-130H aircraft most critical near term.
- USAF - WRALC recommendations for aircraft exceeding the Service Life are likely to be:
  - Ground aircraft until intensive inspections are performed and repairs accomplished, or
  - Severe operational restrictions until inspections/repairs are accomplished, or
  - Some combination of the above.
- USAF Operational Squadrons aware of fatigue issue but may be severely impacted.

### **Future Activity**

- Near Term: USAF - WRALC currently deciding on best approach to support operational needs.
  - Definitive action likely by end of October 2004.
- Mid/Long Term: USAF - WRALC and LM Aero will conduct further analyses and studies in order to provide improved fidelity for service life analysis, restrictions, inspections and aircraft tracking.
  - Goal to refine service life determination and quantify flight safety risk of operation beyond service life.

### **Other Operators**

- Major C-130 operators aware of current center wing fatigue issues.
  - US Navy, Canadian Forces, Royal Air Force and Royal Australian Air Force providing in-service data in support of LM Aero and USAF analyses.
  - Awaiting USAF results to determine best approach for their fleets.
  - Will likely contract LM Aero for analytical support.
- Other operators becoming aware of center wing issues.
  - Briefing to be presented by USAF, CF and LM Aero during Hercules Operators Conference in October 2004.
  - LM Aero to provide guidance and recommendations for other operators.
- LM Aero issuing enhanced inspection requirements via Service Bulletins and customer specific inspection programs to address current fatigue issues.
  - Many customers do not adhere to LM Aero recommendations.

### **Outer Wing**

- Similar fatigue issues exist for C-130E outer wings.
  - USAF has replaced C-130E outer wings with C-130H type replacement outer wings.
  - Other operators still have original C-130E type outer wings.

29 July 2005

## **C-130 CENTER WING SERVICE LIFE ISSUES IMPACT ON FLEET**

### **Background**

USAF and other operators are experiencing fatigue cracking greater than previously predicted by analytical tools. Original analysis and inspection methodology determined the aircraft economic service life would be reached prior to the fatigue cracking service life. LM Aero is performing analytical work for USAF using new analytical methodology. A USAF Aircraft Structural Integrity Program (ASIP) Independent Review Team (IRT) has assessed the updated methodology and recommended actions. All analysis and assessment efforts are in terms of Equivalent Baseline Hours (EBH) where EBH is determined by multiplying the CW flight hours times the aircraft flight severity factor.

### **Service Life Assessment**

USAF established EBH limits and issued an Interim Safety Supplement which led to grounding or flight restrictions against 90 aircraft. Special CW structural inspections are currently being developed to evaluate grounded and restricted aircraft.

- CW greater than 38,000 EBH; aircraft operationally restricted; affects 60 C-130E/H aircraft.
- CW greater than 45,000 EBH; aircraft grounded; affects 30 C-130E aircraft.

LM Aero developed similar CW service life limits for International Military and Commercial Operators using the same methodology. Service Bulletin (SB) 82-788 released to military operators 17 March 2005 and SB 382-57-84 released to commercial operators 10 June 2005. SB requirements are provided in a series of steps dependent on the CW EBH with operational restrictions at 46,000 EBH and grounding at 50,000 EBH. Successful implementation of inspections, and subsequent repair action, can relieve operational restrictions and grounding actions.

**POINT PAPER**  
**ON**  
**C-130 CENTER WING BOX RESTRICTION**

**ISSUE:**

- Current CWB restrictions apply to C-130 fleet with over 38,000 Engineer Baseline Hour (EBH) and grounding of aircraft with over 45,000 EBH
  - Independent review team completed re-assessment end of Jan
  - EBH calculated based on severity of the missions flown by each aircraft
  - WRALC recommendation 7 Feb – voice message from TACC to effected units 7 Feb
  - Numerous restrictions are placed on aircraft over 38,000 EBH (weight, airspeed, and maneuvers—see attached IOI)
- Current fleet of 88 effected (30 grounded / 58 restricted) —primarily at Pope, Little Rock, and Dyess
  - 11 currently deployed in theatre...will be rotated with aircraft from CONUS

**DISCUSSION:**

- TRANSCOM requires 393 Total Aircraft Inventory (TAI) C-130 Combat Delivery fleet to meet global warfighter requirement (moderate risk)
  - FY06 POM funded: 279 modernized (AMP'd) C-130Hs, and 114 C-130Js. All aging C-130Es retired by FY12.
  - Any change in programmed C-130J fleet size requires modernization of aging USAF C-130Es or a significant increase in risk to mission
- WRALC Center Wing Box program underway in FY05
  - Current budget was originally funded to accomplish MC-130H fleet only
  - Added requirements of increased restrictions are unfunded—FY05 funding (\$36.7M) requested in GWOT unsuccessfully—FY06 funding (\$37.65M) ranked #3 in UPL—Out years addressed in FY07 APOM

**SUMMARY:**

- Restrictions on C-130 fleet combined with C-130J termination will impact fleet. CWB program needs additional funding to have wing boxes available to install to keep current C-130 fleet mission ready.

**Subject:** USAF RTQs on C-130 Grounding

**Q1. Why were the C-130s grounded?**

Based on recommendations from the C-130 System Program Office located at Robins AFB, GA, the Air Mobility Command Commander, Gen. John W. Handy, directed 30 U.S. Air Force C-130E model aircraft be grounded and an additional 60 C-130 aircraft, including some of the E, H, and HC-130 N/P models, placed on restricted flight status to minimize wing stress and increase the safety margin. Cracks in the center wing box structure were detected beginning in 2001. Recent increases in the number and severity of the cracks has caused a reevaluation of operational safety factors.

**Q2. What does it mean that the aircraft are grounded?**

When an aircraft is grounded, it is removed from the flying schedule and not operated until actions are completed to ensure safe operations. The 30 C-130Es have exceeded the service life of their center wing box.

**Q3. Who imposed the restrictions and groundings?**

The AMC Commander, Gen John Handy, directed the grounding of 30 specific aircraft and that restrictions be placed on an additional 60. This was done based on recommendations from the C-130 System Program Office. These restrictions have been imposed by an Interim Safety Supplement to the Technical Order 1C-130E(H)-1, 1C-130H-1, and 1C-130H(H)-1 (C-130 Flight Manuals) issued by the C-130 Systems Program Office at Robins AFB with approval from HQ AMC.

**Q4. What is the process to determine whether to ground or restrict aircraft? Who makes the determination to and who makes the final decision?**

The process to determine whether to ground or restrict aircraft is based on detailed analysis of data affecting the continued airworthiness of an aircraft. Based on that analysis, the System Program Office makes a recommendation to the appropriate decision authority on whether aircraft should be grounded or restricted. The determination is based on a mathematical formula that involves the aircraft's flying hours and type of mission flown. The SPO makes the recommendation and AMC CC makes the decision. The appropriate decision authority, in this case, is the AMC Commander who makes the final decision.

**Q5. How can AMC ground aircraft that belong to other commands?**

Air Force Policy Directive 10-9 designates AMC as lead command for C-130s.

**Q6. What is the SPO process?**

The process to determine whether to ground or restrict aircraft is based on detailed analysis of data affecting the continued airworthiness of an aircraft. Based on that analysis, the System Program Office makes a recommendation to the appropriate decision authority on whether aircraft should be grounded or restricted. The determination is based on a mathematical formula that involves the aircraft's flying hours and type of mission flown. The appropriate decision authority, in this case, is the AMC Commander who makes the final decision.

**Q7. What exactly is wrong with the C-130s?**

Some C-130s have experienced severe cracking in certain fatigue critical locations of the wing. The increase in the number of cracks, and severity of the cracking, caused engineers to re-evaluate the service life expectancy of the center wing box. Currently, the critical fatigue component for the C-130 fleet is the center wing box.

**Q8. Who sets the service life expectancy standards and why is it applied?**

Engineers at the C-130 System Program Office, Robins AFB, GA, set standards based on their analysis of findings in a series of inspections of the center wing box structure. The standards ensure that aircraft can operate safely while performing their assigned missions.

**Q9. How many C-130Es are being grounded or are having flight restrictions placed on them?**

As of 9 Feb 05, 30 C-130E aircraft have been grounded and 60 C-130 (including 3 HC-130N/Ps and 1 HC-130N) have flight restrictions placed on them.

**Q10. Where are the aircraft from and how many?**

NOTE: The default response to questions about affected aircraft will be numbers by command/component only. Caveat the answer with the following statement: "These numbers are only good as of 9 Feb and are subject to change as we swap aircraft and work through the problem."

CONUS - 30 grounded, 51 restricted  
OCONUS - 0 grounded, 9 restricted  
AFRC - 0 grounded, 1 restricted  
ANG - 1 grounded, 4 restricted  
AD - 29 grounded, 55 restricted

\*\*\*\* Command/Component  
AMC - 20 Grounded, 21 Restricted  
AETC - 09 Grounded, 25 Restricted  
USAFE - 00 Grounded, 06 Restricted  
PACAF - 00 Grounded, 03 Restricted  
ANG - 01 Grounded, 04 Restricted  
AFRC - 00 Grounded, 01 Restricted

**Q11. What are the restrictions?**

The restrictions limit the maximum gross operating weight and maximum payload carrying capability. They also set a minimum landing fuel weight and provide restrictions for airspeed, low-level operations, fuel management, aircraft maneuvering and turbulence avoidance guidance.

**Q12. Why have these restrictions been placed?**

The restrictions have been imposed to minimize stress to C-130 wings (primarily 'up-bending').

**Q13. Have these restrictions/groundings caused a significant disruption to OEF and OIF operations?**

No. Any restricted aircraft in the theater of operations will be replaced with an aircraft that does not have restrictions. Other AMC aircraft will support the mission until the affected C-130s can be replaced.

**Q14. How will you be able to use the restricted aircraft?**

Restricted aircraft can still be used for aircrew training and proficiency flying including limited low-level and airdrop. The may also be utilized to transport some small cargo and/or passenger loads.

**Q15. What is the remedy?**

AMC is currently working with the System Program Office to determine the best course of action.

**Q16. How long will it take to recover from this? How long will these 30 aircraft be grounded?**

Aircraft will remain grounded until the center wing box is repaired or replaced or the aircraft are retired."

**Q17. Any idea how much it will cost to fix each aircraft and how long it may take?**

The cost to replace the center wing box structure is projected at approximately \$9 million per aircraft. The time necessary to fix each aircraft would be dependent on the final course of action selected.

**Q18. Is there a safety risk in flying aircraft that have been placed on restriction?**

Flying is inherently dangerous. Restrictions place aircraft in safety regimen of acceptable risk. The restrictions are designed to reduce the probability of reaching wing limit loads by reducing loads to a certain percentage of the original design load, allowing for safe completion of operational and training missions.

**Q19. What can you tell us about C-130 difference training? How long will it take for C-130E aircrew to qualify to fly other C-130 models?**

Difference training courseware is available for all models of the C-130. The training focuses on pilots, flight engineers, with radar and performance data training for navigators. There is no training required for loadmasters. The courseware is completed in three days; however, most aircrew members complete it in one or two days. The training includes academics and local proficiency flights.

**Q20. Are other US military services' C-130s affected by this problem?**

Lockheed Martin is working with other U.S. services as well as foreign military, to inform them of this issue.

**Q21. What happens if and when you run out of C-130s?**

We are not at the point where we are concerned about running out of aircraft to support the warfighter. It is highly unlikely AMC will "run out" of C-130 aircraft. The exact number available for the near future will depend on future repair, modernization, and acquisition plans. These decisions have yet to be decided.

**Q22. Will this affect Gen Jumper's position to help reduce ground convoys by providing increased tactical air missions in theater?**

AMC's top priority is to support the warfighter. Any/all possible solutions are being explored to ensure continued support for Combatant Commanders.

**Q23. Does the timing of the grounding of the C-130Es have anything to do with the procurement of the C-130J?**  
No.

**Q24. Was any planning done in anticipation of this problem and what was it?**

AMC, ANG, AFRC and the C-130 SPO began planning means of resolving this problem as soon as this issue was identified in Sep 04. The decision to ground and restrict aircraft was based on safety analysis from an independent review team and recommendations from the SPO. All agencies are working this as a "total force solution" to continue to meet global mission requirements and maintain aircrew proficiency."

**Q25. How many C-130s are there in the AF inventory? How many C-130Es?**

A. There are 666 C-130s, of all models, in the Air Force inventory, active, Guard and Reserve. Of those, 195 are C-130Es.

B. Breakdown by component: AFRC-125; ANG-238; AD-303 (92 AMC, 91 AFSOC, 56 AETC, 29 PACAF, 18 USAFE, 15 ACC, 2 AFMC).

B1. Breakout of C-130Es by Component: AFRC-8; ANG-51; AD-136 (49 AMC, 13 AFSOC, 44 AETC, 11 PACAF, 18 USAFE, 0 ACC, 1 AFMC).

C. The MAF consists of 503 C-130s Breakout (92 AMC, 45 AETC, 29 PACAF, 18 USAFE, 106 AFRC, 213 ANG), of which 175 are C-130Es (49 AMC, 44 AETC, 11 PACAF, 18 USAFE, 8 AFRC, 45 ANG).

437 air cargo

March 2005

## **C-130 Wing – Operational Usage Evaluation and Service Life Assessment**

Question:

Why are the Wing EBH Limits in Lockheed Martin Service Bulletin 82-788 different from the Wing EBH Limits developed by USAF?

Answer:

USAF aircraft usage is tracked very closely via their AIRCAT system which is based on the recording of all necessary flight parameters to determine severity factor at numerous locations on the wing. Therefore, their aircraft severity is relatively accurate. USAF then based their EBH limits (groundings and restrictions) on that analysis, including how accurate their severity factors were.

For non-USAF aircraft, most operators do not have an equivalent tracking system. When LM developed the methodology for the initial assessment severity determination, it had a necessary element of conservatism in it, primarily due to the simplification of using only the parameters of cruise altitude and cargo weight to determine severity. Variation in cruise airspeeds and altitudes, fuel weights, mission durations, high speed-low level time etc. result in a much broader range of actual severity. The resulting EBH determined with the simplified LM method varies with usage type, but produces conservative results compared to the USAF method. Rather than be overly conservative, LM set the EBH limits slightly higher.

The overall results should be similar to those issued by USAF, with the mix of severity conservatism and higher EBH limits offsetting one another.



**BACKGROUND PAPER: BRAC C-130 CONSOLIDATION \***

**Introduction** – The Air Force Base Realignment and Closure (BRAC) recommendations pertaining to the C-130 involve 21 installations and affect 156 aircraft.<sup>1</sup> This paper addresses issues related to a subset of those recommendations regarding the consolidation of C-130s at Little Rock Air Force Base (AFB). These issues are introduced in this section.

The consolidation of much of the C-130 fleet at Little Rock AFB contradicts stated Air Force organizational principles and will entail the movement of 77 aircraft and affect seven installations.<sup>2</sup> Two more facilities will be required to transfer an additional 16 C-130s to Pope AFB to replace 25 C-130s that are transferred from Pope AFB to Little Rock AFB.<sup>3</sup> Twenty four of the total aircraft recommended for relocation to Little Rock AFB are currently located at four Air National Guard (ANG) units and their removal may be complicated or even negated by issues related to Title 32.<sup>4</sup>

Many of the C-130 Air Force recommendations appear to demonstrate an inconsistent use of the Air Force Base Realignment and Closure (BRAC) Analysis Tool used to assign Mission Capabilities Indices (MCIs) for assessing military value. A higher MCI number is intended to reflect a higher military value. In theory, facilities with lower MCIs would be favored for realignment or closure over those facilities having higher MCI values. As part of the effort to consolidate C-130s at Little Rock AFB however, aircraft were recommended for transfer to Little Rock AFB from Pope and Dyess AFBs. Both of these facilities had higher MCI values than Little Rock AFB.

The information used to assign military value also may have been outdated or incorrect. Data used in assessing military value was collected using the Web-based Installation Data Gathering and Entry Tool (WIDGET) software developed by the Air Force.<sup>5</sup> The BRAC Analysis Tool then used these data in conjunction with military value and weighting criteria to develop the respective MCI values for each of the 154 Air Force installations.<sup>6</sup> In order to standardize the evaluations, data obtained after 2003 were not considered for use in the analysis.<sup>7</sup> However, this cut-off period may have led to incorrect conclusions. A prime example is the overarching justification for removing C-130s from many ANG and Air Force Reserve (AFR) bases. These units were often recommended for realignment or closure because they were considered unable to accommodate the optimal 12 aircraft recommended by the Air Force for an ANG or AFR C-130 squadron.<sup>8</sup> BRAC staff visited seven of the C-130 bases having activities associated with Little Rock AFB, and found that all could accommodate the optimal number of aircraft.

When viewed as a whole, the Air Force BRAC recommendations pertaining to the C-130 consolidation at Little Rock AFB appears to be a response to Congressional prohibitions on retiring C-130Es and initial cancellation of the programmed purchases of C-130Js.

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Senior Analyst, Air Force Team  
Base Realignment and Closure Commission

**DRAFT DELIBERATIVE DOCUMENT – NOT FOR FOIA RELEASE**

**Air Force C-130 Allocation** – Much of the confusion pertaining to the Air Force C-130 recommendations stems from the number of versions available. The C-130 situation is clouded still further by the numerous C-130 mission configurations (i.e. airlift, gunship, or weather). This paper addresses only those C-130 models configured for airlift missions. There are currently three basic C-130 models in the Air Force inventory, the C-130E, C-130H and the C-130J. They are allocated as shown in Table 1.<sup>9</sup>

**Table 1: Air Force C-130 Allocation by Organization**

| <b>Organization</b>                       | <b>C-130 Allocation</b> |
|---|-------------------------|
| Air Mobility Command (AMC)                | 91                      |
| Air National Guard (ANG)                  | 174                     |
| Air Force Reserves (AFR)                  | 76                      |
| Air Education and Training Command (AETC) | 47                      |
| United States Air Force Europe (USAFE)    | 20                      |
| Pacific Air Force (PACAF)                 | 29                      |
| <b>Total</b>                              | <b>437</b>              |

*Decisions Made Regarding the C-130E* – Many C-130Es currently assigned to units are over 40 years old and are either no longer flyable or are flyable only under certain restricted conditions. The primary concern with the aging C-130E is cracked wing boxes. It takes three years to get the wing boxes fixed at a cost of \$10 million per plane.<sup>10</sup> The Air Force BRAC recommendations designate a total of 47 C-130Es for retirement.<sup>11</sup> However, Senate Bill 1043 Section 134 states “[t]he Secretary of the Air Force may not retire any C-130E/H tactical airlift aircraft of the Air Force in fiscal year 2006.”<sup>12</sup> When asked to comment on the apparent contradiction between this and the BRAC recommendations, the Air Force Clearinghouse response was:

In accordance with the BRAC law, the Air Force developed BRAC recommendations based on the future force structure plan submitted to the congress (*sic*) in November, 2004. If the congress (*sic*) subsequently prohibits the retirement of the aircraft, the Air Force will maintain the aircraft in accordance with the law and approved BRAC recommendations.<sup>13</sup>

*Decisions Made Regarding the C-130H* – There are five variants of the C-130H model; the C-130H, C-130H1, C-130H2, C-130H2.5, and the C-130H3.<sup>14</sup> Externally, the aircraft are all very similar in appearance to each other and to the C-130E.<sup>15</sup> The differences in variant designation are related to avionics and instrumentation upgrades.<sup>16</sup> Because of these differences, crew trained in the operation of one variant cannot fly a different variant without additional training.<sup>17</sup> However, safety issues essentially prevent dual training.<sup>18</sup> As might be expected, there are also different maintenance requirements for these variants.<sup>19</sup>

*Decisions Made Regarding the C-130J* – The C-130J/J-30 was selected to replace the C-130E.<sup>20</sup> In addition to being longer than the “E” and “H” models, the C-130J is air-refuelable.<sup>21</sup> Approximately 168 C-130J/J-30s were planned for the Air Force inventory

**DRAFT DELIBERATIVE DOCUMENT – NOT FOR FOIA RELEASE**

as of September 2003.<sup>22</sup> By the end of fiscal year 2004, 37 of these aircraft had already been delivered with most going to the AFR and ANG.<sup>23</sup> An additional 41 C-130Js were scheduled to go to Air Reserve Component (ARC) units. Future allocations of the remaining 90 C-130Js to active units are shown in Table 2.<sup>24</sup>

**Table 2: C-130J Programmed Deliveries Through Fiscal Year 2017**

| <b>Installation Name</b> | <b>Number of C-130Js Programmed</b> | <b>Programmed Delivery</b> |
|--------------------------|-------------------------------------|----------------------------|
| Little Rock AFB (AETC)   | 14                                  | FY 05 – FY 11              |
| Little Rock AFB (AMC)    | 16                                  | FY 14 – FY 17              |
| Pope AFB                 | 31                                  | FY 07 – FY 13              |
| Ramstein Air Base        | 18                                  | FY 09 – FY 11              |
| Yokota Air Base          | 11                                  | FY 14 – FY 16              |

Although the aircraft purchases were programmed, all procurements of the C-130J for the Air Force were terminated on 23 December 2004.<sup>25</sup> However, funding for C-130J purchases appears to have been reinstated on 17 May 2005 under different acquisition regulations.<sup>26</sup> The following sections indicate that Air Force realignment and closure decisions may have been influenced by the status of the C-130J program at the time and may not reflect its current status.

**Air Force Scenarios Regarding the C-130** – The various scenarios regarding the movement of C-130s to and from Little Rock and Pope AFBs were obtained from the “Scenario Tracker” database and are provided in Attachment 1. While not definitive in nature, the proposed scenarios are useful for providing some insight into the Air Force decision-making process. The first scenario (USAF-0012) is entitled “Consolidate C-130 Fleet” and entails realigning the current C-130 force structure in as “few locations as practicable using standard squadron sizes and crews. . . .” Based on the scope of the first scenario, it seems reasonable to consider all following scenarios as subsets of the initial recommendation. Table 3 summarizes the BRAC C-130 scenarios as they pertain to Little Rock AFB.

Through 17 December 2004, the Air Force scenarios divided the C-130 recommendations almost equally between Little Rock AFB (36 PAA) and other locations (31 PAA). With the recommended retirement of 14 C-130Es and the recoding to backup aircraft inventory (BAI) of another 14 C-130Es, Little Rock AFB effectively received only 8 additional aircraft. Beginning on 6 January 2005 however, the direction of aircraft movement was clearly towards Little Rock AFB. From 6 January until 8 April 2005, the various scenarios had Little Rock AFB receiving 45 additional aircraft as opposed to 19 aircraft received at four other installations. The change in aircraft movement direction closely follows the 23 December date for PBD 753 and may suggest that the movement direction was influenced to some degree by decisions pertaining to the C-130J program.

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**Table 3: C-130 Scenarios Relative to Little Rock and Pope AFBs**

| Scenario Date | Scenario Title                         | C-130 Model  | Number Moved To  |
|---------------|--|--|--|
| 09/22/04      | Consolidate C-130 Fleet                | All  | Not applicable   |
| 10/21/04      | Close Ellsworth AFB                    | Unspecified models from 317 <sup>th</sup> Airlift Group at Dyess AFB, TX | Elmendorf AFB, AK (4 PAA)*<br>Peterson AFB, CO (4 PAA)<br>Cheyenne Airport AGS, WY (4 PAA)<br>Pope/Ft. Bragg, NC (4 PAA)<br>Little Rock AFB, AR (16 PAA)   |
| 12/17/04      | Realign Little Rock AFB                | C-130E<br>C-130J   | Pope AFB, NC (5 PAA C-130E,<br>2 PAA C-130J)<br>Little Rock AFB Backup Aircraft Inventory (14 PAA C-130E)<br>Retirement (14 PAA C-130E)  |
| 12/17/04      | Realign Maxwell AFB                    | C-130H   | Dobbins Air Reserve Base (ARB), GA (4 PAA)<br>Little Rock AFB, AR (4 PAA)  |
| 12/17/04      | Close Mansfield-Lahm MAP AGS           | C-130H   | Maxwell AFB, AL (4 PAA)<br>Little Rock AFB, AR (4 PAA)   |
| 12/17/04      | Realign Schenectady County Airport AGS | C-130H   | Little Rock AFB, AR (4 PAA)  |
| 12/17/04      | Realign Reno-Tahoe IAP AGS             | C-130H   | Little Rock AFB, AR (8 PAA)  |
| 01/06/05      | Close Pope AFB                         | C-130E<br>C-130J   | Little Rock AFB, AR (11 PAA C-130E,<br>14 PAA C-130J)  |
| 02/04/05      | Close Niagara Falls ARS                | C-130H   | Little Rock AFB, AR (8 C-130H)   |
| 02/04/05      | Realign Pope AFB                       | C-130E<br>C-130J   | Little Rock AFB, AR (25 PAA C-130E)<br>Little Rock retires 27 PAA C-130E<br>Little Rock distributes 1 PAA C-130J to Quonset Airport AGS, RI<br>Little Rock distributes 2 PAA C-130J to Channel Islands AGS, CA |
| 02/04/05      | Close Pittsburgh IAP ARS               | C-130H   | Little Rock AFB, AR (4 PAA C-130H)<br>Pope AFB, NC (4 PAA C-130H)  |
| 04/08/05      | Realign Boise Air Terminal AGS         | C-130H   | Little Rock AFB, AR (4 PAA C-130H)   |
| 04/08/05      | Close General Mitchell ARS             | C-130H   | Dobbins ARB, GA (4 PAA C-130H)<br>Little Rock AFB, AR (4 PAA C-130H)   |

\* PAA – Primary Aircraft Assigned

**Air Force BRAC Recommendations** – The scenarios formed the basis for the Air Force recommendations. The stated justification for transferring C-130s to Little Rock AFB, resulted from the lower military values calculated for ANG or AFR installations.<sup>27</sup> Further justification was provided by an effort to transfer the C-130 force structure to “address a documented imbalance in the active/reserve manning mix for C-130s”.<sup>28</sup> The primary determinant of military value relative to AFR or ANG installations appears to be their ability to support the optimal 12 plane squadron. Table 4 depicts the seven different recommendations that send C-130s to Little Rock AFB.

**Table 4: Air Force BRAC Recommendations Directing Aircraft to Little Rock AFB**

| <b>Recommendation</b>   | <b>Reference</b> | <b>Source Installation</b>         | <b>Moved to Little Rock AFB</b> |
|---|------------------|------------------------------------|---------------------------------|
| Ellsworth AFB, SD and Dyess AFB, TX   | Air Force - 43   | Dyess AFB, TX                      | 24                              |
| Reno-Tahoe International Airport AGS, NV  | Air Force - 31   | Reno-Tahoe AGS, NV                 | 8                               |
| Niagara Falls ARS, NY   | Air Force - 33   | Niagara Falls ARS, NY              | 8                               |
| Schenectady County Airport AGS, NY  | Air Force - 34   | Schenectady County Airport AGS, NY | 4                               |
| Mansfield-Lahm Municipal Airport AGS, OH  | Air Force - 39   | Mansfield-Lahm AGS, OH             | 4                               |
| General Mitchell ARS, WI  | Air Force - 52   | General Mitchell ARS, WI           | 4                               |
| Pope Air Force Base, NC, Pittsburgh International Airport ARS, PA, and Yeager AGS, WV | Air Force - 35   | Pope AFB, NC                       | 25                              |

The following subsections discuss the installation specific issues associated with the recommendations for consolidating C-130s at Little Rock AFB.

*Little Rock AFB, AR* – Little Rock AFB is the center for C-130 training and houses a C-130J Academic/Simulator Complex – Facility consisting of three different C-130J cockpit simulators of increasing complexity, a C-130J crew maintenance trainer, and a C-130J engine repair trainer.

There are currently 86-88 C-130s assigned to Little Rock AFB. These are allocated to the following commands:

- AMC (14 C-130H3s and 15 C-130Es)<sup>29</sup>
- ANG (10 C-130Es)<sup>30</sup>
- AETC (45 C-130Es and 4 C-130Js)<sup>31</sup>

Of the 70 C-130Es assigned to the three Little Rock AFB units, 15 (21%) are grounded and 21 (30%) are restricted.<sup>32</sup> The Air Force recommended retiring 27 C-130Es stationed at Little Rock AFB.<sup>33</sup> Three of the four C-130Js at Little Rock AFB are recommended for distribution to Channel Islands AGS, CA and Quonset State AGS, RI.<sup>34</sup> These reallocations will leave Little Rock AFB with 56 – 58 of its original aircraft.

Table 5 summarizes the recommended movement of aircraft to Little Rock AFB.<sup>35</sup>

Table 5: Recommended C-130 Movements to Little Rock AFB

| Installation                       | Number at Installation | Model  | To Be Moved to Little Rock AFB |
|------------------------------------|------------------------|--------|--------------------------------|
| Dyess AFB, TX                      | 32                     | C-130H | 24                             |
| Reno-Tahoe AGS, NV                 | 8                      | C-130H | 8                              |
| Niagara Falls ARS, NY              | 8                      | C-130H | 8                              |
| Schenectady County Airport AGS, NY | 4                      | C-130H | 4                              |
| Mansfield-Lahm AGS, OH             | 8                      | C-130H | 4                              |
| General Mitchell ARS, WI           | 8                      | C-130H | 4                              |
| Pope AFB, NC                       | 25                     | C-130E | 25                             |

Moving 77 additional aircraft to Little Rock AFB may be problematic. The BRAC recommendations will raise the total number of aircraft to 133 – 135 (PAA and BAI) C-130E, H, and J models distributed to an AETC Wing, an ANG Wing, and an AMC Group. Three of the installations recommended to transfer aircraft to Little Rock AFB are ANG facilities, and therefore, the recommended movement of 16 C-130Hs from these locations may be complicated or even negated because of Title 32.<sup>36</sup> Further, the location of this many C-130 aircraft at Little Rock will consolidate approximately 31% of the C-130 fleet in a centralized location and contradicts Air Force principles for airlift mobility bases that states:

Our airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be *geographically separated* [emphasis added] to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases *located near or with primary users* [emphasis added] can enhance joint training and responsiveness.<sup>37</sup>

Finally, discussions with base personnel during the 8 July staff only visit suggested that the existing support infrastructure had reached its maximum capacity. This observation was subsequently confirmed in a letter from Congressman Walsh citing a recent Air Force BRAC site survey estimating Little Rock AFB would need an additional \$107 to \$270 million in MILCON as a result of the BRAC recommendations.<sup>38</sup>

*Dyess AFB, TX* – DOD recommended realigning Dyess AFB by transferring 24 C-130s to Little Rock AFB.<sup>39</sup> This realignment would make room for B-1 bombers transferred under the recommendation to close Ellsworth AFB, SD.<sup>40</sup> Dyess AFB has the capability to accommodate up to 68 B-1s and 35 C-130s.<sup>41</sup>

Because Dyess AFB had a higher MCI rating (11) than did Little Rock AFB (17), community representatives noted that transferring Dyess AFB’s C-130s to Little Rock AFB was inconsistent with the Air Force’s use of military value determinations.<sup>42</sup> The Little Rock AFB recommendations also would combine C-130E, C-130H, and C-130J models at a single location, apparently contradicting the Air Force plan to consolidate

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aircraft of the same type.<sup>43</sup> Community advocates further maintained the beddown the C-130s at Little Rock AFB would cost more than keeping C-130s at Dyess AFB and relocating B-1s from Ellsworth AFB.<sup>44</sup> The cost of C-130s remaining at Dyess and consolidating B-1s at Dyess is \$167M” while “the costs to transfer the C-130s to Little Rock and to consolidate the B-1s at Dyess is \$185M.”<sup>45</sup>

*Reno-Tahoe International Airport AGS, NV* – Representatives of Reno-Tahoe IAP AGS stated the MCI value for their facility was low and that the realignment justification was incomplete.<sup>46</sup> Reno-Tahoe IAP/AGS is capable of supporting 12 C-130s on existing land.<sup>47</sup> Since the data call, there has been an Air Force-approved airport authority land agreement allowing the expansion to 16 aircraft.<sup>48</sup> Further, eliminating the entire aviation program, aerial port, and fire department at Reno-Tahoe IAP AGS would incur unaddressed costs of nearly \$100M in 2005 dollars over a 20 year period to support the remaining expeditionary combat support (ECS) and other joint missions.<sup>49</sup> The position taken by representatives of Reno-Tahoe IAP AGE was that this is a significant departure from DOD’s cost savings analysis as outlined in BRAC Report.<sup>50</sup> Finally, Reno-Tahoe IAP AGS representatives indicated that the BRAC recommendation to relocate the ANG AW violates both the specific language and intent of the U.S. Constitution, several federal statutes, and the direction of the United States Supreme Court.<sup>51</sup>

*Niagara Falls ARS, NY* – Representatives of the community felt the Air Force recommendations were made based on outdated or incomplete information. Since 1995, the Niagara Falls Air Reserve Station (NFARS) has made a concerted effort to improve its infrastructure.<sup>52</sup> As a result, 100% of excess capacity (33% of total) was eliminated over the past 10 years.<sup>53</sup> The average age of NFARS’ buildings is 32 years, or approximately 10 years less than that of other AFR facilities.<sup>54</sup> A recent agreement with the State of New York reduced electricity rates from \$0.11 per kilowatt hour to approximately \$0.06 per kilowatt hour, giving NFARS an annual reduction in electric utility costs of approximately 45% or \$450,000 annually.<sup>55</sup>

*Schenectady County Airport AGS, NY* – Community representatives suggested that relocating four C-130H to Little Rock AFB will increase the usage of the ski mounted LC-130s and shorten their operable lifespan by approximately 25%.<sup>56</sup> They also reiterated issues related to the legality of the proposed realignment of the installations as follows:

- Proposed movement of aircraft is not related to infrastructure restructuring.<sup>57</sup>
- Recommendations to relocate, withdraw, disband, or change the organization of an ANG unit, unless done so for infrastructure rationalization is inconsistent with the intent of BRAC legislation.<sup>58</sup>
- The Adjutant General Association of the United States (AGAUS) has validated that programmatic moves of the aircraft is inconsistent with BRAC objectives.<sup>59</sup>

*Mansfield-Lahm Municipal Airport AGS, OH* – Unit personnel stated the data for their facility was incorrect.<sup>60</sup> The installation can accommodate more than eight C-130s on the current ramp and they were given no credit for their hangar because of the width of the door.<sup>61</sup> However, wings slots in the hangar wall allow it to accommodate the C-130.<sup>62</sup>

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*General Mitchell Field ARS* – During the base visit, all of the buildings appeared to be in good condition and very well maintained. The BRAC staff was informed by base officials that they currently have 8 C-130s, are manned for 12, and have the capability to expand to 16 aircraft.<sup>63</sup> Projects currently programmed include ramp expansion (75 ft.), propulsion shop expansion, and a new main gate.<sup>64</sup>

Gen. Mitchell ARS officials felt that the MCI values for their facility were flawed and used the MCI scores of the co-located National Guard unit as an example.<sup>65</sup> Although the Guard unit flies tankers, using the same airspace and runway as the Reserve unit, the tanker unit received a higher MCI airlift value.

*Pope AFB, NC* – The stated justification for downsizing Pope AFB would be to take advantage of mission-specific consolidation opportunities to reduce operational and maintenance costs.<sup>66</sup> The corresponding smaller manpower footprint would facilitate transfer of the installation to the Army.<sup>67</sup>

The 25 C-130Es from Pope AFB are intended to replace the 27 C-130Es recommended for retirement at Little Rock AFB.<sup>68</sup> In a related recommendation, the aircraft moving from Pope AFB will be replaced by a 16 C-130H AFR/Active Duty associate squadron comprised of eight C-130 aircraft from Yeager Airport AGS and eight C-130 from Pittsburgh International Airport Air Reserve Station (Pittsburgh IAP ARS).<sup>69</sup> The recommendation to transfer aircraft from Yeager AGS also may be affected by Title 32 concerns.

*Pittsburgh IAP ARS* – The justification for realigning Pittsburgh IAP ARS was based on the major command's capacity briefing that "land constraints prevented the installation from hosting more than 10 C-130 aircraft . . ." <sup>70</sup> However, information provided by base personnel demonstrated ample space available for 20 aircraft with no additional MILCON required.<sup>71</sup>

Members of the unit also believed they did not receive the appropriate credit for the load bearing capacity of their ramp in determining the MCI value.<sup>72</sup> As part of Pittsburgh IAP, the ramp area has been used as a taxiway for such heavy aircraft as 747s, C-5s, and B-52s and is routinely used by C-130s.<sup>73</sup> However, the ramp did not have a "published" pavement condition number (PCN) and consequently could not be used in the model for determining the MCI for the facility.<sup>74</sup> The lack of a PCN cost the installation 2.98 points.<sup>75</sup>

Installation representatives also felt that other aspects of the WIDGET Model and the BRAC Analysis Tool overrated assets that were not necessary for the C-130 airlift mission.<sup>76</sup> Although these issues do not represent examples of using inaccurate or outdated data, or errors with the model, they do represent a bias in the model towards large, active duty facilities. Examples include:

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- Fuel hydrant systems – Because C-130s carry only 9,000 gallons, a fuel hydrant system is not necessary for accomplishing the C-130 airlift mission.<sup>77</sup>
- Proximity to and quality of surveyed landing zones (LZs) – Surveyed LZs are not required for C-130 training.<sup>78</sup>
- Distance to selected overseas Army Post Office Europe locations – The question is irrelevant for an installation flying theater airlift C-130s.<sup>79</sup>

*Yeager Airport AGS, WV* – The major command's capacity briefing also reported that Yeager Airport AGS cannot support more than eight C-130s.<sup>80</sup> However, the Wing Commander reported that the unit can actually park 12 C-130s.<sup>81</sup> During the base visit of 13 June 2005, there were eleven aircraft present. A little-used secondary runway also can be used for parking during surge operations.<sup>82</sup> Further, the base received no credit in the MCI determination for its hangar since it was constructed to house fighters.<sup>83</sup> However the hangar has been able to contain C-130 for over 25 years with the addition of wall slots.<sup>84</sup>

**Conclusions** – This paper demonstrates that use of the MCI military value scores appears to have been applied inconsistently in relation to the decision to consolidate C-130s at Little Rock AFB. The stated justification for closing or realigning ANG and AFR units, and moving their associated aircraft was because their MCI scores were lower than that of Little Rock AFB. If this justification were applied consistently, it follows that the C-130s recommended for Little Rock AFB (MCI value of 17) would instead have been recommended for Dyess AFB (11) or Pope AFB (6). The model also may demonstrate a bias towards active duty facilities and information used in determining MCI values may be outdated or incorrect.

The impetus behind the BRAC process is to save money by reducing infrastructure. It seems unlikely that realigning three Air Guard Stations, and closing three Air Reserve Stations and one Air Guard Station, will offset the \$107 to \$270 million in new MILCON required to accommodate the relocated aircraft at Little Rock AFB. Additionally, potential savings anticipated from the BRAC recommendations related to ANG units may be eliminated because of Title 32 issues. These issues also may affect recommendations regarding AFR units that are co-located with ANG units. Finally, any implied savings from the realignment of Pope AFB may have already been reduced or lost due to construction of a \$10.7 million two-door C-130J hangar that is 68% complete.<sup>85</sup>

The effort to consolidate a large portion of the C-130 fleet at Little Rock AFB appears to contradict Air Force organizational principles regarding airlift mobility bases. This contradiction seems to be driven by a need to extend the operational life of the C-130E (and some H variants) by spreading the flight hours more evenly. This need took on greater urgency with the 23 December 2004 cancellation of the C-130J model. However, the C-130J was reinstated after the release of the BRAC recommendations and would seem to render moot the Air Force BRAC recommendations related to consolidating the C-130 fleet at Little Rock AFB.

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**Attachment 1**

**C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases**

| Date     | Scenario Number | Title                                     | Scenario   |
|----------|-----------------|---|--|
| 09/22/04 | USAF-0012       | Consolidate C-130 Fleet                   | <p>Realign current C-130 force structure at as few locations as practicable using standard squadron sizes and crews, consistent with Mission Capabilities Indices and Future Total Force tenants.</p> <p>Principles: Primary determinant - MCI rating; optimize squadron size; consolidate airlift assets</p> <p>Exceptions: If installation has consolidated MDS now, do not reduce</p>   |
| 10/21/04 | USAF-0018       | Close Ellsworth AFB (S200.1c3)            | <p>The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne and Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).</p> <p>Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).</p> |
| 12/17/04 | USAF-0058       | Realign Little Rock AFB (S301)            | <p>Assigned C-130E aircraft (5 PAA) and C-130J aircraft (2 PAA) will be redistributed to the 43rd Airlift Wing, Pope AFB, North Carolina.; other assigned C-130E aircraft will be recoded to backup aircraft inventory (14 PAA) and retire (14 PAA). The 23rd Fighter Group's A-10 aircraft (36 PAA) assigned to Pope AFB will be redistributed to Barksdale AFB, Louisiana.</p>   |
| 12/17/04 | USAF-0059       | Realign Maxwell AFB (S322)                | <p>The 908th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (4 PAA) will be distributed to the 94th Airlift Wing, Dobbins ARB, Georgia, and the 314th Airlift Wing, Little Rock AFB, AR (4 PAA).</p>  |
| 12/17/04 | USAF-0066       | Close Mansfield Lahm MAP AGS (S319.1)     | <p>The 179th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 908th Airlift Wing (AFRC), Maxwell AFB, AL (4 PAA) and the 314th Airlift Wing, Little Rock AFB (4 PAA). Flying related ECS moves to Louisville IAP AGS, Kentucky (Aerial Port) and Toledo Express Airport AGS, Ohio (Firefighters).</p>   |
| 12/17/04 | USAF-0067       | Realign Schenectady County APT AGS (S320) | <p>Relocate C-130H aircraft (4 PAA) to the 189th Airlift Wing (ANG), Little Rock AFB.</p>  |
| 12/17/04 | USAF-0068       | Realign Reno-Tahoe IAP AGS (S311Z)        | <p>The 152nd Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 189th Airlift Wing (ANG), Little Rock AFB, Arkansas (8 PAA).</p> <p>The wing's ECS elements and the DCGS will remain as an enclave. ANG manpower will associate with active duty aggressor unit at Nellis AFB.</p>  |

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**Attachment 1 (Concluded)**

**C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases**

| <b>Date</b> | <b>Scenario Number</b> | <b>Title</b>                                     | <b>Scenario</b>  |
|-------------|------------------------|--|--|
| 01/06/05    | USAF-0096              | Close Pope AFB (S315)                            | The 43rd Airlift Wing will be inactivated. Assigned C-130E (11PAA) and C-130J (14 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 23rd Fighter Group's A-10 aircraft (36 PAA) will be reassigned to Barksdale AFB, Louisiana.  |
| 02/04/05    | USAF-0121              | Close Niagara Falls ARS (S318.3c1)               | The 914th Airlift Wing (AFRC), Niagara Falls IAP ARS, New York will inactivate. The wing's 8 C-130H aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB. The 107th Airlift Wing (ANG) will inactivate and its 8 KC-135R aircraft will be distributed to the 101st Air Refueling Wing (ANG) Bangor, Maine. KC135E aircraft assigned (8 PAA) to the 101st ARW will retire.   |
| 02/04/05    | USAF-0122              | Realign Pope AFB (S316.2)                        | The 43rd Airlift Wing will be inactivated. Assigned C-130E (25 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); distribute C-130J aircraft to the 143rd Airlift Wing (ANG) Quonset State APT AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG) Channel Islands AGS, California (2 PAA). The 23rd Fighter Group at Pope will inactivate and associated A-10 aircraft (36 PAA) will be distributed to Moody AFB, Georgia. The 347th Rescue Wing's HC-130P (11 PAA) and HH-60 (14 PAA) aircraft will be distributed to the 355th Wing, Davis Monthan AFB, Arizona.<br><br>AFRC Aerial Port at Pope AFB will remain in place as a tenant to the Army. Additional Air Force will remain in place, as a tenant to the Army, to support Army Requirements at Ft Bragg. |
| 02/04/05    | USAF-0123              | Close Pittsburgh IAP ARS (S317.1)                | The 911th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB (4 PAA) and to Ft Bragg/Pope AFB (AFRC) (4 PAA). The flight related ECS (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Offutt AFB, NE.   |
| 02/25/05    | USAF-127               | Realign Yeager APT AGS (S321.3c2)                | The 130th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to Pope/Ft Bragg to form a 12 PAA AFR and active duty associate unit. Flying related ECS is moved from Yeager to Shepherd (Aerial Port and Fire Fighters.) Remaining 130th Airlift Wing ECS remains in place in enclave at Yeager.  |
| 04/08/05    | USAF-128               | Realign Boise Air Terminal AGS, Boise, ID (S325) | The 124th Wing, Boise Air Terminal, will distribute assigned C-130H aircraft to Little Rock AFB, Arkansas (2 PAA to ANG, 2 PAA to active duty).  |
| 04/08/05    | USAF-130               | Close General Mitchell ARS, Milwaukee (S324)     | The 440th Airlift Wing (AFRC) will realign. The wing's C-130H aircraft will be distributed to the 94th Airlift Wing (AFRC), Dobbins ARB, Georgia (4 PAA) and the 314th Airlift Wing, Little Rock, Arkansas (4 PAA). The Wing's ECS Ops and MX will realign to Ft Bragg, NC.  |

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## C-130 HERCULES

### Mission

The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for air dropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command (stateside based), Air Force Special Operations Command, theater commands, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, fire-fighting duties for the U.S. Forest Service and natural disaster relief missions.



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 C-17 Globem  
 C-20  
 C-21  
 C-32  
 C-37A  
 C-40B/C  
 C-5 Galaxy  
 E-3 Sentry (E-4B)  
 E-8C Joint S  
 EC-130E/J (EC-130H C)  
 F-117A Nigh  
 F-15 Eagle  
 F-15E Strike  
 F-16 Fightin  
 Global Hawk  
 HC-130P/N  
 HH-60G Pav  
 KC-10 Exter  
 KC-135 Stra  
 MC-130E/H  
 MC-130P C  
 MH-53J/M F  
 MQ-1 Preda  
 OC-135B O  
 RC-135U C  
 RC-135V/W  
 T-1A Jayhaw  
 T-37 Tweet  
 T-38 Talon  
 T-43A  
 T-6A Texan  
 U-2S/TU-2S  
 UH-1N Huey  
 VC-25 - Air I  
 WC-130 Her  
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### Features

Using its aft loading ramp and door the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo and military personnel. In an aerial delivery role, it can airdrop loads up to 42,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.

The flexible design of the Hercules enables it to be configured for many different missions, allowing for one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable, allowing the aircraft to revert back to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor-loaded material, airdrop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

The C-130J is the latest addition to the C-130 fleet and will replace aging C-130E's. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs, and provides life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to fuselage, increasing usable space in the cargo compartment.

C-130J/J-30 major system improvements include: advanced two-pilot flight station with fully integrated digital avionics; color multifunctional liquid crystal displays and head-up displays; state-of-the-art navigation systems with dual inertial navigation system and global positioning system; fully integrated defensive systems; low-power color radar; digital moving map display; new turboprop engines with six-bladed, all-composite propellers; digital auto pilot; improved fuel, environmental and ice-protection systems; and an enhanced cargo-handling system.

### Background

Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December

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1956. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130E's that were ordered used the same Allison T56-A-7 engine, but added two 1,290 gallon external fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130H's with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

The latest C-130 to be produced, the C-130J entered the inventory in February 1999. With the noticeable difference of a six-bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models, and has allowed the introduction of the C-130J-30, a stretch version with a 15-foot fuselage extension. Air Force has selected the C-130J-30 to replace retiring C-130E's. Approximately 168 C-130J/J-30s are planned for the inventory. To date, the Air Force has taken delivery of 32 C-130J aircraft from Lockheed Martin Aeronautics Company with orders for approximately 46 more aircraft.

### General Characteristics

**Primary Function:** Global airlift

**Contractor:** Lockheed Martin Aeronautics Company

#### Power Plant:

C-130E: Four Allison T56-A-7 turboprops; 4,200 prop shaft horsepower

C-130H: Four Allison T56-A-15 turboprops; 4,591 prop shaft horsepower

C-130J: Four Rolls-Royce AE 2100D3 turboprops; 4,700 horsepower

**Length:** C-130E/H/J: 97 feet, 9 inches (29.3 meters)

C-130J-30: 112 feet, 9 inches (34.69 meters)

**Height:** 38 feet, 10 inches (11.9 meters)

**Wingspan:** 132 feet, 7 inches (39.7 meters)

#### Cargo Compartment:

C-130E/H/J: length, 40 feet (12.31 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

C-130J-30: length, 55 feet (16.9 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

#### Speed:

C-130E: 345 mph/300 ktas (Mach 0.49) at 20,000 feet (6,060 meters)

C-130H: 366 mph/318 ktas (Mach 0.52) at 20,000 feet (6,060 meters)

C-130J: 417 mph/362 ktas (Mach 0.59) at 22,000 feet (6,706 meters)

C-130J-30: 410 mph/356 ktas (Mach 0.58) at 22,000 feet (6,706 meters)

#### Ceiling:

C-130J: 28,000 feet (8,615 meters) with 42,000 pounds (19,090 kilograms) payload

C-130J-30: 26,000 feet (8,000 meters) with 44,500 pounds (20,227 kilograms) payload.

C-130H: 23,000 feet (7,077 meters) with 42,000 pounds (19,090 kilograms) payload.

C-130E: 19,000 feet (5,846 meters) with 42,000 pounds (19,090 kilograms) payload

#### Maximum Takeoff Weight:

C-130E/H/J: 155,000 pounds (69,750 kilograms)

C-130J-30: 164,000 pounds (74,393 kilograms)

#### Maximum Allowable Payload:

C-130E, 42,000 pounds (19,090 kilograms)

C-130H, 42,000 pounds (19,090 kilograms)

C-130J, 42,000 pounds (19,090 kilograms)

C-130J-30, 44,000 (19,958 kilograms)

#### Maximum Normal Payload:

C-130E, 36,500 pounds (16,590 kilograms)

C-130H, 36,500 pounds (16,590 kilograms)

C-130J, 34,000 pounds (15,422 kilograms)

C-130J-30, 36,000 pounds (16,329 kilograms)

#### Range at Maximum Normal Payload:

C-130E, 1,150 miles (1,000 nautical miles)

C-130H, 1,208 miles (1,050 nautical miles)

C-130J, 2,071 miles (1,800 nautical miles)  
 C-130J-30, 1,956 miles (1,700 nautical miles)  
**Range with 35,000 pounds of Payload:**  
 C-130E, 1,438 miles (1,250 nautical miles)  
 C-130H, 1,496 miles (1,300 nautical miles)  
 C-130J, 1,841 miles (1,600 nautical miles)  
 C-130J-30, 2,417 miles (2,100 nautical miles)

**Maximum Load:**

C-130E/H/J: 6 pallets or 74 litters or 16 CDS bundles or 92 combat troops or 64 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.

C-130J-30: 8 pallets or 97 litters or 24 CDS bundles or 128 combat troops or 92 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.

**Crew:** C-130E/H: Five (two pilots, navigator, flight engineer and loadmaster)

C-130J/J-30: Three (two pilots and loadmaster)

**Aeromedical Evacuation Role:** Minimum medical crew of three is added (one flight nurse and two medical technicians). Medical crew may be increased to two flight nurses and four medical technicians as required by the needs of the patients.

**Unit Cost:** C-130E, \$11.9, C-130H, \$30.1, C-130J, \$48.5 (FY 1998 constant dollars in millions)

**Date Deployed:** C-130A, Dec 1956; C-130B, May 1959; C-130E, Aug 1962; C-130H, Jun 1974; C-130J, Feb 1999

**Inventory:** Active force, 186; Air National Guard, 222; Air Force Reserve, 106

**Point of Contact**

Air Mobility Command, Public Affairs Office, 503 Ward Drive Ste 214, Scott AFB, IL 62225-5335, DSN 779-7839 or (618) 229-7839.

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**U.S. AIR FORCE**

## C-130J HERCULES TACTICAL TRANSPORT AIRCRAFT, USA

The Lockheed Martin C-130 is the US Air Force principal tactical cargo and personnel transport aircraft, and the C-130J Hercules is the latest model, featuring a glass cockpit, digital avionics and a new propulsion system with a six-bladed propeller.

The C-130 has been in continuous production since 1954 and over 2,260 Hercules have been built for 67 countries. The improvements built into the C-130J, which entered production in 1997, have enhanced the performance of the aircraft in terms of range, cruise ceiling time to climb, speed and airfield requirements. A stretched version, the C-130J-30 has been developed and is designated CC-130J by the USAF. The first C-130J-30 for the UK RAF (the launch customer) was delivered in November 1999. The C-130J entered active service with the USAF at Little Rock Air Force Base in April 2004 and was first deployed in December 2004.

Over 180 C-130J and C-130J-30 aircraft have been ordered and over 121 delivered. Orders are: US Air Force, Air National Guard, Marine Corps and Coastguard (89 x C-130J and C-130J-30, 20 x KC-130J tankers), UK (10 x C-130J, 15 x C-130J-30, all delivered), Italian Air Force (12 x C-130J, 10 x C-130J-30 all delivered), Royal Australian Air Force (12 x C-130J), Kuwaiti Air Force (4 x C-130J-30) and Danish Air Force (3 x C-130J-30, all delivered, plus one ordered in July 2004).

In April 2004, the US Marine Corps formally accepted the first KC-130J tanker/transport into service.

### COCKPIT

The C-130J is crewed by two pilots and a loadmaster. The new glass cockpit features four L-3 Display Systems multifunction liquid crystal displays for flight control and navigation systems. Each pilot has a Flight Dynamics head up display (HUD). The dual mission computers, supplied by BAE Systems IEWS, operate and monitor the aircraft systems and advise the crew of status.

The cockpit is fitted with the Northrop Grumman low-power colour radar display. The map display shows digitally stored map image data. The C-130J is equipped with a Honeywell dual embedded Global Positioning



**The C-130J heavy**



**C-130J higher alt takes off shorter d**



**Flight Display up D standard the**



System/Inertial Navigation System (GPS/INS), an enhanced traffic alerting and collision avoidance system (E-TCAS), a ground collision avoidance system, SKE2000 station keeping system, and an Instrument Landing System (ILS).

### CARGO SYSTEMS

The cargo bay of the C-130J has a total usable volume of over 4,500 cubic feet and can accommodate loads up to 37,216lb - for example, three armoured personnel carriers, five pallets, 74 litters (stretchers), 92 equipped combat troops or 64 paratroops. The bay is equipped with cargo handling rollers, tie-down rings, stowage containers and stowage for troop seats.

### COUNTERMEASURES

The ATK AN/AAR-47 missile warning system uses electro-optic sensors to detect missile exhaust and advanced signal processing algorithms and spectral selection to analyse and prioritise threats. Sensors are mounted near the nose just below the second cockpit window and in the tail cone.

The Lockheed Martin AN/ALR-56M radar warning receiver is a superheterodyne receiver operating in the 2-20GHz band. A low-band antenna and four high-band quadrant antennae are installed near the nose section below the second window of the cockpit and in the tail cone.

The BAE Systems Integrated Defense Solutions (formerly Tracor) AN/ALE-47 countermeasures system is capable of dispensing chaff and infrared flares in addition to the POET and GEN-X active expendable decoys. The Lockheed Martin AN/ALQ-157 infrared countermeasures system generates a varying frequency-agile infrared jamming signal. The infrared transmitter is surface mounted at the aft end of the main undercarriage bay fairing.

The USAF has selected the Northrop Grumman Large Aircraft Infrared Countermeasures (LAIRCM) system to equip its C-130 aircraft. LAIRCM is based on the AN/AAQ-24(V) NEMESIS. It entered low-rate initial production in August 2002 and completed Initial Operational test and Evaluation in July 2004.

### RADAR

The Northrop Grumman MODAR 4,000-colour weather and navigation radar is installed in the upward hinged dielectric radome in the nose of the aircraft. The weather radar has a range of 250nm.

### ENGINES

The C-130J is equipped with four Allison AE2100D3 turboprop engines, each rated at 4,591 shaft horsepower (3,425kW). The all-composite six-blade R391 propeller system was developed by Dowty Aerospace. The engines are equipped with full-authority digital electronic control (FADEC) by Lucas Aerospace. An automatic thrust control system (ATCS) optimises the balance of power on the engines, allowing lower values of minimum control speeds and superior short-airfield performance.

The aircraft can carry a maximum internal fuel load of 45,900lb. An additional 18,700lb of fuel can be carried in external underwing fuel tanks. The refuelling probe installed on the centre of the fuselage has been



C-130J cockpit view  
Grumman colour  
Lockheed multifunction



The countermeasure system  
chaff and infrared  
POET and GEN-X  
expendable



Three C-130J aircraft  
for transport



C-130J



The cargo bay of the C-130J has a volume of over 4,500 cubic feet to accommodate

relocated on the C-130J to the port side, over the cockpit.

### STRETCHED C-130J-30

The C-130J-30 is the stretched version of the C-130J. The cargo floor length of the stretched version is increased from 40 feet to 55 feet which gives a significant increase in the aircraft's airlift capability. The stretched C-130J-30 can carry eight 463L pallets, 97 litters, 24 CDS (US Container Delivery System) bundles, 128 equipped combat troops or 92 paratroopers.

The first C-130J-30 for the UK RAF (the launch customer) was delivered in November 1999 and deliveries of all 15 aircraft ordered were completed in June 2001. The aircraft is in production for the US Air Force (39 aircraft, the first of which was delivered to the Air National Guard in December 2001), the Royal Australian Air Force (12), the Italian Air Force (10) and has been ordered by the Kuwaiti Air Force (4) and the Danish Air Force (3).

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## JA/ATT Missions Scheduled Jun 02 - Jun 05

| Location                  | MAJCOM | Unit   | JA/ATT Missions Scheduled | Missions for 18th Abn Corps | Aircraft for 18th Abn Corps | Missions for 82nd Abn Div | Aircraft for 82nd Abn Division | Missions Supporting Both | Total Aircraft | Avg A/C per month to |
|---------------------------|--------|--------|---------------------------|-----------------------------|-----------------------------|---------------------------|--------------------------------|--------------------------|----------------|----------------------|
| Pope                      | AMC    | 43 AW  | 368                       | 97                          | 203                         | 105                       | 145                            | 202                      | 348            | 9.4                  |
| Pittsburgh                | AFRC   | 911 AW | 178                       | 24                          | 66                          | 5                         | 8                              | 29                       | 74             | 2.0                  |
| Dyess <sup>3</sup>        | AMC    | 317 AG | 282                       | 7                           | 7                           | 33                        | 38                             | 40                       | 45             | 1.2                  |
| Charlotte                 | ANG    | 145 AW | 98                        | 2                           | 2                           | 21                        | 22                             | 23                       | 24             | 0.6                  |
| Yeager                    | ANG    | 130 AW | 40                        | 6                           | 19                          | 3                         | 5                              | 9                        | 24             | 0.6                  |
| Milwaukee                 | AFRC   | 440 AW | 120                       | 9                           | 13                          | 1                         | 1                              | 10                       | 14             | 0.4                  |
| Little Rock               | AMC    | 314 AW | 19                        | 2                           | 8                           | 3                         | 6                              | 5                        | 14             | 0.4                  |
| Niagara                   | AFRC   | 914 AW | 126                       | 9                           | 9                           | 2                         | 3                              | 11                       | 12             | 0.3                  |
| Quonset <sup>4</sup>      | ANG    | 143 AW | 28                        | 10                          | 12                          | 0                         | 0                              | 10                       | 12             | 0.3                  |
| Youngstown                | AFRC   | 910 AW | 154                       | 4                           | 7                           | 2                         | 4                              | 6                        | 11             | 0.3                  |
| Willow Grove              | AFRC   | 913 AW | 170                       | 5                           | 2                           | 13                        | 8                              | 18                       | 10             | 0.3                  |
| Keesler <sup>4</sup>      | AFRC   | 403 AW | 58                        | 8                           | 7                           | 3                         | 3                              | 11                       | 10             | 0.3                  |
| Dobbins                   | AFRC   | 94 AW  | 108                       | 4                           | 3                           | 2                         | 6                              | 6                        | 9              | 0.2                  |
| Martinsburg               | ANG    | 167 AW | 104                       | 0                           | 0                           | 7                         | 9                              | 7                        | 9              | 0.2                  |
| Nashville                 | ANG    | 118 AW | 43                        | 4                           | 8                           | 0                         | 0                              | 4                        | 8              | 0.2                  |
| Louisville                | ANG    | 123 AW | 77                        | 3                           | 3                           | 5                         | 2                              | 8                        | 5              | 0.1                  |
| Mansfield                 | ANG    | 179 AW | 40                        | 4                           | 4                           | 1                         | 1                              | 5                        | 5              | 0.1                  |
| Selfridge                 | ANG    | 171 AS | 51                        | 0                           | 0                           | 2                         | 3                              | 2                        | 3              | 0.1                  |
| Maxwell                   | AFRC   | 908 AW | 133                       | 1                           | 2                           | 0                         | 0                              | 1                        | 2              | 0.1                  |
| Peoria                    | ANG    | 182 AW | 62                        | 1                           | 1                           | 1                         | 1                              | 2                        | 2              | 0.1                  |
| New Castle                | ANG    | 166 AW | 26                        | 0                           | 0                           | 2                         | 2                              | 2                        | 2              | 0.1                  |
| Savannah                  | ANG    | 165 AW | 65                        | 0                           | 0                           | 0                         | 0                              | 0                        | 0              | 0.0                  |
| Martin State <sup>4</sup> | ANG    | 135 AS | 1                         | 0                           | 0                           | 0                         | 0                              | 0                        | 0              | 0.0                  |

**Click in Header Cells with red text to sort by that column.**

<sup>1</sup> Statistics extracted from JA/ATT Annex C. Period covered from Jun 2002 through Jun 2005 (37 Months). Scheduled missions does not take into account cancellations due to weather, maintenance, etc. Assumed level playing field for all due to OIF and OEF commitments.

<sup>2</sup> Extracted numbers only include JA/ATT missions providing support to 18th Airborne Corps and 82 Airborne Division at Fort Bragg.

<sup>3</sup> Aircraft numbers are those assigned to the mission. It does not take into account a single aircraft assigned to a multi-day mission

<sup>4</sup> Conversion to C-130J and associated airdrop restrictions may have affected JA/ATT participation.

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## C-130 Cargo Delivery Fleet

| 26-Jul-05  | 43AW<br>POPE | 317AG<br>DYESS | 463AG<br>LROCK | AMC<br>TOTAL | GRD | RES | Total<br>AMC<br>Gained | AETC | USAFE | PACAF | FLEET<br>TOTAL |
|------------|--------------|----------------|----------------|--------------|-----|-----|------------------------|------|-------|-------|----------------|
| POSSESSED  | 24           | 26             | 24             | 74           | 156 | 67  | 297                    | 28   | 20    | 29    | 374            |
| PAI        | 28           | 28             | 28             | 84           | 174 | 78  | 336                    | 41   | 18    | 26    | 421            |
| BAI        | 0            | 5              | 1              | 6            | 0   | 2   | 8                      | 7    | 0     | 3     | 18             |
| TAI        | 27           | 33             | 29             | 89           | 172 | 81  | 342                    | 46   | 20    | 29    | 437            |
| LOANERS    | 3            | 0              | -1             | 2            | 2   | -5  | -1                     | 1    | 0     | 0     | 2              |
| TOTAL      | 30           | 33             | 28             | 91           | 174 | 76  | 341                    | 47   | 20    | 29    | 437            |
| DEPOT      | 6            | 7              | 4              | 17           | 18  | 9   | 44                     | 19   | 0     | 0     | 63             |
| PDM        | 1            | 2              | 2              | 5            | 4   | 3   | 12                     | 5    | 0     | 0     | 17             |
| CFT        | 0            | 1              | 1              | 2            | 2   | 0   | 4                      | 6    | 0     | 0     | 10             |
| UDLM       | 3            | 4              | 1              | 8            | 12  | 6   | 26                     | 8    | 0     | 0     | 34             |
| Pend AMARC | 2            | 0              | 0              | 2            | 0   | 0   | 2                      | 0    | 0     | 0     | 2              |

- 1. AMC
- 2. Directorate of Logistics
- 3. Aircraft Maintenance Division
- 4. Aircraft Branch

Note: Updated from FY02-01 force structure. (ANG adjusted)

OPR: HQ AMC/LGM DSN 779-2020/2675

Note: Two 463 AG Aircraft are Coded Special Use, do not Count as Available for AMC Missions.



| MDS                   |            | FY05       | FY06       | FY07       | FY08       | FY09       | FY10       | FY11       | FY12       | FY13       | FY14       | FY15       | FY16       | FY17       | FY18       | FY19       | FY20       | FY21       | FY22       | FY23       | FY24       | FY25       |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| C-130E                | 172        | 145        | 121        | 97         | 73         | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          |
| C-130H                | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          |
| C-130H1               | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         |
| C-130H2               | 129        | 126        | 123        | 119        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        |
| C-130H2.5             | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         |
| C-130H3               | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         |
| C-130J                | 25         | 36         | 45         | 53         | 62         | 62         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         |
| <b>Total Act...</b>   | <b>477</b> | <b>458</b> | <b>440</b> | <b>420</b> | <b>404</b> | <b>389</b> | <b>377</b> | <b>373</b> |
| <b>CWB Retired</b>    | 18         | 27         | 24         | 24         | 24         | 14         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E & H1           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>CWB Grounded</b>   | 21         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E & H1           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>CWB Restricted</b> | 40         | 36         | 18         | 11         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E                | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130H & H1           | 17         | 23         | 27         | 29         | 29         | 27         | 30         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>Total</b>          | 79         | 64         | 42         | 35         | 24         | 14         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E                | 79         | 64         | 42         | 35         | 24         | 14         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130H & H1           | 17         | 23         | 27         | 32         | 35         | 41         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         |
| <b>ALL C-130s</b>     | <b>96</b>  | <b>87</b>  | <b>67</b>  | <b>59</b>  | <b>55</b>  | <b>45</b>  |

THEN: 69 C-130Es  
NOW: 0 C-130Es  
222 C-130H (AMP'D)  
151 C-130J

BRAC submission was 373 act due to last minute cancellation of C-130J MYP (PB06) for 2025 -- SECDEF rescinded May 05

Decrease in Hs are for conversion to AFSOC (special operations) act

Precoordinated retirements of oldest and most problematic E-models

Current C-130J Multi-year procurement (MYP) stops at 63 cmbt delivery Js MYP2 will procure add'l C-130J act

| MDS                   |            | FY05       | FY06       | FY07       | FY08       | FY09       | FY10       | FY11       | FY12       | FY13       | FY14       | FY15       | FY16       | FY17       | FY18       | FY19       | FY20       | FY21       | FY22       | FY23       | FY24       | FY25       |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| C-130E                | 172        | 145        | 121        | 97         | 73         | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          |
| C-130H                | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          | 3          |
| C-130H1               | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         | 44         |
| C-130H2               | 129        | 126        | 123        | 119        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        | 118        |
| C-130H2.5             | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         | 24         |
| C-130H3               | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         | 80         |
| C-130J                | 25         | 36         | 45         | 53         | 62         | 62         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         | 63         |
| <b>Total Act...</b>   | <b>477</b> | <b>458</b> | <b>440</b> | <b>420</b> | <b>404</b> | <b>381</b> | <b>373</b> |
| <b>CWB Retired</b>    | 18         | 27         | 24         | 24         | 24         | 14         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E & H1           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>CWB Grounded</b>   | 21         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E & H1           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>CWB Restricted</b> | 40         | 36         | 18         | 11         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E                | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130H & H1           | 17         | 23         | 27         | 29         | 29         | 27         | 30         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>Total</b>          | 79         | 64         | 42         | 35         | 24         | 14         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130E                | 79         | 64         | 42         | 35         | 24         | 14         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| C-130H & H1           | 17         | 23         | 27         | 32         | 35         | 41         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         | 45         |
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\*\*TAI = BAI + AR + PAA (TF + CA)

(FY2012) BAI AR TF CA

373 = 18 6 37 312

Possible Options 19 BAI + 5 AR + 37 TF + 26 12PAA sqdns = 373 TAI

| TAI    | PAA   |       | BAI  | AR   |
|--------|-------|-------|------|------|
|        | (CA)  | (TF)  |      |      |
| 100.0% | 83.5% | 10.0% | 1.5% | 5.0% |
| 41.0   | 34.2  | 4.1   | 0.6  | 2.1  |
| 3.0    | 2.5   | 0.3   | 0.0  | 0.2  |
| 44.0   | 36.7  | 4.4   | 0.7  | 2.2  |
| 118.0  | 98.5  | 11.8  | 1.8  | 5.9  |
| 24.0   | 20.0  | 2.4   | 0.4  | 1.2  |
| 80.0   | 66.8  | 8.0   | 1.2  | 4.0  |
| 63.0   | 52.6  | 6.3   | 0.9  | 3.2  |
| 373.0  | 311.5 | 37.3  | 5.6  | 18.7 |

349 Assigned

Opt B CWB & AMP 88 Es & H1s  
41 Es \$10M + \$9M \$79M  
47 Hs \$10M + \$9M \$893M

\$1.672B

C-130Es CWB affected over the FYDP