

M E M O R A N D U M

To: Art Beauchamp
J. Tyler Oborn
Tanya Cruz

Date: July 8, 2005

From: Rich Leidl

Subject: Dyess Air Force Base

On behalf of the Abilene Texas community, attached is a point paper concerning the DoD recommendation to transfer Dyess AFB's C-130 squadron to Little Rock AFB.

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Dyess Air Force Base

The DoD Recommendation to Transfer C-130s From Dyess to Lower Ranked Bases Will Be Costly and Inefficient

DoD Recommendation:

- The DoD recommends transferring Dyess's 32 C-130s to Little Rock, Elmendorf and Peterson. The DoD's proposal:
 - Transfers C-130s from a more highly ranked base to lower ranked bases.
 - Requires 225 additional military and civilian personnel.
 - Costs an additional \$18 million in MILCON funds.
 - Costs additional funds to transfer personnel.
 - Does not result in logistical efficiencies because Dyess's C-130H1 models would be mixed with C-130Es, C-130H3s and the new C-130J.
 - Puts unreasonable stress on Little Rock's single main runway, training ranges, assault strips and drop zones.
 - Is not supported by a certified capacity analysis of Little Rock.

Better Alternative:

- Recommend that the BRAC Commission keep the 32 C-130s at Dyess, which would give the Air Force two optimally-sized 16-aircraft C-130 squadrons.

Justifications:

- Criteria #1, 2, 3 and 4: The DoD recommends transferring Dyess's C-130s to Little Rock, Peterson and Elmendorf even though **Dyess had a higher MCI score than all these bases.**

	Rank	Score
Dyess	11	65.95
Little Rock	17	63.25
Peterson	30	57.2
Elmendorf	51	51.6

- Criteria #4: The Cobra Model shows that the AF will need **an additional 225 personnel** when C-130s are moved from Dyess.

	Additional Personnel (Mil and Civ)
Little Rock	+1,185
Peterson	+463
Elmendorf	<u>+257</u>
Subtotal:	+1,905
Less Dyess Personnel	<u>(1,680)</u>
Net Increase Requirement..	<u>+225</u>

- The AF must also pay **the additional cost of transferring 1,680 personnel** to Little Rock, Peterson and Elmendorf.
- Criteria #5: The MILCON cost to consolidate the B-1s and **to move** Dyess's C-130s under DoD proposal is \$185M (Cobra Model). However, the AF's estimate to consolidate the B-1s at Dyess and **keep** the C-130s at Dyess is only \$167M (AF BCEG Minutes, Aug. 14, 2004). Thus, the AF will have to pay **an extra \$18 million to move the C-130s from Dyess.**
- Capacity and Efficiency of Operations: A key advantage of keeping the C-130s at Dyess is that all its 32 aircraft are the same, i.e., the H1 model. If the C-130s at Little Rock were identical, there might be efficiencies in terms of operations, maintenance and logistics. In fact, **Little Rock will have five significantly different C-130 models:**
 - C-130Es
 - C-130Hs
 - C-130H1s
 - C-130H3s
 - C-130Js
- **C-130Es:** Built in the 1960s and early 1970s, using the Allison T56-A-7 engine.
C-130Hs: An upgraded "E" model.
C-130H1s: Introduced in 1974, using a different engine, the Allison T56-A-15 engine.
C-130H3s: Digital cockpits that are different from the C-130Es and C-130H1s.
C-130Js: Introduced in 1999, it is substantially different from the older C-130 models. It has a Rolls Royce AE2100D3 engine, fully integrated digital cockpit, improved fuel, environmental and ice protection systems and an enhanced cargo-handling system.
- Having 118 C-130s at Little Rock will put stress on its single main runway and existing training ranges, assault strips and drop zones. Little Rock's single main runway may already be at its capacity with the 87 aircraft stationed there today. Per DoD certified data, Little Rock logs 110,000 takeoffs/landings each year, more than triple the activity at Dyess, which has 36,200. Adding the 4,300 takeoffs/landings for Ellsworth's B-1s would give Dyess a total of 40,500. Little Rock has more than double this amount with its existing C-130s.
- It is unclear whether Little Rock has sufficient ramp space for 118 C-130s. More importantly, it appears that the DoD did not prepare a formal, certified capacity analysis. In response to a question from Senators Hutchison and Cornyn and Congressman Neugebauer, the Air Force stated:
no formal capacity analysis was accomplished for Little Rock AFB by the Air Force because Little Rock AFB fell under the purview of the Education and Training Joint Cross Service Group. During the scenario phase of the Air Force analysis the Air Education and Training Command was asked if Little Rock had adequate capacity to bed down additional C-130 aircraft. **Their**

informal analysis confirmed that adequate capacity existed to accommodate the Dyess C-130 aircraft.

- Such an “informal analysis” is not sufficient for this major realignment proposed by the DoD.

Bottom Line:

- Given (1) Dyess’s higher military value, (2) the additional MILCON costs, (3) the additional manpower and personnel costs, (4) the efficiencies of having C-130H1 models at Dyess, (5) the inefficiencies of having four different C-130 models at Little Rock, and (6) the stress on Little Rock’s facilities and ranges, the DoD recommendation to transfer Dyess’s C-130s to Little Rock **substantially deviates** from selection criteria 1, 2, 3, 4 and 5.

July 2005

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

DCN 4318
Coalition Correspondence

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)

Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:55 AM

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Ellsworth AFB, SD (FXBM)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	3,308	0	0	0	3,308
NET CHANGE-Mil	0	0	-3,308	0	0	0	-3,308
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	0	0	438	0	0	0	438
NET CHANGE-Civ	0	0	-438	0	0	0	438
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	7	0	0	0	7
NET CHANGE-Stu	0	0	-7	0	0	0	-7

Dyess AFB, TX (FNWZ)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	1,918	0	0	0	1,918
Jobs Lost-Mil	0	0	1,615	0	0	0	1,615
NET CHANGE-Mil	0	0	303	0	0	0	303
Jobs Gained-Civ	0	0	129	0	0	0	129
Jobs Lost-Civ	0	0	65	0	0	0	65
NET CHANGE-Civ	0	0	64	0	0	0	64
Jobs Gained-Stu	0	0	7	0	0	0	7
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	7	0	0	0	7

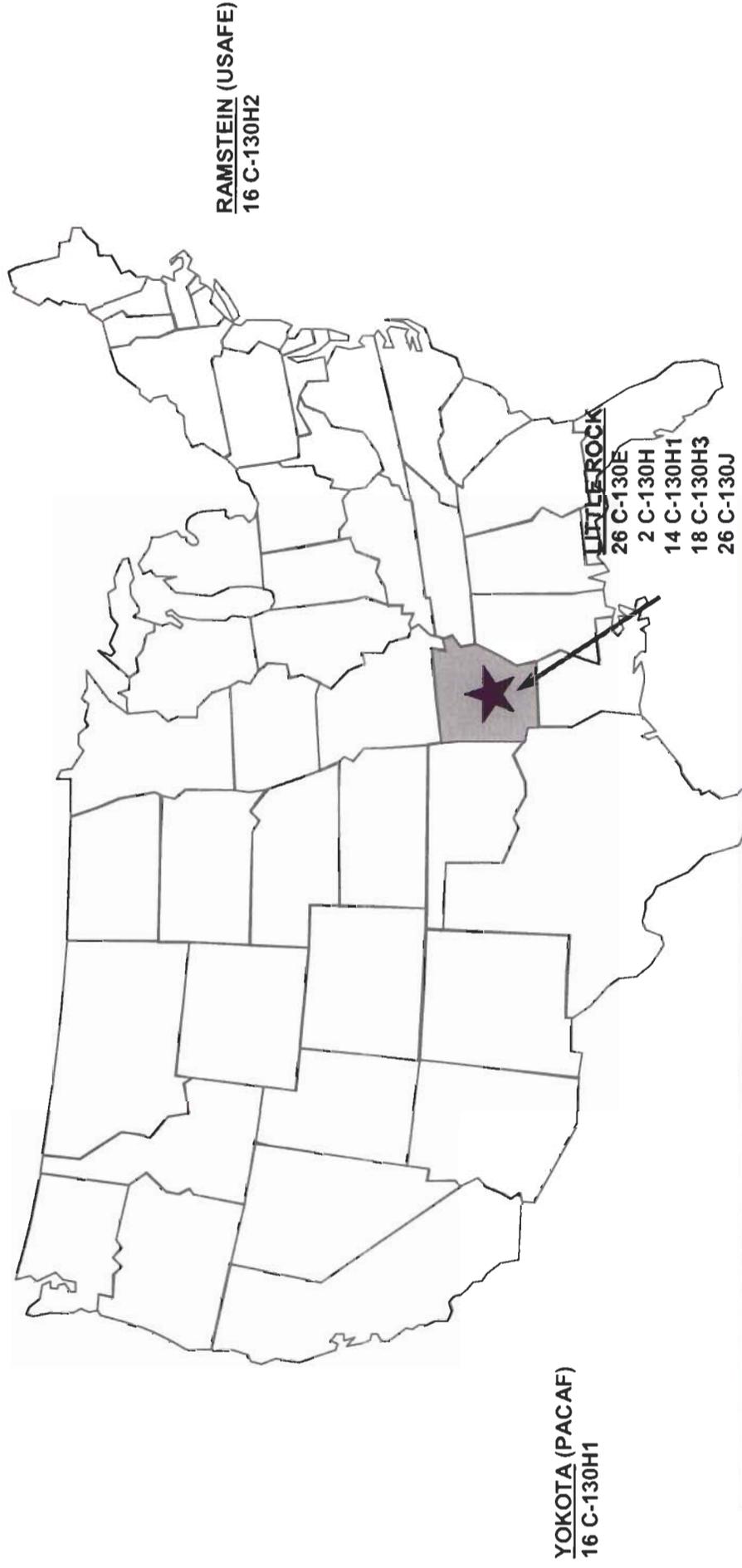
Elmendorf AFB, AK (FXSB)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	252	0	0	0	252
Jobs Lost-Mil	0	0	5	0	0	0	5
NET CHANGE-Mil	0	0	247	0	0	0	247
Jobs Gained-Civ	0	0	10	0	0	0	10
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	10	0	0	0	10
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Peterson AFB, CO (TDKA)

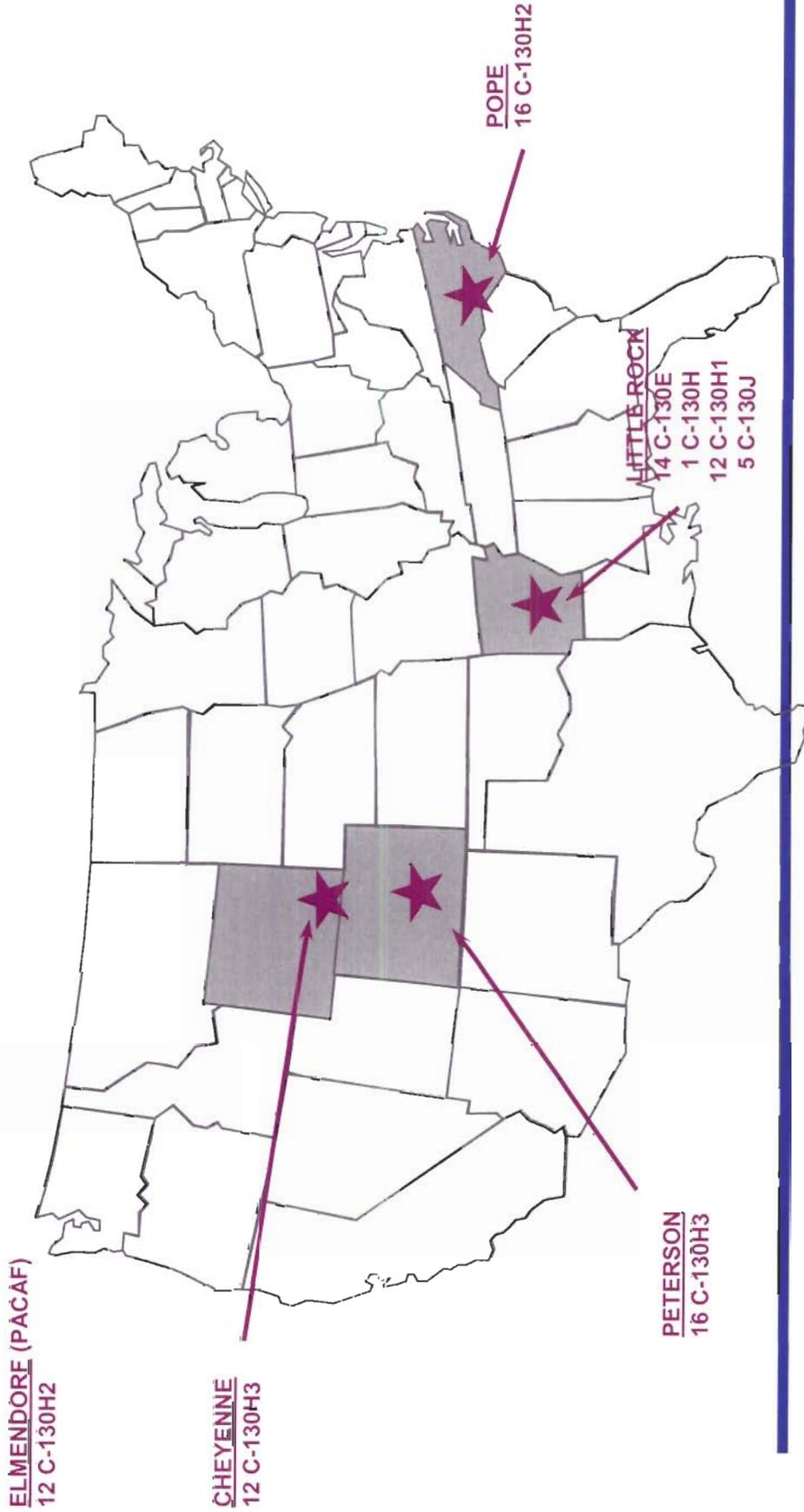
	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	482	0	0	0	482
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	482	0	0	0	482
Jobs Gained-Civ	0	0	8	0	0	0	8
Jobs Lost-Civ	0	0	27	0	0	0	27
NET CHANGE-Civ	0	0	-19	0	0	0	-19
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

Post-BRAC AD PAI MAF C-130 Forces



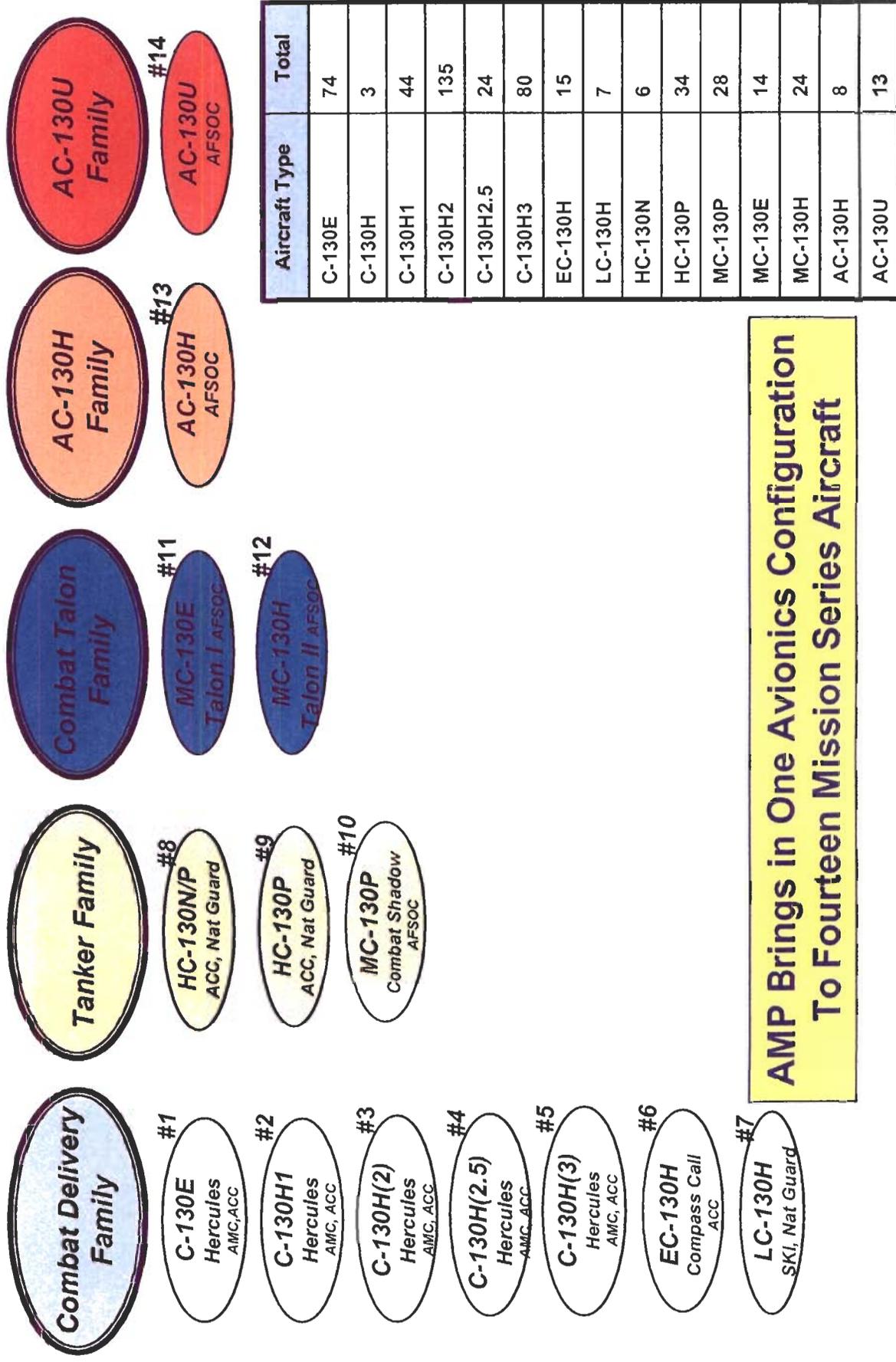
Total Aircraft = 118

Post-BRAC AD/Assoc PAI MAF C-130 Forces



Total Aircraft = 88

Five Family Groupings



AMP Brings in One Avionics Configuration To Fourteen Mission Series Aircraft

Aircraft Type	Total
C-130E	74
C-130H	3
C-130H1	44
C-130H2	135
C-130H2.5	24
C-130H3	80
EC-130H	15
LC-130H	7
HC-130N	6
HC-130P	34
MC-130P	28
MC-130E	14
MC-130H	24
AC-130H	8
AC-130U	13



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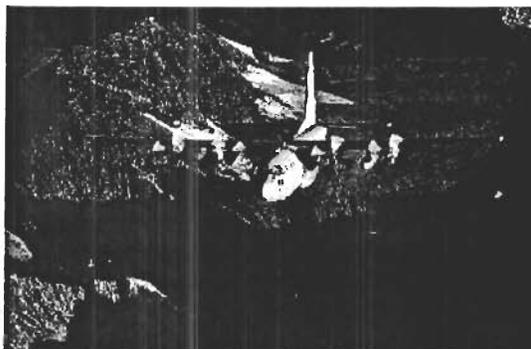
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C-130 HERCULES

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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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 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-

search fact sheets

Advanced Search

Aircraft

- A-10/OA-10 Thunder...
- AC-130H/U Gunship
- B-1B Lancer
- B-2 Spirit
- B-52 Stratofortress
- C-130 Hercules
- C-141 Starlifter
- C-17 Globemaster III
- C-20
- C-21
- C-32
- C-37A
- C-40B/C
- C-5 Galaxy
- E-3 Sentry (AWACS)
- E-4B
- E-8C Joint Stars
- EC-130E/J Commando...
- EC-130H Compass Call
- F-117A Nighthawk
- F-15 Eagle
- F-15E Strike Eagle
- F-16 Fighting Falcon
- Global Hawk
- HC-130P/N
- HH-60G Pave Hawk
- KC-10 Extender
- KC-135 Stratotanker
- MC-130E/H Combat T...
- MC-130P Combat Shadow
- MH-53J/M Pave Low
- MQ-1 Predator Unma...
- OC-135B Open Skies
- RC-135U Combat Sent
- RC-135V/W Rivet Joint
- T-1A Jayhawk
- T-37 Tweet
- T-38 Talon
- T-43A
- T-6A Texan II
- U-2S/TU-2S
- UH-1N Huey
- VC-25 - Air Force One
- WC-130 Hercules
- WC-135 Constant Ph...

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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 kts (Mach 0.49) at 20,000 feet (6,060 meters)

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

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

C-130J-30: 410 mph/356 kts (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.

September 2003

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