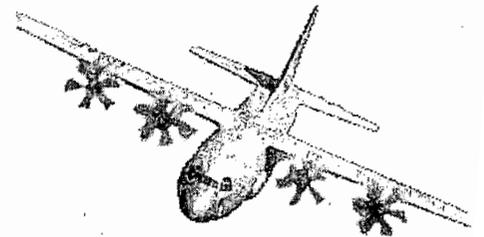
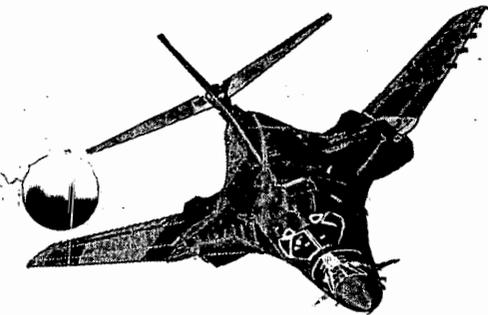


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WELCOME TO DYESS AFB...



TRIP BOOKLET

LT COL ART BEAUCHAMP

**DYESS AFB TX
INSTALLATION VISIT**

26 - 28 JUNE 2005

DYESS AIR FORCE BASE...

**A PROFESSIONAL TEAM, DELIVERING BOMBING, AIRLIFT SUPPORT,
TRAINING AND COMBAT SUPPORT TO COMBATANT
COMMANDERS...ANYTIME, ANYWHERE**

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ITINERARY
LT COL ART BEAUCHAMP
DYESS AFB TX
INSTALLATION VISIT
26-28 JUNE 2005

SUNDAY, 26 JUNE 2005

**DRESS (MILITARY): UOD
DRESS (CIVILIAN): CASUAL**

**1604 LT COL BEAUCHAMP ARRIVES AT ABILENE REGIONAL AIRPORT
ON AA FL 3813**

Met By: Lt Col Fenton will pick up and
transport Lt Col Beauchamp to
Dyess AFB by GOV.

**1730 ARRIVE EPLEN SUITE (273) ABILENE HOUSE, DYESS AIR FORCE
BASE**

NOTE: REMAINDER OF EVENING AT LEISURE

MONDAY, 27 JUNE 2005

**DRESS (MILITARY): UOD
DRESS (CIVILIAN): CASUAL**

0715 DEPART ABILENE HOUSE FOR THE IG CONFERENCE ROOM

Escorted By: Lt Col Fenton (all day)

0730 WING MISSION BRIEF

Attended By: Lt Col Fenton

0830 WING CC OFFICE VISIT

Attended By: Col Harencak

0900 MANNING/INFRASTRUCTURE BRIEF AT WG CONFERENCE ROOM

Attended By: Lt Col Fenton
Lt Col Eichhorn
Lt Col Lee
Lt Col Opheim
Maj Compton
Maj Willets
Mr. Mike Schultz
Mr. Mike Ruzinsky
Mr. Mike Brown

1000 WINDSHIELD TOUR W/STOPS IN DV VAN (SURREY)

Attended By: Lt Col Fenton
Lt Col Eichhorn
Lt Col Lee
Lt Col Opheim
Maj Compton
Maj Willets
Mr. Mike Schultz

Driven By: Roberta Dixon (62265)

- Depart 7316 WCR @ 1030 hrs(Right onto 5th, Right on Ave D)

1015 STOP AT FTD B8202

Tour By: Lt Col Steve Hiss (61664)
Gavin Wonsitler (63018)

Aircraft Mock-Ups & Multi-Media Suite

(Left onto 4th)

- CDC B8150
- PMEL B8211 (Veer Right onto Ave E)
- By Fab/Weld Shops B8130/8131 (Cont on to Left on to Ave E-1)
- Paint Shops B8040/8045 (Left on First)
- Support Equipment/AGE Shop B5204
- 9/13 BMW Squad Ops B5225 (Rt on Ave E-2 and Left onto Marrion)
- Hydrant CASS/Operating Tanks Farm (On around, FOD check, and onto Apron via TW, to ECP)
- Down Apron and thru B-1 Parking and back around
- Parts Store B5280
- Enter B-1 Hangar Complex thru ECP
- B5112/5111/5110/5108/5105 B-1 Hangar Complex (Left onto First, Right on Ave D2, Left back onto First)
- 7 OG/HQ, Battlestaff, and new Fire Station Site
- Avionics B5005
- Hangars 5020/4314 (Right on to Ave C and left on to Second)
- Marine Reserve Center
- Aerial Port Facility B7040 (Left on to Herk)

1100 STOP AT New 317th AMU/Squad Ops B4216

Tour By: Maj Willets
MSgt Ray Presley

(Right back on to First)

- Left into proposed new BRAC Hangar site thru ECP #17

- 4217/4218 Exist DCC
- Corrosion Control B4225 (Out thru ECP on to AMC Apron and right along Apron drive)
- Petrol Ops B4116
- Old Alert Facility Complex B4120 (Back out off Apron on to Ave A)
- Old Fire Station
- Base Ops 9001
- Assault Strip (Base Ops escort across runway by TSgt Nichols 61724)

1145 STOP AT 28th BS & B-1 Simulator Facilities B6030 A-C

Tour By: Lt Col Guthals

- (Left on to Third)
- Towards Bulk Fuel Tank Farm (Right on Ammo)
 - Weapons Load Trainer B9304
 - Weapons Release Shop B9198
 - MUNS Maint Admin B9153
 - Thru Main ECP at MSA (Provide Entry Control List, down Ammo Rd thru MSA)
 - MUNS Admin 9110/Conv Muns Shop B9112
 - Point out Conv Muns Shop B9121 just outside MSA (Right on Bomb Run)
 - Igloos (Around and back out of MSA to Left on Third)
 - Dorm Complex B3613X series (to Left on Ave B)

1215 STOP AT Fitness Center B7104

Tour By: TSgt Kincade (61507)

- Dining Hall (to Right on Commissary Rd)
- Mini mall complex site
- New BX construction (Out on Commissary Rd to Left on Fifth)
- Club/DV facilities (To circle, right on Arnold, left on Louisiana) and time permitting
- Clinic B9201 (Back out to LA, Right on TX, Left on WA, Right on Washington Loop & around)
- MFH Area thru Washington Circle (Back to Left Texas, Right on Fifth)
- EOC
- Finish @ Heritage Club

1230 LUNCH AT HERITAGE CLUB

Attended by:

- Lt Col Fenton
- Lt Col Eichhorn
- Lt Col Lee
- Lt Col Opheim
- Maj Compton
- Maj Willets
- Mr Schultz

1330 GROUP BRIEFINGS/DISCUSSION AT IG CONFERENCE ROOM

Attended By: Lt Col Fenton
Lt Col Eichhorn
Lt Col Lee
Lt Col Foster
Lt Col Opheim
Maj Compton
Maj Willets
Mr Schultz
Mike Brown

1630 DEPART FOR ABILENE HOUSE IN GOV

1800 INFORMAL DINNER AT LT COL BEAUCHAMP'S OPTION

Attended By: Lt Col Fenton

NOTE: REMAINDER OF EVENING AT LEISURE

TUESDAY, 28 JUNE 2005	DRESS (MILITARY): UOD DRESS (CIVILIAN): CASUAL
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0800 DEPART DAFB FOR ABILENE REGIONAL AIRPORT

Attended By: Lt Col Fenton will drive GOV

0950 DEPART ABILENE REGIONAL AIRPORT ON AA 3300

(B) WEATHER FORECAST



**LT Col Beauchamp's
Trip Forecast**

Arrive: Dyess AFB

Sunday, 26 June 05

High: 96 Low: 72

Mostly Sunny

Stay: Dyess AFB

Monday, 27 June 05

High: 96 Low: 79

Mostly Sunny

Depart: Dyess AFB

Tuesday, 28 June 05

High: 96 Low: 75

Mostly Sunny



(C) TELEPHONE NUMBERS

DYESS AFB TX

Col Garrett Harencak Commander, 7th Bomb Wing	DSN 461-2121 / 2122 Comm (325) 696-2121 / 2122
7th Bomb Wing Executive Officer Capt Sanjit Singh	DSN 461-2121 / 4444 Comm (325) 696-2121 / 4444
7th Bomb Wing Public Affairs Officer Capt David May	DSN 461-2161 / 2863 Comm (325) 696-2161 Cell Phone: 518-8536/ 829-1511
7th Bomb Wing Protocol Officer Capt Jennifer Barnard	DSN 461-5610 Comm (325) 696-5610 Cell Phone: 518-4670
DAFB BRAC Transitional Director Lt Col Roland Fenton	DSN 461-5505 Comm (325) 696-5505 Cell Phone(253) 820-9895
7th Bomb Wing Command Post	DSN 461-1921/1922/1923/1924 Comm (325) 696-1921/22/23
SECURE FAX	DSN 461-2513 Comm (325) 696-2513
Unclassified FAX	DSN 461-1548 Comm (325) 696-1548
Dyess Inn (Billeting)	DSN 461-2681 Comm (325) 696-2681
Dyess Base Operations	DSN 461-2515/2258/4380 Comm (325) 696-2515/2258
Base Information	DSN 461-3113 Comm (325) 696-3113
Dialing Prefixes DSN Prefix: 94 Commercial Prefix: 99	

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(D) DISTINGUISHED VISITOR QUARTERS**DYESS AFB TX**

BUILDING 7403, DV SUITE 273 (EPLN SUITE)

DSN: 461-1860/1874

COMM: (325) 696-1860

COST: \$33.75 PER NIGHT

LT COL BEAUCHAMP

(E) DYESS AFB SENIOR BASE LEADERSHIP**KEY PERSONNEL**

<i>Name</i>	<i>Title</i>	<i>Extension</i>
Colonel Garrett Harencak	7 BW/CC	Ext 2121
Colonel William Redmond	7 BW/CV	Ext 2121
Colonel Jeffrey Beene	7 OG/CC	Ext 2188
Colonel Michael Moschella (deployed)	7 MXG/CC	Ext 2235
Colonel Steven Tippets	7 MSG/CC	Ext 2141
Colonel Richard Trifilo	7 MDG/CC	Ext 2345
Colonel Paul Montgomery	317 AG/CC	Ext 5859
Colonel James Hammes	7 BW/IG	Ext 1539
Lt Col Gary Toppert	7 BW/DS	Ext 5054
Command Chief Master Sergeant Bobbi Bryant	7 BW/CCC	Ext 2868

Thelen Reid & Priest LLP
Attorneys At Law

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.

DC #196857 v1

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	+257
Subtotal:	+1,905
Less Dyess Personnel	(1,680)
Net Increase Requirement..	+225

- 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	McEnture 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	Grierson 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	Ellmendorf 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

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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

Department : USAF
Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
Std Fctra File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Ellsworth AFB, SD (FXHM)

	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

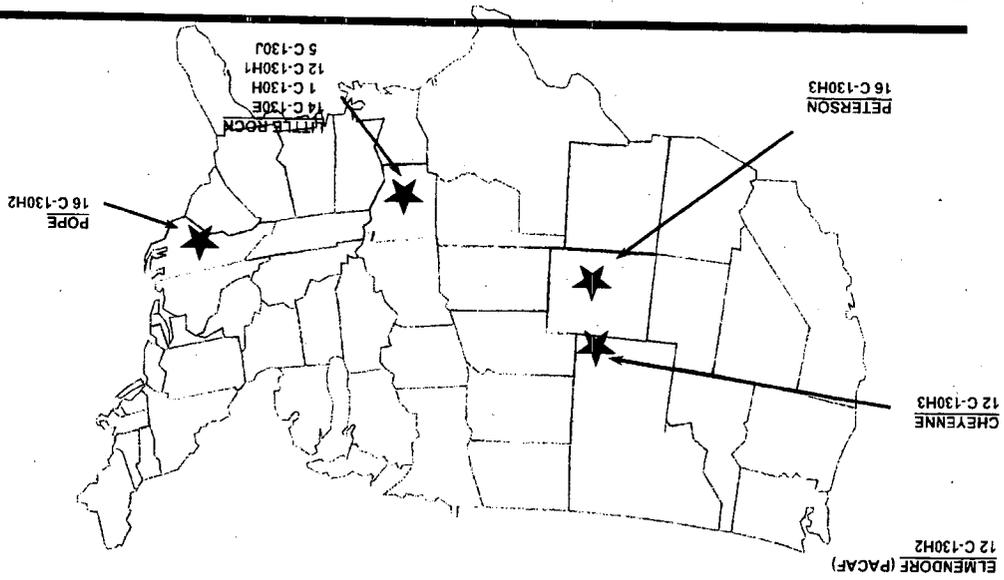
Ellmendorf AFB, AK (FXSB)

	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)

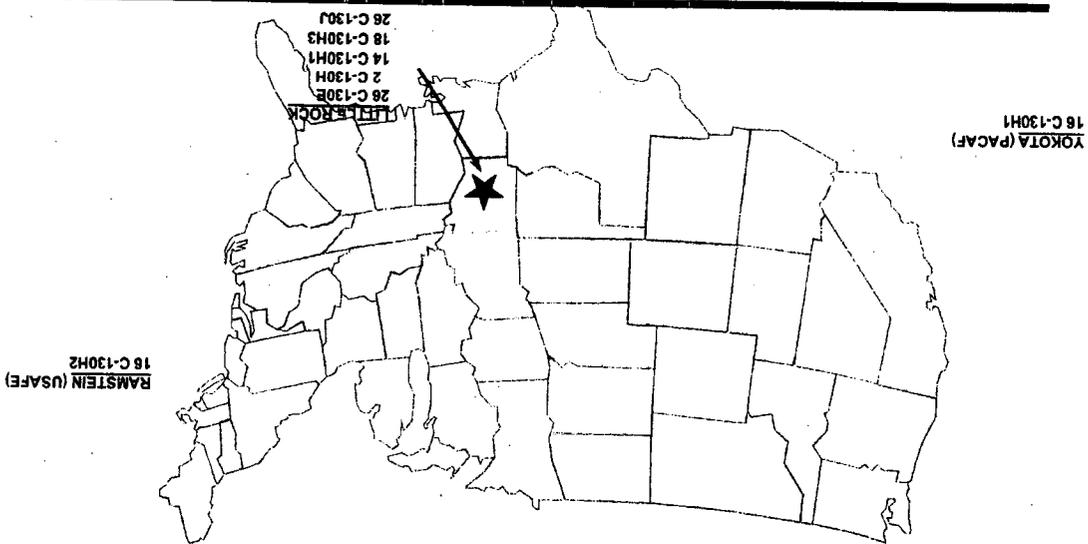
	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	482	0	0	0	482
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	482	0	0	0	482
Jobs Gained-Civ	0	0	8	0	0	0	8
Jobs Lost-Civ	0	0	27	0	0	0	27
NET CHANGE-Civ	0	0	-19	0	0	0	-19
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0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

Total Aircraft = 88



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

Total Aircraft = 118



AD PAI MAF C-130 Forces
Post-BRAC

Air Force Link

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 - 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-37A
 - C-40A/C
 - C-5 Galaxy
 - E-3 Sentry (AWACS)
 - E-4B
 - E-8C Joint Stars
 - EC-130E/J Commando
 - EC-135H Compass Call
 - F-117A Stealth
 - F-15E Eagle
 - F-16E Falcon
 - F-18E Fighting Falcon
 - Global Hawk
 - HC-130J/P
 - HH-60G Pave Hawk
 - KC-10 Extender
 - KC-135 Stratotanker
 - MC-130E/H Combat I
 - MC-130P Combat Shadow
 - MH-53J/M Pave Low
 - 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
 - UH-1N Huey
 - WC-130 Hercules
 - WC-135 Constellation

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Fact Sheet Tools

Printable Fact Sheet

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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, humanitarian missions, weather reconnaissance, aerial spray missions, fire-fighting duties for the U.S. Forest Service and natural disaster relief missions.

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-floatation 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. A door on 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 needed. 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

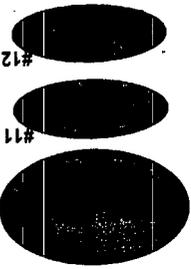
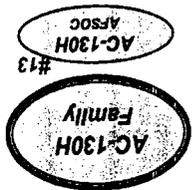
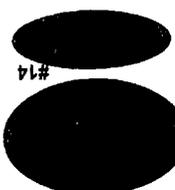
Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1966. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in May 1969.

Introduced in August of 1962, the 389 C-130E's that were ordered used the same Allison T56-A-

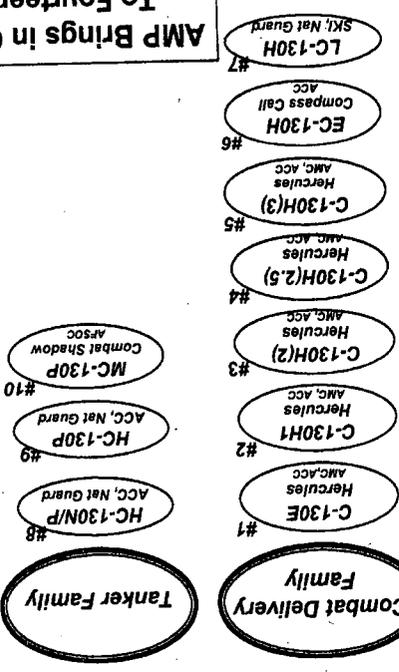
http://www.af.mil/factsheets/factsheet.asp?SID=92

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



Five Family Groupings



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 uselage 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, 38,000 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:

<http://www.af.mil/factsheets/factsheet.asp?fsID=92>

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

Contact Us

Security and Privacy notice

TALKING PAPER ON

THE CONDITION OF DYESS RUNWAY 16/34

PURPOSE

To provide an engineering viewpoint on the main runway condition @ Dyess AFB

PAVEMENT CONDITION INDEX (PCI) DISCUSSION

- PCI System: Civil Engineering has historically (> 15 years) evaluated the airfield pavements @ Dyess AFB utilizing the prescribed Pavement Condition Index (PCI) method. This PCI method incorporates a visual survey of selected pavement sample units - while recording all observed deficiencies. This collected survey data is then loaded into the Micropaver computer program which produces a numerical rating (0-100). Descriptive adjectives relating to the numerical ratings are listed below:

<u>Adjective</u>	<u>PCI rating</u>
Good	71-100
Fair	56-70
Poor	0-55

-- As the PCI procedure is repeated over the years, the condition of each sample unit is expected to worsen, or gain more deficiencies with age and use. With runway use, PCI ratings tend to decline - approximately 3 points per year without maintenance or repairs. A runway with a PCI of 70 might have a PCI of 61 after three years of sustained use without maintenance or repairs.

-- If one were able to repair the deficiencies at the same rate they occur, the PCI rating over time should remain the same. Or, if deficiencies are repaired at a greater rate than the deficiencies occur, PCI ratings should improve over time. However, more typically, PCI ratings decline with age.

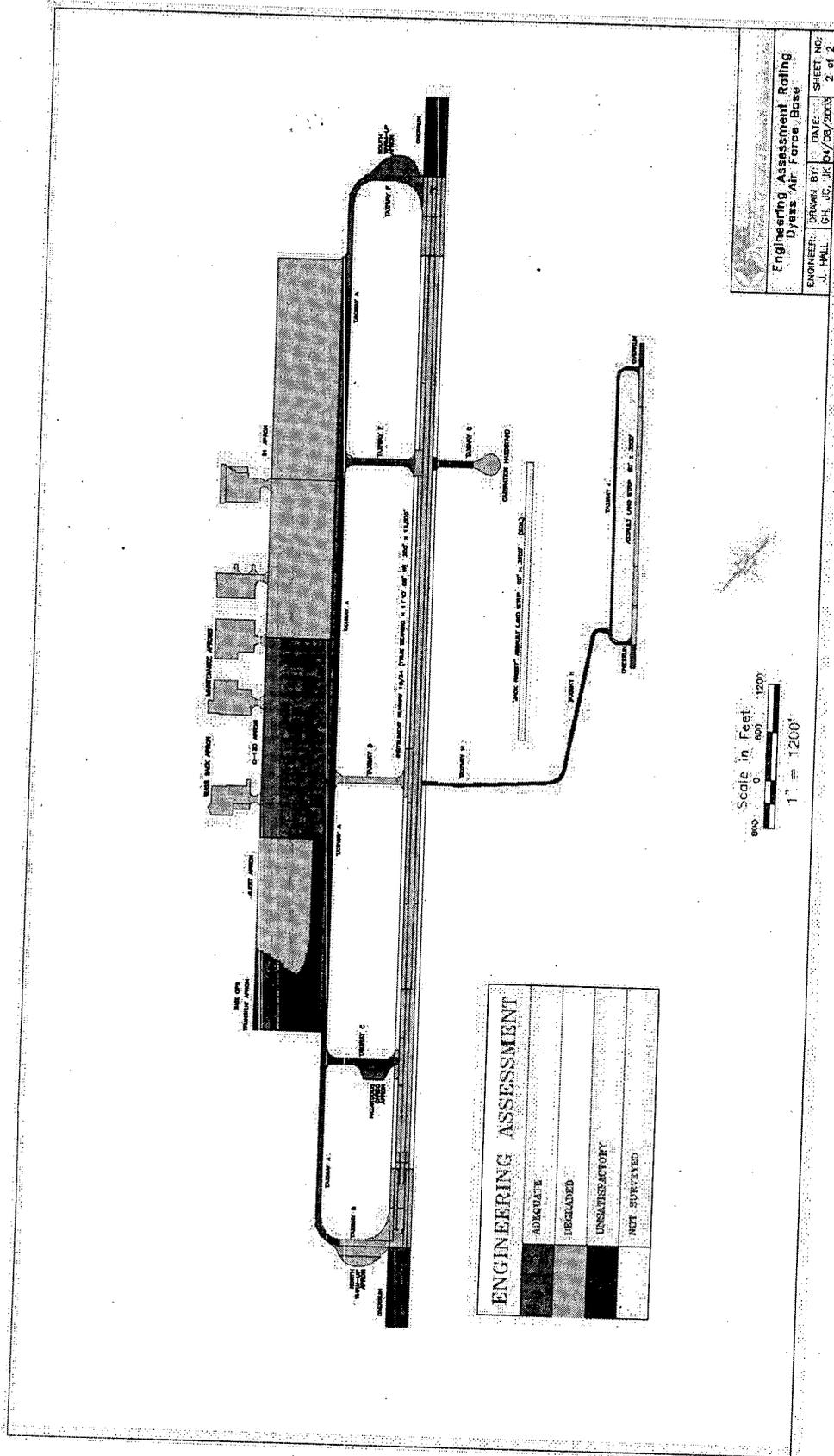
- PCI History for Dyess Runway 16/34: Due to a steady annual input of project funds for various maintenance and repair projects, the PCI rating for the main runway at Dyess AFB has steadily increased from approximately 60 (Fair) in 1990 to its current overall PCI rating of 74 (Good). The actual 2003 PCI survey results for the Dyess Airfield is shown in Figure ES.1 as follows:

ENGINEERING ASSESSMENT (EA) DISCUSSION

- EA System: Currently, airfield pavements are evaluated utilizing the Engineering Assessment (EA) method. This EA method incorporates the PCI ratings along with three other indexes: 1) Skid Potential, 2) ACN/PCN (structural deficiency) and 3) FOD potential. Descriptive adjectives relating to the ratings are listed below:

<u>Adjective</u>	<u>Area-Weighted PCI</u>	<u>Skid Potential</u>	<u>ACN/PCN</u>	<u>FOD Potential</u>
Adequate (green)	70<PCI<100	Low	Low	Low
Degraded (yellow)	55<PCI<70	Medium	Moderate	Moderate
Unsatisfactory (red)	PCI<55	High	High	High

- EA History for Dyess Runway 16/34: The EA method/process was promulgated by ETL 02-13 which is now superseded by ETL 04-9. The EA process is relatively recent and still evolving. The EA process is unique in that the runway features receives the adjective rating for the lowest of the above four indexes. For example, in 2003, the Dyess runway scored adequate (green) for PCI, skid potential and ACN/PCN; however, the runway was rated moderate (yellow) on FOD potential. Hence, the Dyess runway was rated degraded (yellow). The actual 2003 EA (per ETL 02-13) results for the Dyess Airfield is presented in Table ES.3 and illustrated in Figure ES.2 as follows:



Dyess Air Force Base

The DoD Recommendation to Transfer C-130s from Dyess Deviates Substantially from the Selection Criteria 1, 4 and 5

Criteria #1 to #4: The DoD recommends transferring Dyess's C-130s to Little Rock, Peterson and Elmendorf even though Dyess ranked higher than all these bases.

Dyess	11
Little Rock	17
Peterson	30
Elmendorf	51

- Dyess has the necessary ramp space for all B-1s and presentg and projected C-130s, a total of 100 aircraft. Dyess handled more than 90 aircraft in the 1990s when it had B-1s, C-130s, KC-135s and T-38s.
- Dyess has successfully had C-130s alongside B-1s for over 20 years.

Keeping the C-130s at Dyess will be efficient since Dyess's C-130s are all "H" models.

- Criteria #4: Reference Cobra Model, manpower cost increase when C-130s are moved from Dyess.

	Add'l Personnel
Little Rock	1,185
Peterson	463
Elmendorf	<u>257</u>
Subtotal:	1,905
Dyess Personnel loss	<u>(1,680)</u>
Net Increase require:.....	<u>225</u>

- Criteria #5: One time MILCON cost for B-1s to consolidate and C-130s to move under DoD proposal is \$185M (Cobra Model) ... estimate for B-1s to consolidate at Dyess and C-130 to remain at Dyess is only \$167M (AF BCEG Minutes (14 Aug 2004)). Potential cost avoidance is \$18 M and does not include other savings such as one time cost of PCS moves of 1600+ C-130 personnel from Dyess. (Cobra model).
- Retaining the C-130s at Dyess enhance the military value at both Dyess and Little Rock
- In summary, the Air Force proposal would send Dyess's C-130s to lower rated bases and, at the same time, result in significant initial MILCON costs and recurring personnel costs. This substantially deviates from the selection criteria and the purpose of the base closure and realignment process.

Dyess Air Force Base

The DoD Recommendation to Transfer B-1s to Dyess is Fully Consistent with the Selection Criteria

- Among the Bomber bases, Dyess ranks 20th; Ellsworth ranks 39th.
- Dyess is the ideal base for B-1 consolidation
 - ✓ Dyess is the only base for B-1 initial training and instructor training
 - ✓ Dyess houses the B-1 Weapons School and B-1 Test Unit
 - Dyess hosts the Realistic Bomber Training Initiative
 - All B-1s would be located at the B-1 Engine Regional Maintenance Center
 - Consolidation creates a central inventory for spare parts which would increase readiness
 - ✓ Dyess has a majority of the B-1 simulators
- Infrastructure at Dyess would need few improvements to accommodate additional aircraft and personnel and make the B-1 mission more cost effective
 - Since 1996, over \$180 million in new infrastructure has been built at Dyess ?
 - The ramp space at Dyess is large and contiguous. According to DoD data it is larger than all of the total combined ramp space at Ellsworth
 - Dyess has 3 runways: 1 main runway (300 feet wide and 13,500 feet long); and 2 assault strips (60 feet by 3,500 feet for C-130 use). Parallel taxiway capable of serving as an emergency departure runway for B-1 and C-130
- Dyess has the necessary ramp space for all B-1s (67) and current and projected C-130 (33), a total of 100 aircraft. Dyess handled more than 90 aircraft in the 1990s when it had B-1s, C-130s, KC-135s and T-38s. Routine maintenance and deployments of C-130s and B-1s free additional space.
- Dyess has far more airspace, low level routes and ranges than Ellsworth
 - Dyess has 126 Airspace Supporting Mission areas; Ellsworth has only 34.
 - Dyess has 11 IR low level routes within 300 NM; Ellsworth has 8.
 - Crew Mission Ready requirements are available within a 150NM of Dyess
 - Dyess has 126 Special Use Airspace Areas within 300 NM; Ellsworth has only 17.
- The Abilene community has a longstanding record of strong support for the dedicated men and women serving Dyess
 - Within existing infrastructure, Abilene is capable of accommodating the additional personnel (associated with B-1 consolidation and C-130 retention) with housing, K-12 schooling.
 - The Air Force community support trophy is named after Abilene

- Abilene provided an effluent water supply line to Dyess to decrease cost and save water resources
- Abilene is upgrading the access road to the alternate gate to increase security

DCN: 4970
Dyess Air Force Base Mission Brief

NOTE: DOUBLE SLASHES (//) NOTATE INTRA-SLIDE ADVANCE. ALL OTHER SLIDES ADVANCE AFTER UNDERLINED SENTENCES.

BRIEFING OPENS WITH MOVIE (click inside black to play, click blue to advance slide)

SLIDE 2

GOOD MORNING, {NAME OF GUEST(S)}. WELCOME TO DYESS AIR FORCE BASE, HOME OF THE 7TH BOMB WING, THE UNITED STATES' PREMIER BOMBER FORCE, AND THE 317TH AIRLIFT GROUP, AIR MOBILITY COMMAND'S PREMIER C-130 UNIT. I AM {RANK, NAME, SQUADRON}.

// THE DYESS TEAM PROVIDES CRITICAL CAPABILITIES THAT DIRECTLY CONTRIBUTE TO THE SECURITY OF THE UNITED STATES. DYESS IS COMPRISED MAINLY OF THE HOST UNIT, THE 7TH BOMB WING, AND OUR MAJOR TENANT, AIR MOBILITY COMMAND'S 317TH AIRLIFT GROUP. DYESS IS ALSO HOME TO THE 77TH WEAPONS SQUADRON, THE B-1 WEAPONS SCHOOL FROM THE 57TH WING AT NELLIS, THE 337TH TEST AND EVALUATION SQUADRON FROM THE 53RD WING AT EGLIN, DETACHMENT 14 - AN ACC TRAINING SUPPORT SQUADRON, DETACHMENT 4 FROM THE 29TH TRAINING SYSTEMS SQUADRON, DETACHMENT 20 FROM THE 372ND TRAINING SQUADRON, AND U.S. MARINE CORPS DETACHMENT 1, MOTOR TRANSPORTATION MAINTENANCE COMPANY. // SIMPLY PUT, OUR OBJECTIVE IS TO PROVIDE COMBAT POWER FOR AMERICA. THROUGH THE DEDICATED EFFORTS OF DYESS' PEOPLE, WE ARE ABLE TO CONDUCT THE SUSTAINED EXECUTION OF OUR DIVERSE OPERATIONS AT HOME AND ABROAD WHICH ARE CRITICAL TO MISSION ACCOMPLISHMENT. IN ORDER TO ACHIEVE THIS OBJECTIVE WE HAVE DEvised THE FOLLOWING STRATEGY FOR SUCCESS CODIFIED IN OUR MISSION STATEMENT.

SLIDE 3 (MISSION)

WE ARE ONE TEAM WORKING TOGETHER TO PROVIDE THE COMBATANT COMMANDERS WITH CRITICAL CAPABILITIES TODAY, AND FOCUSED TRAINING TO EXPAND THOSE CAPABILITIES FOR THE FUTURE. OUR PROFESSIONAL TEAM CONTINUES A LEGACY OF EXCELLENCE THAT BEGAN OVER A HALF CENTURY AGO.

SLIDE 4 (HISTORY)

DYESS AIR FORCE BASE HAS A PROUD HERITAGE. A FEW YEARS AFTER THE END OF WWII, ABILENE CIVIC LEADERS RAISED HUNDREDS OF THOUSANDS OF DOLLARS AND OFFERED UP FIVE THOUSAND ACRES TO PROVIDE A HOME FOR A MILITARY BASE. CONGRESS APPROVED FUNDING FOR AN AIR FORCE BASE IN 1952, THUS BEGINNING AN HISTORIC AND UNIQUE PARTNERSHIP BETWEEN THE CITY OF ABILENE AND THE AIR FORCE. DYESS' C-130S ARRIVED IN 1961 AND IN 1985, DYESS AIR FORCE BASE BECAME THE FIRST BASE TO RECEIVE THE NEW B-1B. IN 1993 THE HOST UNIT AT DYESS WAS REDESIGNATED AS THE 7TH BOMB WING, AND IN 1997 OPERATIONAL CONTROL OF THE C-130 UNIT WAS TRANSFERRED TO AIR MOBILITY COMMAND. CURRENTLY, THE 7TH BOMB WING IS THE LARGEST OPERATIONAL B-1 UNIT IN THE UNITED STATES AIR FORCE. THE ABILENE-DYESS PARTNERSHIP HAS CONTINUED TO FLOURISH, AND THE OUTSTANDING SUPPORT FROM THE COMMUNITY IS THE FOUNDATION THAT ALLOWS THE DYESS TEAM TO PROVIDE COMBAT POWER FOR AMERICA.

SLIDE 5 (LOCAL IMPACT/BIG COUNTRY)

DYESS AIR FORCE BASE IS THE LARGEST SINGLE EMPLOYER IN ABILENE. THE ECONOMIC BENEFIT, IN ADDITION TO OUR CLOSE RELATIONSHIP WITH THE BIG COUNTRY, MAKES DYESS AN IMPORTANT PART OF WEST TEXAS. ABILENE AND DYESS ARE PARTNERS IN THE COMMUNITY, AND SHARE A GREAT SENSE OF COOPERATION AND APPRECIATION. THE MILITARY, CIVILIANS, FAMILY

MEMBERS, AND RETIREES LIVING IN THE LOCAL COMMUNITY WHO ARE ASSOCIATED WITH DYESS, TRANSLATE TO NEARLY A QUARTER OF THE ENTIRE POPULATION OF ABILENE, AND THE CITY HAS WORKED TO MAKE US FEEL AT HOME. NOT ONLY DOES ABILENE MAKE US FEEL AT HOME IN THE LOCAL COMMUNITY, THEIR HOSPITALITY AND POSITIVE CONTRIBUTIONS CONTINUE TO ENHANCE OUR QUALITY OF LIFE ON DYESS AIR FORCE BASE AS WELL.

SLIDE 6 (MILITARY AFFAIRS COMMITTEE)

OUR LOCAL MILITARY AFFAIRS COMMITTEE, IN CONJUNCTION WITH OTHER LOCAL ORGANIZATIONS DONATED THE FUNDING FOR THE BASE VISITOR CENTER WHICH OPENED ITS DOORS IN SEPTEMBER 1997. IN ADDITION, MANY PRIVATE DONORS IN THE ABILENE COMMUNITY GENEROUSLY CONTRIBUTE TO THE BASE. ONE OF THE MOST VISIBLE EXAMPLES, IS THE BEAUTIFUL AMERICAN FLAG THAT FLIES OVER DYESS AT THE TRAFFIC CIRCLE, WHICH WAS FUNDED BY A PRIVATE CITIZEN OF ABILENE. IN FACT, DYESS WON THE AIR MOBILITY COMMAND AWARD FOR THE BASE WITH THE BEST COMMUNITY RELATIONS PROGRAM SO MANY TIMES THAT IT WAS NAMED THE "ABILENE" TROPHY; AND THE CONTEST IS NOW JUDGED BY OUR OWN CIVIC LEADERS. THIS COOPERATIVE SPIRIT IS RECIPROCATED BY DYESS PERSONNEL AND THEIR GENEROUS CONTRIBUTIONS TO THE CITY OF ABILENE.

SLIDE 7 (AIRMEN GIVING BACK)

DYESS MEMBERS FREQUENTLY DONATE THEIR TIME AND MONEY TO LOCAL CHARITABLE ORGANIZATIONS. WHETHER IT'S INDIVIDUALS VOLUNTEERING AS A BIG BROTHER OR BIG SISTER, THE "WE CARE TEAM" GOING OUT TO FIX HOUSES, OR THE ENTIRE BASE PULLING TOGETHER AS A WHOLE DURING THE COMBINED FEDERAL CAMPAIGN, TEAM DYESS IS COMMITTED TO STRONG COMMUNITY RELATIONS THROUGH MUTUAL SUPPORT AND COOPERATION.

*Over 150 Volunteers helped build a park
next to the Airport*

OUR MUTUAL APPRECIATION IS EXHIBITED EACH YEAR BY TWO EVENTS THAT SHOWCASE THIS OUTSTANDING RELATIONSHIP.

SLIDE 8 (THE DYESS/ABILENE TEAM)

EVERY APRIL, THE CITY OF ABILENE EXTENDS A THANKS TO ITS MILITARY MEMBERS BY INVITING THEM AND THEIR FAMILIES TO ENJOY THE WORLD'S LARGEST BARBEQUE FREE OF CHARGE. IN ADDITION, EACH YEAR DYESS INVITES THE COMMUNITY TO COME OUT AND ENJOY BIG COUNTRY APPRECIATION DAY, OUR ANNUAL AIRSHOW. THESE ANNUAL EVENTS SERVE AS REMINDERS OF THE STRONG FOUNDATION OF SUPPORT THAT ALLOWS THE MEN AND WOMEN OF DYESS AIR FORCE BASE TO FOCUS ON ACHIEVING OUR MISSION. THE SUPPORT OF THE ABILENE COMMUNITY COMPLIMENTS TEAM DYESS IN PROVIDING A SOLID FOUNDATION FOR POWER PROJECTION.

SLIDE 9 (DYESS' FOUNDATION FOR POWER PROJECTION)

TEAM DYESS IS COMMITTED TO COMBAT POWER FOR AMERICA THROUGH GLOBAL POWER AND GLOBAL LIFT BY PROVIDING MISSION ENHANCING FACILITY UPGRADES, PROMOTING QUALITY OF LIFE INITIATIVES, PROTECTING OUR FORCE AND THEIR FAMILIES, MAINTAINING REQUIRED FACILITIES AND LAND USE IMPROVEMENTS, AND EFFICIENTLY UTILIZING LAND AND AIRSPACE, WHILE LEADING THE WAY IN THE AREAS OF ENERGY CONSERVATION AND ENVIRONMENTAL COMPLIANCE. THIS VISION IS SHARED BY THE ENTIRE DYESS TEAM AND THE 317TH AIRLIFT GROUP IS THE 7TH BOMB WING'S LARGEST PARTNER IN THIS EFFORT.

SLIDE 10 (317TH AIRLIFT GROUP)

THE 317TH AIRLIFT GROUP HAS A PROUD HERITAGE DATING BACK TO 1942 WHEN THE ARMY'S 317TH TROOP CARRIER GROUP HAD ITS HUMBLE BEGINNINGS AT DUNCAN FIELD NEAR SAN ANTONIO, TEXAS. THROUGHOUT ITS

DIVERSE HISTORY, THE 317TH HAS LEFT ITS MARK FROM THE FAMOUS "BERLIN AIRLIFT" TO GRENADA, FROM DESERT STORM TO BOSNIA AND FROM KOSOVO TO OPERATION'S ENDURING AND IRAQI FREEDOM. // OF THE 317TH'S FIVE SQUADRONS, THE TWO FLYING SQUADRONS ARE THE 39TH AND 40TH AIRLIFT SQUADRONS. THESE SQUADRONS ARE SUPPORTED BY THE 317TH OPERATIONS SUPPORT SQUADRON, THE 317TH AIRCRAFT MAINTENANCE SQUADRON, AND THE 317TH MAINTENANCE SQUADRON, PROVIDING BACKSHOP SUPPORT IN CONJUNCTION WITH THE SEVENTH EQUIPMENT MAINTENANCE SQUADRON. ^{317 mos} TOGETHER, THESE FIVE SQUADRONS MAKE THE 317TH AIRLIFT GROUP DYESS' LARGEST TENANT, MAKING UP ABOUT ONE-FIFTH OF THE BASE POPULATION.

SLIDE 11 (317 AG SNAPSHOT)

ONE FIFTH OF THE BASE POPULATION EQUATES TO OVER 1300 317TH PERSONNEL WORKING TOGETHER IN THE BUSIEST C-130 UNIT IN AIR MOBILITY COMMAND. THEY MAINTAIN 29 AIRCRAFT IN SUPPORT OF AN ANNUAL FLYING HOUR PROGRAM OF NEARLY 24,000 HOURS. UNTIL RECENTLY, THIS MULTI-MILLION DOLLAR OPERATION WAS HOUSED IN EIGHTEEN DIFFERENT BUILDINGS AROUND THE BASE; HOWEVER, IN NOVEMBER 2002, THE 317TH BROKE GROUND ON A BRAND NEW COMBINED SQUADRON OPERATIONS BUILDING WHICH OPENED FOR BUSINESS IN APRIL. FUTURE UPGRADES ARE ON THE HORIZON THAT WILL ENHANCE THE 317TH'S CURRENT CAPABILITY TO CARRY OUT TIMELY COMBAT AIRLIFT MISSIONS IN SUPPORT OF U.S. INTERESTS THROUGHOUT THE WORLD.

SLIDE 12 (317TH OPERATIONAL CAPABILITIES)

THIS TIMELY COMBAT AIRLIFT IS PROVIDED PRIMARILY BY THE FOUR BASIC TYPES OF MISSIONS SHOWN HERE. MEMBERS OF THE 317TH HAVE BEEN CONTINUALLY FLYING THESE MISSIONS, AND OTHERS, DURING ON-GOING COMBAT OPERATIONS SINCE JUST AFTER 9-11. LAST YEAR, THE 317TH AIRLIFT

GROUP FLEW NEARLY 9,000 COMBAT AND COMBAT SUPPORT HOURS AND DELIVERED 51,000 PASSENGERS, AND 10,000 TONS OF CARGO.

OVER 25% OF THE 317TH HAS BEEN DEPLOYED SINCE 9/11 IN A NUMBER OF DIFFERENT THEATRES OF OPERATION.

SLIDE 13 (317TH DAY-TO-DAY OPERATIONS)

RATHER THAN FILLING AN AEF MISSION, THE C-130 COMMUNITY IS ON CONTINUOUS DEPLOYMENT FOR THE WAR ON TERROR. DESPITE THE HIGH OPERATIONS TEMPO, THE 317TH'S HIGHEST PRIORITY TASKING REMAINS PRESIDENTIAL SUPPORT, IN ADDITION TO A MYRIAD OF OTHER MISSIONS. THE 317TH HAS HAD MANY FIRSTS, THEY WERE THE FIRST 'NON-SPECIAL OPERATIONS' UNIT TO FLY COMBAT AIRLAND MISSIONS WITH NIGHT VISION GOGGLES AND WROTE THE PROCEDURES THAT HAVE BEEN ADOPTED COMMAND-WIDE. THEY ALSO CREATED AND PUBLISHED THE PROCEDURES FOR TRANSPORTING AND CONTROLLING TALIBAN AND AL QAEDA DETAINEES. THESE INNOVATIONS RECENTLY EARNED THE 317TH OVER 40 COMMAND AND AIR FORCE LEVEL AWARDS. THE FLEXIBILITY AND DIVERSE CAPABILITIES OF THE 317TH AIRLIFT GROUP MAKES IT A POWERFUL ASSET TO THE DYESS TEAM AND THE 317TH RELIES ON ITS PARTNERSHIP WITH THE 7TH BOMB WING TO MAINTAIN ITS COMBAT READINESS.

SLIDE 14 (7TH BW)

THE FOUR GROUPS OF THE 7TH BOMB WING CONSISTANTLY RISE TO THE CHALLENGE. FROM HEALTH CARE AND PHYSICAL FITNESS, TO LOGISTICS, TO THE DEPLOYMENT LINE, THE 7TH BOMB WING ORGANIZATIONS ARE ESSENTIAL TO MISSION ACCOMPLISHMENT. WE ARE COMPRISED OF FOUR GROUPS: A MISSION SUPPORT GROUP, MEDICAL GROUP, AND MAINTENANCE GROUP, WHICH ALL SUPPORT THE OPERATIONS GROUP AND THE 7TH BW MISSION OF BOMBS ON TARGET. THE FOUR GROUPS MAKE UP AN ALL-STAR TEAM THAT IS

CONTINUALLY RECOGNIZED BY A MYRIAD OF AWARDS FROM ALL LEVELS OF
COMMAND.

SLIDE 15 (MISSION SUPPORT GROUP)

THE SEVEN SQUADRONS OF THE MISSION SUPPORT GROUP SPECIALIZE IN SUPPORT SERVICES CRITICAL TO DYESS' MISSION, SUCH AS BASE INFRASTRUCTURE, COMMUNICATION, SECURITY, TRANSPORTATION, HOUSING AND MANY OTHER FUNCTIONS. LAST YEAR ALONE, THE 7TH MISSION SUPPORT GROUP MADE OVER 15 MILLION DOLLARS IN UPGRADES TO THE BASE INFRASTRUCTURE. INFRASTRUCTURE IMPROVEMENTS ALLOWED FOR THE 7TH MISSION SUPPORT GROUP TO MAINTAIN ONE OF THE TWO MOST SECURE DATA NETWORKS, INCREASING OUR COMBAT CAPABILITY AND MISSION EFFECTIVENESS. THEY HAVE ALSO WON AIR FORCE AND DOD LEVEL AWARDS FOR EVERYTHING FROM FOOD SERVICE TO THE 2003 DEPARTMENT OF ENERGY FEDERAL ENERGY AND WATER MANAGEMENT AWARD. ONE OF THE HIGHEST PRIORITIES OF THE 7TH MISSION SUPPORT GROUP, ESPECIALLY SINCE 9-11, IS PROTECTING AMERICA'S GREATEST ASSET - OUR PEOPLE.

SLIDE 16 (FORCE PROTECTION)

Burner System

THE DYESS TEAM HAS INVESTED OVER 92 MILLION DOLLARS IN BASE SECURITY IMPROVEMENTS AND FORCE PROTECTION MEASURES. RECENT UPGRADES INCLUDE MAJOR GATE RENOVATIONS AT OUR TWO MAIN GATES AND ENTRY CONTROL POINTS ON THE FLIGHTLINE. IN ADDITION, WE HAVE IMPLEMENTED A NUMBER OF MANPOWER SAVING FORCE PROTECTION MEASURES. ONE OF THE 7TH MISSION SUPPORT GROUP'S MOST PRO-ACTIVE FORCE PROTECTION/ANTI-TERRORISM INITIATIVES IS "OPERATION WRONG TURN". THIS INITIATIVE INCLUDES GATE SECURITY, SECURITY FORCES, OSI, AND OTHER BASE AGENCIES, WORKING TOGETHER TO DETECT, INVESTIGATE, AND PREVENT PRE-OPERATIONAL SURVEILLANCE. FORCE PROTECTION

REMAINS A TOP PRIORITY FOR OPERATIONAL SECURITY AND PROTECTION OF BASE PERSONNEL AND THEIR FAMILIES, THUS IMPROVING QUALITY OF LIFE FOR TEAM DYESS.

SLIDE 17 (QUALITY OF LIFE COMMITMENT)

THE 7TH BOMB WING IS DEDICATED TO PEOPLE FIRST AND MISSION ALWAYS! AS SUCH, WE REALIZE THAT EFFORTS WE PUT INTO RAISING THE QUALITY OF LIFE OF OUR PEOPLE ENHANCE THE WARFIGHTING CAPABILITY OF OUR FORCE. MANY OF THESE QUALITY OF LIFE ISSUES FALL UNDER THE DIRECT CONTROL OF THE 7TH MISSION SUPPORT GROUP. CONTINUOUS IMPROVEMENTS IN OUR BASE HOUSING, RECREATION AND FITNESS FACILITIES, CHILD DEVELOPMENT AND YOUTH CENTERS, EDUCATIONAL AND SPIRITUAL FACILITIES, AND AIR BASE PROTECTION HAVE LED TO THE CREATION OF A CLIMATE WHERE AIRMEN WHO ARE CALLED TO SERVE OVERSEAS, CAN TAKE COMFORT IN THE FACT, THAT THEIR FAMILY IS IN THE GOOD HANDS OF THEIR EXTENDED FAMILY BACK HERE AT DYESS. THIS PEACE OF MIND ENABLES OUR DEPLOYED AIRMEN TO GIVE FULL ATTENTION TO THE MISSION AT HAND. THE MISSION SUPPORT GROUP IS A PARTNER WITH THE 7TH MEDICAL GROUP IN PROVIDING QUALITY OF LIFE CUSTOMER SERVICE TO THE DYESS TEAM.

SLIDE 18 (MEDICAL GROUP)

THE SEVENTH MEDICAL GROUP PROVIDES THE DYESS FAMILY WITH OUTSTANDING MEDICAL CARE THROUGH A UNIQUE RELATIONSHIP WITH THE HENDRICK HEALTH CARE SYSTEM OF ABILENE. THE MEDICAL GROUP HAS DRAMATICALLY INCREASED ITS TRICARE PHYSICIAN NETWORK, THUS REDUCING OUT OF AREA TDY'S FOR MEDICAL CARE BY 20%. IN ADDITION, DYESS WAS SELECTED AS A DOD PILOT SITE FOR 'ACCESS TO CARE' AND REFERRAL MANAGEMENT INITIATIVES, RESULTING IN THE HIGHEST TRICARE PATIENT SATISFACTION RATING IN AIR COMBAT COMMAND, AND OUR

SUBSEQUENT SELECTION AS THE "BEST MILITARY TREATMENT FACILITY IN ACC IN THE AREAS OF CUSTOMER SERVICE AND PATIENT CARE INNOVATION." WHILE THE 7TH MEDICAL GROUP ENSURES THE COMBAT READINESS OF OUR PEOPLE, THE 7TH MAINTENANCE GROUP ENSURES THE COMBAT READINESS OF THE FLEET.

SLIDE 19 (MAINTENANCE GROUP)

THE FIVE SQUADRONS OF THE 7TH MAINTENANCE GROUP ARE FOCUSED ON PROVIDING UNPRECEDENTED AIRPOWER THROUGH SUSTAINED MAINTENANCE EXCELLENCE. DURING OPERATION ENDURING FREEDOM, 7TH MAINTAINERS SET THE PRECEDENT FOR SUSTAINED WARTIME OPERATIONS BY IMPLEMENTING THE FIRST B-1 DUAL PHASE INSPECTON DOCK WHICH DECREASED PHASE OUTPUT TIME BY MORE THAN TWO MONTHS. IN ADDITION, THE GROUP'S ENGINE REGIONAL REPAIR CENTER, WHICH PROVIDES F-101 ENGINES TO SUPPORT ALL B-1 FLYING OPERATIONS, RECENTLY DOUBLED THEIR ENGINE SPARE LINE PRODUCTION RECORD. FINALLY, IN 2003, THE GROUP EXCEEDED ACC MISSION CAPABLE RATE STANDARDS FOR 13 CONSECUTIVE MONTHS...AN UNPRECEDENTED ACCOMPLISHMENT IN B-1 HISTORY. THE CONTINUED EXCELLENCE FROM THIS HIGHLY PROFESSIONAL TEAM IS ESSENTIAL, NOT ONLY TO INDIVIDUAL UNITS, BUT TO ENSURING THE COLLECTIVE OPERATIONAL READINESS AND THE PROJECTION OF COMBAT POWER, LED BY THE 7TH OPERATIONS GROUP.

SLIDE 20 (OPERATIONS GROUP)

THE FIVE SQUADRONS OF THE 7TH OPERATIONS GROUP ARE DEDICATED TO INSTRUCTING, PLANNING, AND EMPLOYING LETHAL COMBAT POWER. THESE UNITS REMAIN READY TO DEPLOY AT A MOMENT'S NOTICE TO PROJECT SUSTAINED COMBAT CAPABILITY IN SUPPORT OF ANY THEATER OF OPERATION. THE 28TH BOMB SQUADRON IS THE FORMAL TRAINING UNIT FOR

THE ENTIRE B-1 COMMUNITY. THE 28TH IS RESPONSIBLE FOR B-1 INITIAL QUALIFICATION, INSTRUCTOR UPGRADE, AND REQUALIFICATION TRAINING OF ALL B-1 AIRCREW MEMBERS. IN ADDITION, THE 436TH TRAINING SQUADRON ALSO HAS A SIGNIFICANT ROLE IN TRAINING OUR COMBAT AND COMBAT SUPPORT PERSONNEL, AS WELL AS PERSONNEL THROUGHOUT THE AIR FORCE. THE 7TH OPERATIONAL SUPPORT SQUADRON REMAINS AT THE HEART OF THE 7TH OPERATIONS GROUP AT HOME AND ABROAD. THESE UNITS DIRECTLY SUPPORT THE 9TH AND 13TH BOMB SQUADRONS...THE TIP OF THE DYESS COMBAT SPEAR AND THE BACKBONE OF DYESS' COMBAT BOMBER FORCE. THE OPERATIONS GROUP HAS BEEN EXTREMELY BUSY SINCE 9-11 AND CONTINUES TO SUPPORT COMBAT OPERATIONS THROUGHOUT THE GLOBE.

SLIDE 21 (WHAT WE'VE BEEN DOING)

THE 7TH BOMB WING HAS BEEN BUSY SUPPORTING TWO MAJOR OPERATIONS IN SOUTHWEST ASIA, AND THOUSANDS OF INDIVIDUAL AEF TASKINGS AROUND THE WORLD. ALL THIS, WHILE THE FOLKS WHO RETURN HOME FLOW RIGHT INTO JOINT AND COMBINED TRAINING EXERCISES TO MAINTAIN THE COMBAT EDGE FOR FUTURE DEPLOYMENTS. AMONG THE ENORMOUS CONTRIBUTIONS OF TEAM DYESS TO RECENT OPERATIONS, THE 7TH BOMB WING HAS PROJECTED COMBAT POWER WITH THE BONE THAT IS UNPRECEDENTED IN HISTORY.

SLIDE 22 (THE BONE'S CONTRIBUTION)

WITH THE ADVENT OF THE JOINT DIRECT ATTACK MUNITION, WE HAVE GONE FROM THE ABILITY TO DROP ONE STICK OF UNGUIDED GENERAL PURPOSE BOMBS ACROSS A RUNWAY, TO STRIKING 24 SEPARATE TARGETS ON AN AIRFIELD WITH NEAR PRECISION ACCURACIES. BECAUSE OF THIS UNIQUE CAPABILITY, DURING THE INITIAL PHASE OF OPERATION ENDURING FREEDOM, THE B-1 ONLY FLEW ABOUT 5% OF THE TOTAL SORTIES, YET WAS RESPONSIBLE

FOR DESTROYING OVER 35% OF ALL ASSIGNED TARGETS. DURING THE PAST TWO MAJOR COMBAT OPERATIONS THE BONE HAS CONTINUED THIS STELLAR PERFORMANCE.

SLIDE 23 (OPERATION ENDURING FREEDOM)

HERE ARE SOME FIGURES DEPICTING SPECIFIC TYPES OF WEAPONS DROPPED DURING THE DECISIVE PHASE OF OPERATION ENDURING FREEDOM. AS YOU CAN SEE, THE B-1 CARRIED NEARLY HALF OF THE LOAD FOR THE JOINT FORCE, AND WAS RESPONSIBLE FOR EMPLOYING OVER 41% OF THE TOTAL TONAGE DROPPED. THIS INCREDIBLE COMBAT POWER TRANSFORMED THE BONE INTO THE COMBINED FORCE AIR COMPONENT COMMANDER'S PLATFORM OF CHOICE. AFGHANISTAN WAS PRIMARILY A PERMISSIVE ENVIRONMENT, AND THESE NUMBERS BECOME EVEN MORE IMPRESSIVE AS THE B-1 TOOK THE FIGHT TO IRAQ FLYING COMBAT OPERATIONS UNDER FIRE, DURING OPERATION IRAQI FREEDOM.

SLIDE 24 (OPERATION IRAQI FREEDOM)

THE B-1 CONTINUED TO IMPROVE ITS ALREADY OUTSTANDING PERFORMANCE RECORD DURING OIF. WE DEMONSTRATED UNMATCHED FLEXIBLE COMBAT POWER BY SUCCESSFULLY DELIVERING BOMBS ON TARGET ON TIME, DESPITE IN-FLIGHT MISSION AND TARGET CHANGES ON EVERY SORTIE EXCEPT FOR ONE. WHILE FLYING LESS THAN 1% OF THE OVER 40,000 MISSIONS FLOWN OVER IRAQ DURING PHASE ONE OF OIF, THE B-1 DROPPED 11% OF THE TOTAL NUMBER OF GUIDED MUNITIONS AND OF THOSE, 43% OF ALL JDAMS EXPENDED. THESE NUMBERS HIGHLIGHT THE SIGNIFICANT IMPACT OF ONE B-1 CARRYING 24, 2000 POUND BOMBS.

SLIDE 25 (INCREDIBLE RESULTS)

THIS SLIDE DEPICTS RECENT B-1 BDA, PRE-STRIKE AND POST-STRIKE. THIS IS THE IMPRESSIVE RESULT OF ONE B-1 DESTROYING 19 DESIRED MEAN POINTS OF IMPACT, WITH A REMAINING 5 JDAM AVAILABLE FOR EMERGING TARGETS. IN CONJUNCTION WITH THE ENORMOUS INCREASE IN COMBAT CAPABILITY THAT JDAM BROUGHT TO THE BONE, THE OUTSTANDING RESULTS THAT WE'VE ACHIEVED ARE LARGELY DUE TO OUR FOCUSED OPERATIONAL TRAINING.

SLIDE 26 (B-1 OPERATIONAL TRAINING)

THE MAJORITY OF B-1 DAY-TO-DAY WEAPONS EMPLOYMENT AND DEFENSIVE TACTICS TRAINING IS ACCOMPLISHED IN A NUMBER OF LOCAL MILITARY OPERATING AREAS AND TRAINING RANGES. WE RECENTLY ACTIVATED THE PYOTE AIR TRAFFIC CONTROL ASSIGNED AIRSPACE INITIATIVE WHICH PROVIDES ESSENTIAL TRAINING AIRSPACE TO SUPPORT OUR BLOCK E MEDIUM ALTITUDE, STANDOFF MISSIONS. PYOTE ATCAA SPANS A VAST AREA, LEVERAGES OUR EXISTING ELECTRONIC SCORING SITE IN THE PECOS MOA, AND PROVIDES AN ESSENTIAL VOLUME OF AIRSPACE FOR TWO-SHIP TACTICAL MANEUVERING AND STANDOFF EMPLOYMENT. IN ADDITION TO LOCAL TRAINING MISSIONS, WE CONTINUE TO PARTICIPATE IN LARGE FORCE TRAINING EXERCISES, AND OUR RECENT IRON THUNDER EXERCISE EMPHASIZED SURGE OPERATIONS. WE LAUNCHED 114 OF 126 SORTIES IN 68 HOURS AND, REMARKABLY, ACHIEVED TRADITIONALLY FIGHTER-LIKE SORTIE GENERATION RATES. FINALLY, WE TRAIN IN LONG RANGE POWER PROJECTION WITH QUARTERLY GLOBAL POWER MISSIONS THAT AVERAGE ANYWHERE FROM 15 TO 36 HOURS DEMONSTRATING OUR ABILITY TO PUT BOMBS ON

TARGET, AT A MOMENTS NOTICE, ANYTIME, ANYWHERE. OVER THE PAST FEW YEARS, THE B-1 HAS COMPILED AN IMPRESSIVE RESUME OF CAPABILITIES.

SLIDE 27 (WHAT THE B-1 BRINGS TO THE FIGHT)

WE PROVIDE THE COMBATANT COMMANDER'S WITH UNMATCHED PERSISTENCE, PRECISION, MASS, AND FLEXIBILITY. AND IN A WORLD OF CLOSED BORDERS AND DENIED ACCESS, THE B-1 REMAINS UNCONSTRAINED DUE TO ITS IMPRESSIVE RANGE.

SLIDE 28 (RANGE)

A B-1 WITH A FULL COMBAT PAYLOAD AND A 20,000 POUND FUEL RESERVE CAN EMPLOY ANYWHERE FROM 2,200 NAUTICAL MILES TO NEARLY 4,500 NAUTICAL MILES UNREFUELED. OUR MISSION DURATION EXPANDS TO OVER 30 HOURS WITH ACCESS TO AIRBORNE REFUELING. OUR RANGE CAPABILITY GETS US TO THE FIGHT AND OUR PAYLOAD FINISHES THE JOB.

SLIDE 29 (FLEXIBLE PAYLOAD OF THE BONE)

THIS SLIDE DEPICTS THE B-1 FLEXIBLE PAYLOAD OPTIONS. OUR ARSENAL CONSISTS OF TWO WEIGHT CLASSES OF GENERAL PURPOSE BOMBS, CLUSTER BOMBS, TWO CLASSES OF NAVAL ANTI-SHIP MINES, ANTI-TANK AND PERSONNEL MINES, JDAM WITH MULTIPLE FUZE OPTIONS, AND THE RECENTLY ADDED WIND CORRECTED MUNITIONS DISPENSER, THE JOINT STANDOFF WEAPON AND JOINT AIR TO SURFACE STANDOFF MISSILE. IN ADDITION, WE ARE CURRENTLY WORKING ON BRINGING ON-LINE THE 500 POUND JDAM. UNTIL RECENTLY, THE B-1 WAS LIMITED TO ONE OR TWO TYPES OF MUNITIONS IN A SINGLE LOADOUT; HOWEVER, BLOCK E GIVES US THE CAPABILITY TO CARRY THREE BAYS OF DIFFERENT MUNITIONS, GREATLY ENHANCING OUR FLEXIBILITY AND FIREPOWER.

SLIDE 30 (HOW THE BONE STACKS UP)

THIS SLIDE VISUALLY DIIPICTS THE DISTINCT ADVANTAGE IN PAYLOAD AND FLEXIBILITY THAT THE B-1 HAS OVER THE REST OF THE JOINT STRIKE FLEET. IN RECENT CONFLICTS OUR COMBAT CAPABILITY HAS BEEN ENHANCED BY NEW MUNITIONS, INCREASED STRIKE CAPABILITIES AND COMBAT EXPERIENCE. HOWEVER, THE DYNAMIC AND INCREASING TIME-SENSITVE NATURE OF TODAY'S COMBAT ENVIRONMENT, AND THE UNCERTAINTY OF TOMORROW'S THREATS, REQUIRE CRITICAL B-1 SYSTEM UPGRADES IN ORDER FOR THE BONE TO REMAIN AT THE TIP OF THE SPEAR.

SLIDE 31 (CHANGING NATURE OF THE B-1 MISSION)

FROM ITS INCEPTION, THE B-1 HAS TRANSFORMED FROM A COLD WAR NUCLEAR BOMBER DESIGNED TO PENETRATE A HIGH THREAT ENVIRONMENT AT LOW ALTITUDE, TO ITS CURRENT ROLE AS A MULTI-PURPOSE, MEDIUM ALTITUDE STRIKE PLATFORM WITH FLEXIBLE COMBAT LOAD AND SUPERIOR PRECISION FIREPOWER. OVER THE PAST FOUR YEARS, B-1 COMBAT MISSIONS HAVE CONSISTED OF GENERAL PURPOSE STRIKE, PRECISION STRIKE, IN FLIGHT RETARGETING, TIME SENSITIVE TARGETING, GROUND MOVING TARGET INDICATOR AND TRACK OPERATIONS AGAINST MOBILE TARGETS, ROAD RECCE, AND CLOSE AIR SUPPORT. HOWEVER, THE B-1'S CURRENT RADAR SENSORS AND COMMUNICATIONS SUITE MUST BE AUGMENTED TO MEET THE MISSION DEMANDS OF THE FUTURE. THE DYNAMIC ENVIRONMENT OF THE GLOBAL WAR ON TERROR ALONE, MAKES IT ESSENTIAL TO OUTFIT THE B-1 WITH TARGETING PODS, DATA LINK, AND IMPROVED STANDOFF WEAPONS. AND IN THE EVENT OF A RISING PEER COMPETITOR, THIS CAPABILITY WILL ENSURE

THAT WHEN F/A-22 "KICKS DOWN THE DOOR," THE BONE WILL BE READY TO STEP IN WITH LETHALITY.

SLIDE 32 (VISION)

IT IS CLEAR THAT THE B-1 IS ONLY ONE ELEMENT OF AMERICA'S COMBAT POWER – BUT BECAUSE IT IS SO POTENT, IT IS CRITICAL. IN ORDER TO *MAINTAIN THIS COMBAT EDGE* THE 7TH BOMB WING MUST *TRAIN LIKE WE FIGHT*, BY IMPROVING DAILY MAINTENANCE AND MUNITIONS TIMELINES TO PROVIDE AN INTEGRATED COMBAT TURN CAPABILITY, AND INCREASING STRIKE PLANNING EFFICIENCY BY CONDUCTING DAILY TRAINING MISSION PLANNING CELL OPERATIONS. IN ORDER TO *GET CLOSER TO THE FIGHT* WE MUST EXPLORE NEW OPERATIONAL CONCEPTS THAT ALLOW SMALL B-1 ELEMENTS TO CONDUCT COMBAT TURNS AT FORWARD EXPEDITIONARY AIRFIELDS, WHEN REQUIRED. OUR VISION SEES THE B-1 SUPPORTING THE FULL SPECTRUM OF COMBAT. IN SUPPORT OF MAJOR OPERATIONS, WE ENVISION THE CAPABILITY TO EMPLOY THREE ELEMENTS OF EIGHT B-1S, FLYING 20 SORTIES TURNED TWICE FOR THREE DAYS. THIS MEANS THAT 120 SORTIES, CARRYING 24 JDAM WILL DELIVER ENOUGH COMBAT POWER TO DESTROY OVER 2800 TARGETS IN 72 HOURS, SUPPORTING THE F/A-22 WHEN THEY KICK DOWN THE DOOR TO EXPLOIT OUR ADVANTAGE ONCE AIR SUPERIORITY IS ACHIEVED. IN SUPPORT OF UNCONVENTIONAL WARFARE, WE ENVISION THE B-1 PROVIDING PERSISTENT FIREPOWER IN SUPPORT OF SPECIAL OPERATIONS FORCES FOR DAYS AT A TIME. WE BELIEVE OUR IMPROVED TRAINING INITIATIVES, COMBINED WITH REQUIRED SYSTEM UPGRADES, WILL PROVIDE THIS CAPABILITY.

SLIDE 33 (TEAM DYESS WAY AHEAD)

TO WIN FUTURE BATTLES, WE SEEK TO BE FASTER, LEANER, MORE PRECISE, MORE EFFICIENT AND MORE LETHAL THAN WE ALREADY ARE. WE ENVISION GLOBAL STRIKE AND GLOBAL REACH BEING CONDUCTED NOT IN HOURS, OR EVEN MINUTES, BUT IN SECONDS. WE CONTINUE TO STRIVE TO COMMUNICATE QUICKER, INCORPORATE FASTER MISSION PLANNING TOOLS, EXECUTE OPERATIONS ON DEMAND AND THEN INSTANTLY RE-GROUP FOR MORE. THE DYESS TEAM HAS THE VISION AND THE CHALLENGE, AND WE ARE POISED TO MAKE IT HAPPEN.