

**Economic Impact of  
Potential Realignment at Dyess Air Force Base**

- The Defense Department’s recommendations for Dyess are as follows:

	Number of Positions Military and Civilian
Transfer B-1s from Ellsworth to Dyess	2,054
Transfer C-130s from Dyess to Little Rock, Elmendorf and Peterson	(1,680)
Net Gain at Dyess .....	<u>374</u>

- The small net increase in positions at Dyess may mask the major realignment the base would undergo and the significant negative impact on Dyess and Abilene if Ellsworth’s B-1s are not transferred to Dyess and the C-130s are transferred from Dyess.
- If the Commission were to allow Ellsworth to keep its B-1s and also approve the transfer of the C-130s from Dyess, then Dyess would lose 1,680 positions.
- The loss of the 1,680 positions would result in the indirect loss of another 1,600 jobs in Abilene, resulting in **a total loss of 3,280 jobs in Abilene.**
- This would cause **a 3.5% drop in employment in Abilene.**
- The loss of the 3,280 jobs in Abilene would be **the 24<sup>th</sup> highest** among the more than 220 communities that are affected by BRAC.
- The 3.5% drop in employment in Abilene would be **the 12<sup>th</sup> highest** among the more than 220 communities that are affected by BRAC.
- The Commission’s stated policy is to have site visits if a base loses more than 300 civilian positions or 400 military positions. Commissioners have made more than 80 site visits to bases around the country. However, despite the economic impact of this potential realignment at Dyess, there has been no Commission site visit.

# BRAC 2005 Closure and Realignment Impacts by Economic Area

Economic Area Installation	Action		Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct	Indirect Changes	Total Job Changes	Economic Area Employment	Changes as Percent of Employment
	Mil	Civ	Mil	Civ	Mil	Civ	Mil	Civ						
<b>Abilene, TX Metropolitan Statistical Area</b>														
Dyess Air Force Base	Gain	(1,615)	(65)	1,925	129	64	310	64	0	374	358	732	92,846	0.8%
<b>Total</b>		(1,615)	(65)	1,925	129	64	310	64	0	374	358	732	92,846	0.8%
<b>Aguadilla-Isabela-San Sebastian, PR Metropolitan Statistical Area</b>														
Aguadilla-Ramsey U.S. Army Reserve Center/BMA-126	Realign	(10)	0	0	0	0	(10)	0	0	(10)	(5)	(15)	80,981	0.0%
<b>Total</b>		(10)	0	0	0	0	(10)	0	0	(10)	(5)	(15)	80,981	0.0%
<b>Akron, OH Metropolitan Statistical Area</b>														
Navy-Marine Corps Reserve Center Akron	Close	(26)	0	0	0	0	(26)	0	0	(26)	(10)	(36)	398,976	0.0%
Armed Forces Reserve Center Akron	Gain	0	0	37	0	0	37	0	0	37	14	51	398,976	0.0%
<b>Total</b>		(26)	0	37	0	0	11	0	0	11	4	15	398,976	0.0%
<b>Alamogordo, NM Micropolitan Statistical Area</b>														
Holloman Air Force Base	Realign	(17)	0	0	0	0	(17)	0	0	(17)	(11)	(28)	27,515	-0.1%
<b>Total</b>		(17)	0	0	0	0	(17)	0	0	(17)	(11)	(28)	27,515	-0.1%
<b>Albany, GA Metropolitan Statistical Area</b>														
Marine Corps Logistics Base Albany	Gain	(2)	(42)	1	193	151	(1)	151	0	150	119	269	79,160	0.3%
<b>Total</b>		(2)	(42)	1	193	151	(1)	151	0	150	119	269	79,160	0.3%
<b>Albany-Schenectady-Troy, NY Metropolitan Statistical Area</b>														
Schenectady County Air Guard Station	Realign	(10)	(9)	0	0	(9)	(10)	(9)	0	(19)	(19)	(38)	529,819	0.0%
<b>Total</b>		(10)	(9)	0	0	(9)	(10)	(9)	0	(19)	(19)	(38)	529,819	0.0%

This list does not include locations where no changes in military or civilian jobs are affected. Military figures include student load changes.

DCN: 4979

## Comparative Military Value Rankings Between Ellsworth AFB, Grand Forks AFB, & Minot AFB

Real 1 <sup>st</sup> Ranking	Air Force Function	1 <sup>st</sup> in Rankings	2 <sup>nd</sup> in Rankings	3 <sup>rd</sup> in Rankings
56.17 Dyess	Bomber	Ellsworth 50.81	Minot 45.72	Grand Forks 38.48
65.95 Dyess	Lift	Ellsworth 59.40	Minot 54.34	Grand Forks 50.53
83.73 Ellsworth	Tanker	Ellsworth 83.73	Grand Forks 63.52	Minot 62.74
58.96 Dyess	Fighter	Ellsworth 58.06	Minot 56.64	Grand Forks 55.88
53.14 Dyess	SOF	Minot 45.12	Ellsworth 43.91	Grand Forks 43.75
87.72 Ellsworth	C2ISR	Ellsworth 87.72	Minot 77.04	Grand Forks 76.33
72.37 Dyess	UAV	Grand Forks 70.93	Ellsworth 69.73	Minot 67.53
84.12 Ellsworth	Space	Ellsworth 84.12	Minot 83.93	Grand Forks 82.64

# Congress of the United States

Washington, DC 20515

June 15, 2005

The Honorable Michael L. Dominguez  
Acting Secretary  
Department of the Air Force  
1670 Air Force Pentagon  
Washington, DC 20330

Dear Secretary Dominguez:

I am writing to request information concerning the Defense Department's recommendations that the B-1s at Ellsworth AFB be transferred to Dyess AFB, and the C-130s at Dyess AFB be transferred to Little Rock AFB, Elmendorf AFB and Peterson AFB. Specifically, please provide written information concerning the following:

1. How many B-1s will be transferred from Ellsworth to Dyess?
2. Will all 67 B-1s be based at Dyess after the transfer? If not, how many B-1s will be based at Dyess and where will the remaining B-1s be based?
3. What are the classifications of the B-1s at Dyess, i.e., the number of aircraft that are combat-coded, training-coded, test coded and BAI Attrition Reserve?
4. How will the B-1's be classified upon their transfer to Dyess?

Since the Base Realignment and Closure (BRAC) Commission is currently reviewing data for upcoming regional meetings, I respectfully request a response as soon as possible.

Thank you for your attention in this matter. If you should have any questions, please do not hesitate to contact me.

Sincerely,

  
Senator Kay Bailey Hutchison

  
Senator John Cornyn

  
Rep. Randy Neugebauer

17 June 2005

## Inquiry Response

**Re:** BI-0073 (CT-0342) Dyess AFB Letters - Sen Hutchinson (15 Jun 05)

**Requesters:** Senator Kay Bailey Hutchinson  
Senator John Cornyn  
Representative Randy Neugebauer

**Question 1:** What are the ramp capacities for Dyess, Ellsworth, and Little Rock?

Response: Ramp capacities are contained in the responses to question 008 Ramp/Apron Space, in Section 28, Real Property (*Sections 21-30 (13.1MB)*) and can be accessed on the BRAC web site [http://www.defenselink.mil/brac/minutes/brac\\_databases.html](http://www.defenselink.mil/brac/minutes/brac_databases.html). Organization identifiers from the installation list (Installation List (38KB)) are as follows: Dyess-38, Ellsworth-39, and Little Rock-68.

**Question 2:** Please provide copies of all studies concerning the ramp capacity at Dyess, Ellsworth, and Little Rock.

Response: The capacity analysis for Dyess and Ellsworth are contained in the BCEG minutes of 24 August 2004. 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.

**Question 3:** In recommending the transfer of the C-130s from Dyess to Little Rock, did the Air Force intend to preserve a certain amount of Dyess' ramp capacity to accommodate future missions?

Response: The Air Force maintains additional capacity throughout its basing structure to accommodate surge requirements to support its operational requirements.

**Question 4:** The available COBRA analysis concerns only the DOD's recommendations. Please provide the DOD's COBRA analysis for the scenario under which the B-1s at Ellsworth would be transferred to Dyess, and Dyess would retain its two C-130s squadrons. If the DOD did not perform this analysis, please provide the basis for deciding not to do so. Also, if this COBRA analysis has not been done, I would appreciate if the Air Force would prepare such an analysis and provide a copy to me.

Response: The Air Force did not perform a COBRA analysis for a scenario for all B1-Bs and two Squadrons of C-130 aircraft at Dyess. The Air Force philosophy emphasized consolidating like mission design series aircraft at the same location to enhance

operational and maintenance efficiencies. In addition, the capacity analysis for Dyess showed that such a scenario would result in significant additional MILCON costs.

**Question 5:** Please provide any COBRA analyses that were done for the consolidation of all B-1s at Ellsworth.

Response: There was none accomplished.

**Question 6:** How many B-1s will be transferred from Ellsworth to Dyess?

Response: The 24 PAA assigned to Ellsworth will be transferred to Dyess.

**Question 7:** Will all 67 B-1s be based at Dyess after the transfer? If not, how many B-1s will be based at Dyess and where will the remaining B-1s be based?

Response: All B-1Bs will be assigned to Dyess except for two test coded B-1Bs based at Edwards AFB CA.

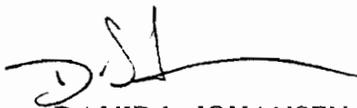
**Question 8:** What are the classifications of the B-1s at Dyess, i.e., the number of aircraft that are combat-coded, training-coded, test coded and BAI/Attrition Reserve?

Response: This data was provided in the classified Future Force Plan provided to Congress on 15 March 2005 by the Joint Staff in accordance with Public Law 101-510 Section 2912(a)(94) of the Defense Base Closure and Realignment Act of 1990.

**Question 9:** How will the B-1s be classified upon their transfer to Dyess?

Response: The mission coding of aircraft in the B1-B fleet will be based on training and operational missions needs. This coding may vary, over time, as mission needs, maintenance requirements, and attrition factors affect the aircraft fleet.

Approved



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

**The Selection Criteria And  
Sound Military Judgment  
Fully Support Consolidating  
the B-1 Fleet at Dyess**

**Background.**

- The DoD has recommended that the 67 aircraft of the B-1 fleet be consolidated at Dyess. This is clearly supported by the BRAC selection criteria. For example:
- Dyess ranked 20<sup>th</sup> for bombers. Ellsworth ranked only 39<sup>th</sup>.
- Dyess has 126 ranges within 300 NM. Ellsworth has only 34 ranges within 300 NM.
- Dyess has enough ramp space to beddown 67 B-1s and its 28 C-130s. The AF has stated:
  - Dyess has so much ramp space that it can “support 66 aircraft without moving the 28 currently assigned C-130s from the field.”
- However, if all the B-1s were at Ellsworth, the AF has stated:
  - “Parking density would be extremely problematic.”
  - “Hangar access and taxiways would be blocked.”
  - “All available ramp space is completely full making airfield management difficult.”

**Consolidation of the B-1 Fleet Is Needed, Justified and Supported By Sound Military Judgment.**

- There are unfounded allegations that the B-1s should not be consolidated at Dyess because of the simplistic catch phrase of “don’t put all your eggs in one basket.” This simplistic catch phrase is no substitute for the highly detailed analysis and the sound military judgment of the current DoD and AF leadership.
- Dyess is the B-1 training base and has the majority of the B-1s. Consolidating the fleet at Dyess will provide the Air Force significant efficiencies in:
  - Training
  - Operations
  - Maintenance
  - Annual MILCON savings
  - Personnel Savings

These efficiencies and savings are a primary goal of the BRAC process. Consequently, consolidation, by its very nature, will achieve a key goal of the BRAC process. In fact, this is the reason that the AF, the Army, the Navy and the DoD are realigning and closing bases.

**Consolidation of the B-1s Is Fully Consistent With the Consolidation of Other Aircraft.**

- Consolidation of the 67 B-1s is fully consistent with the DoD’s longstanding policy of consolidating other fleets of less than 75 aircraft.
  - B-58s
  - F-111s

- 4-2s
  - F-117s
  - B-2s
  - JSTARs
- Consolidation of the B-1s at one base in 1995 might have been difficult when the B-1 fleet had more than 90 aircraft. With the recent retirement of 33 B-1s, the B-1 fleet now has only 67 aircraft. Consolidation today makes sense.

### **Unfounded Allegations Regarding “Security”.**

- Some have raised unfounded allegations concerning security of a consolidated fleet.
- The entire B-1 fleet would rarely, if ever, be physically at Dyess. Unlike 1995, the B-1s today are often deployed overseas. Also, as with any other aircraft, several B-1s are in depot undergoing overhauls at any one time. Thus, there will typically be fewer than 50 B-1s actually at Dyess.
- From a security standpoint, the AF bomber fleet will still be dispersed.
  - Whiteman: B-2s
  - Dyess: B-1s
  - Barksdale: B-52s
  - Minot: B-52s
- The Commission should consider that
  - the current DoD and Air Force leadership have made their recommendation in the context of the post-9/11 environment.
  - the DoD and Air Force leadership, in their military judgment, have fully taken into account the necessary security measures to protect the bomber fleet.
- If the Commission were to override the DoD recommendation for Dyess, it would have to apply the same rule to dispersing other Air Force aircraft, the Navy’s fleet and numerous Army components. The resulting BRAC process would become one of dispersions and inefficiencies.

### **Unfounded Allegations Regarding a “Natural Disaster”.**

- Some have raised unfounded allegations regarding a possible “natural disaster”.
  - Dyess has been a key Air Force base for 50 years. During this 50 years, there have been no problems with “natural disasters,” i.e., no problems with tornadoes, hurricanes, or earthquakes.
  - As for “natural disasters,” according to news reports, the Rapid City area had a tornado in 1967 and gets major snowstorms during the winter.
- In fact, Dyess has received aircraft from Gulf Coast bases that were moved to avoid hurricanes.
- If the “natural disaster” allegation were to be applied to Dyess, then, to be consistent, the Commission would have to make changes to most DoD recommendations.
  - The East and Gulf Coast bases are susceptible to hurricanes and would have to be shut down.

- The West Coast bases are susceptible to earthquakes and would have to be shut down.
- Ellsworth and other bases in the Northern tier are susceptible to blizzards and would have to be shut down.

**Unfounded Allegations Regarding a Single Runway.**

- Some have raised unfounded allegations regarding Dyess's single runway.
  - Most bases have only a single runway.
  - Dyess, like all Air Force bases, is prepared for emergencies and would quickly repair any damage to its runway.
  - Dyess has a 13,500-foot long parallel taxiway that could easily be used as a runway if there should ever be an emergency.

July 25, 2005

**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

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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.

## 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.**

	<b>Rank</b>	<b>Score</b>
Dyess	<b>11</b>	<b>65.95</b>
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.

	<b>Additional Personnel (Mil and Civ)</b>
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

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  
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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)

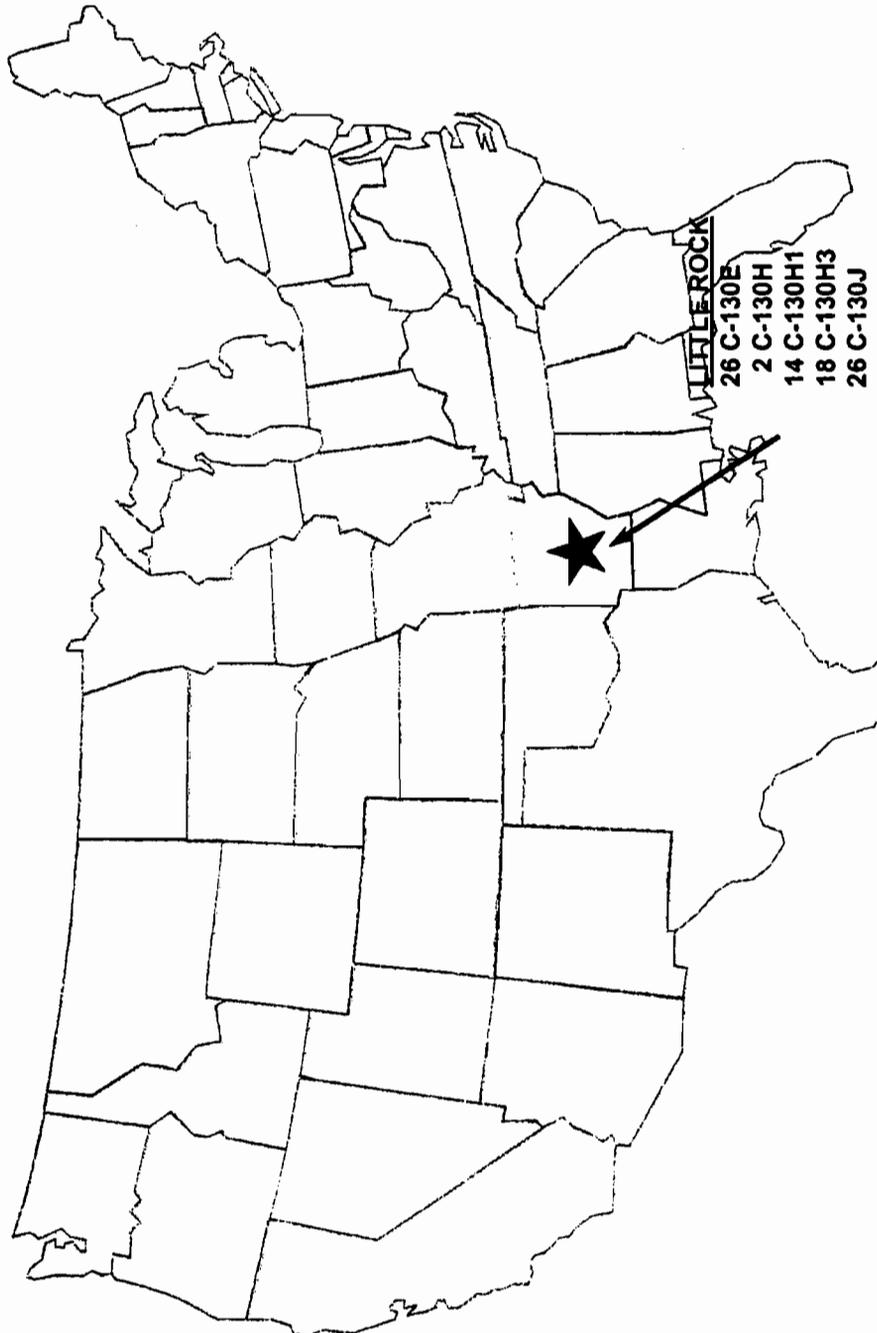
	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	252	0	0	0	252
Jobs Lost-Mil	0	0	5	0	0	0	5
NET CHANGE-Mil	0	0	247	0	0	0	247
Jobs Gained-Civ	0	0	10	0	0	0	10
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	0	0	10	0	0	0	10
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0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

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**Total Aircraft = 118**

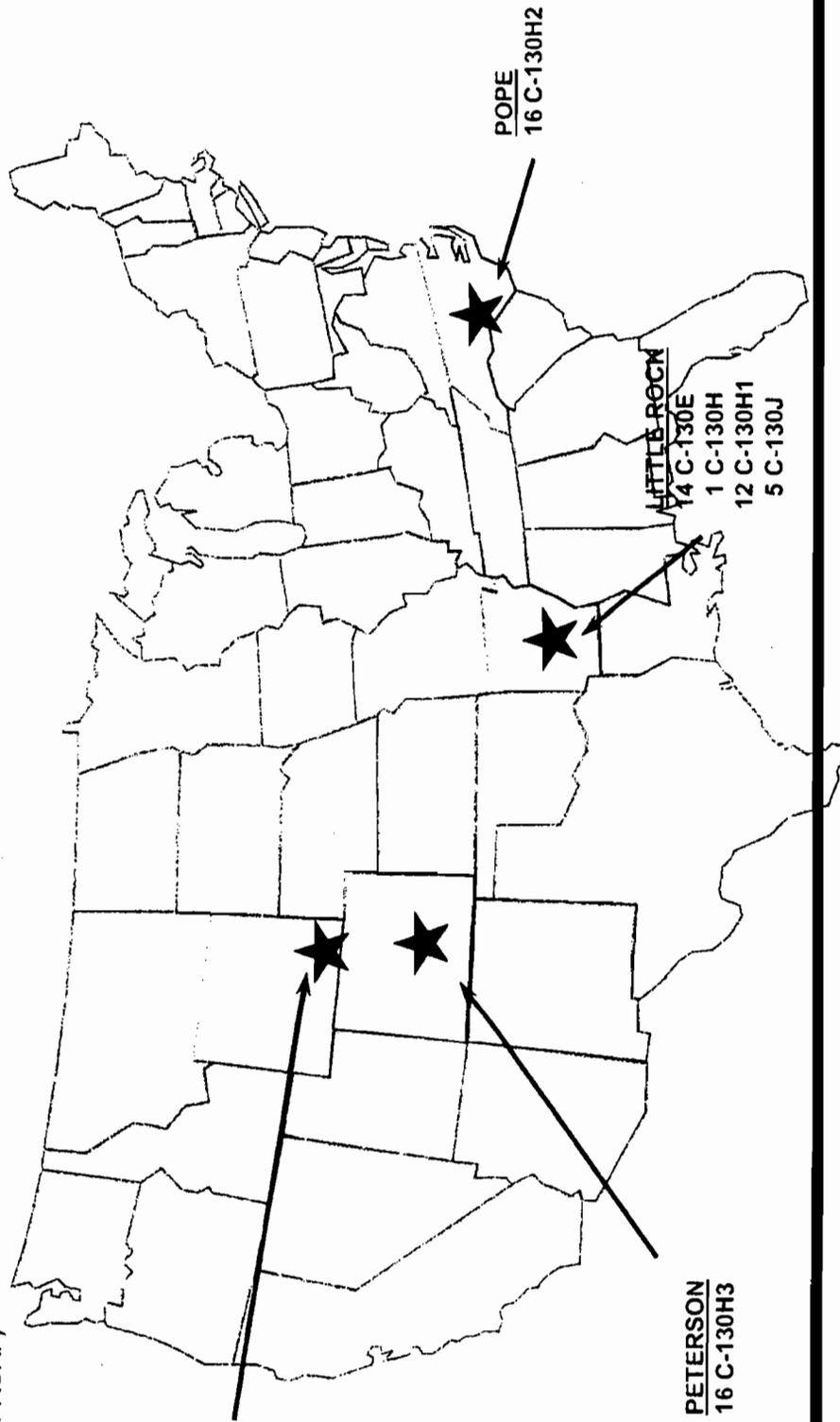
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# Post-BRAC AD/Assoc PAI MAF C-130 Forces

---

ELMENDORE (PACAF)  
12 C-130H2

CHEYENNE  
12 C-130H3



---

**Total Aircraft = 88**

---

# Five Family Groupings

**Combat Delivery Family**

#1  
C-130E  
Hercules  
AMC, ACC

#2  
C-130H1  
Hercules  
AMC, ACC

#3  
C-130H(2)  
Hercules  
AMC, ACC

#4  
C-130H(2.5)  
Hercules  
AMC, ACC

#5  
C-130H(3)  
Hercules  
AMC, ACC

#6  
EC-130H  
Compass Call  
ACC

#7  
LC-130H  
SKI, Nat Guard

**Tanker Family**

#8  
HC-130N/P  
ACC, Nat Guard

#9  
HC-130P  
ACC, Nat Guard

#10  
MC-130P  
Combat Shadow  
AFSOC

**AC-130H Family**

#11  
AC-130H  
AFSOC

#12

#14

#13

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

**AMP Brings in One Avionics Configuration To Fourteen Mission Series Aircraft**



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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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### Fact Sheet Tools

Printable Fact Sheet

### 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-

### 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 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.

September 2003

Contact Us

Security and Privacy notice



Mission  
**Ready!**  
**Dyess Air Force Base**  
Abilene, Texas



The military value, location, facilities, proximity to training areas, cost effectiveness, access for joint use and community support all add up to make Dyess Air Force Base... Mission Ready!

The available ramp space, hangar configuration and runway ramp size make Dyess an ideal candidate for future missions, such as, Airborne Laser, tankers, C-17 transport, additional C-130's or the entire fleet of B-1's. The physical plant infrastructure and facilities are in excellent condition. Dyess can currently handle the entire B-1 fleet and more than 40 C-130's. The size of the ramp is approximately 10 million sq. ft., 3 million of which is available for additional aircraft. The Base has 13 hangar spaces in 11 buildings.

### Dyess Air Force Base is Mission Ready!

#### Invaluable Assets

Dyess Government Employees	6,063
Dyess AFB Payroll	\$244,345,216
Annual local expenditures for procurement and contracts	\$17,322,829
Dyess' total economic impact to Abilene/Region	\$390,825,512
Value of Dyess Assets	\$13,274,291,960
Total B1-B aircraft	35
Total sorties/flying hours	2,072/8,402
Total C130-H aircraft	29
Total sorties/flying hours	10,136/21,946

#### Value of Resources

Fiscal Year 2003	
B1-B Aircraft	\$9,908,500,000
C-130H Aircraft	\$872,900,000
Equipment	\$375,633,599
Vehicles	\$16,433,676
Land & Buildings	\$1,585,671,000
Inventories	\$497,961,791



#### Strategic Location

Location of Major Installations	Distance from Dyess Air Force Base
Corpus Christi	389
Del Rio	247
El Paso	452
Fort Worth	162
Houston	423
Ingleside	406
Killeen	182
Kingsville	404
Lawton, OK	207
Texarkana	344
San Angelo	91
San Antonio	246
Wichita Falls	154

Highway miles



## Founded on Strong Ground

Dyess professionals maintain a standard of excellence that allows them to adapt to new missions quickly - a very important capability - with the emphasis on getting the job done at a lower cost.

### Geographic Importance

Dyess is perfectly located to perform both global Air Force operations and joint operations with other services in the Department of Defense. B-1's and C-130's from Dyess already support international missions every day. Dyess' location also offers exceptional training opportunities, including on-base assault strips, drop zones, and close proximity to the Realistic Bomber Training Initiative (RBTI) and White Sands Ranges, which allow cost-effective in-house training.

### Community Relations

The Dyess-Abilene connection receives constant nurturing. Abilene has assisted with funding several base projects, including the Linear Air Park, the Visitor Center, Memorial Park and 402 newly announced off-base residences. Dyess contributions to the Combined Federal Campaign bring over \$200,000 annually to local non-profit agencies. This outstanding relationship between the civilian and military communities has been officially recognized by the Air Force with numerous awards including the Air Combat Command's Community Support Award.

### Encroachment / Zoning / Uses

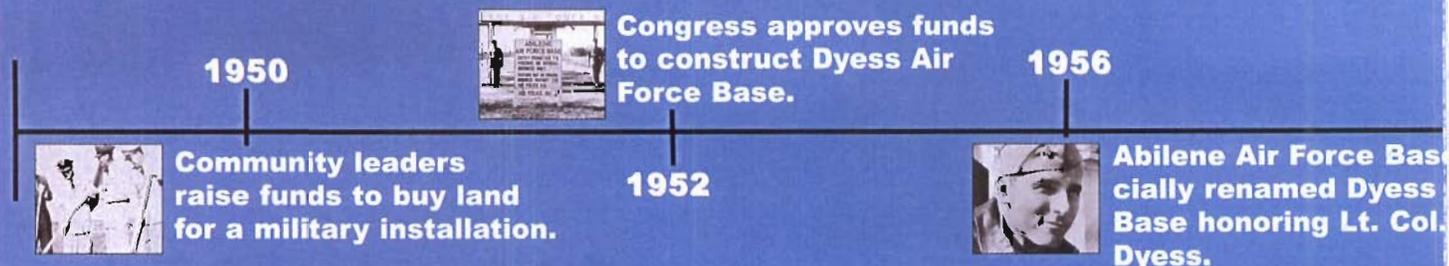
The needs of Dyess have been incorporated in almost every area, from utilities and transportation to planning and zoning. The city has made a concentrated effort to control development around Dyess. The Base has developed clear zones at both the north and south ends of the runway to reduce noise complaints. As a result, Dyess has almost unlimited growth potential.

## Air Operations

The weather in West Central Texas is rarely below minimum ceiling or visibility requirements for flying, allowing air operations to be conducted 360 days a year. These clear skies are free of the congestions found around major metropolitan areas. With 68,000 takeoffs and landings each year in the local area, the air traffic control load is relatively light and will easily handle increased air traffic without compromising safety - even during peak hours.



## Timeline



## Environmentally Secure

As in other areas, Dyess is in excellent shape environmentally. A recognized leader in environmental concerns, Dyess has won awards from Air Combat Command, the Secretary of Defense and the State of Texas for pollution prevention and recycling. Dyess was recently given the distinction of being the

federal government's largest user of renewable wind energy. The Base now procures 100 percent of its electric power via "Green Wind Energy" reducing carbon dioxide emissions by 58,000 tons per year. The Base is free of wetlands, as well as threatened or endangered species. Additionally, air quality is not threatened. There are no non-attainment areas within 100 miles of Dyess.



Dyess' flexibility, its continuing excellence and its reputation for outstanding support have brought it an admirable form of recognition - as a base of choice for high profile missions, including the Space Shuttle, TACAMO and the National Airborne Operation Center. The country knows Dyess will respond at a very high standard of operation with very little notice.

## Community Connection

### A Thriving Partnership

The dynamic partnership of military and civilian communities benefits both the Base and the City. Dyess is the single largest employer in the city, but it also serves as an excellent source of experienced and mature workers for civilian employers in the area. Dyess' total population of 13,000 constitutes 12 percent of the city's population. The annual expenditures of the Base support more the 7,800 jobs locally - a very important consideration in a city with approximately 60,000 jobs.

### High Quality Lifestyle

The City's warm and responsive attitude toward the Air Force has led many Dyess retirees to remain in Abilene. They have found the city to be the "Star of Texas" - committed to families, including those at Dyess. That family-friendly attitude is bolstered by a low cost of living. The cost of living index for the city is well below the national average, as are both property and violent crime indices. In addition, Abilene boasts three universities, a junior college and a technical college. Abilene also has three state-of-the-art medical facilities, and many schools within the two local school districts have received state recognition for their excellence.



The first C-130 arrives.

1961

1964



The first B-52 arrives and the base now represents the AMC and ACC.



The inaugural "World's Largest Barbecue" hosted by Abilene for Dyess personnel.

1965

is offi-  
Air Force  
William

# INTERACTIVE DVD



## MISSION READY

DYESS AIR FORCE BASE - ABILENE, TEXAS

1985



The base receives more than \$200 million dollars in new construction projects.



First B-1B arrives

1995-2004



**2005 - Future**  
Mission ready beddown location for: tankers, C-17, Airborne Laser Program or other missions.

# **DYESS IS THE IDEAL INSTALLATION FOR FUTURE MISSIONS**

**EACH OF THESE MAJOR  
CONSIDERATIONS HAS BEEN  
SUCCESSFULLY ADDRESSED**

**Joint Use  
Manpower  
Housing Privatization  
Utility Privatization  
Environmentally Secure  
Encroachment  
AEF Implementation  
Force Protection  
Range Location  
Air Space  
Multiple Missions  
Transformation**

