

Headquarters U.S. Air Force

Integrity - Service - Excellence

FY13 NDAA

Intra-Theater Airlift

(Congressional Overview)



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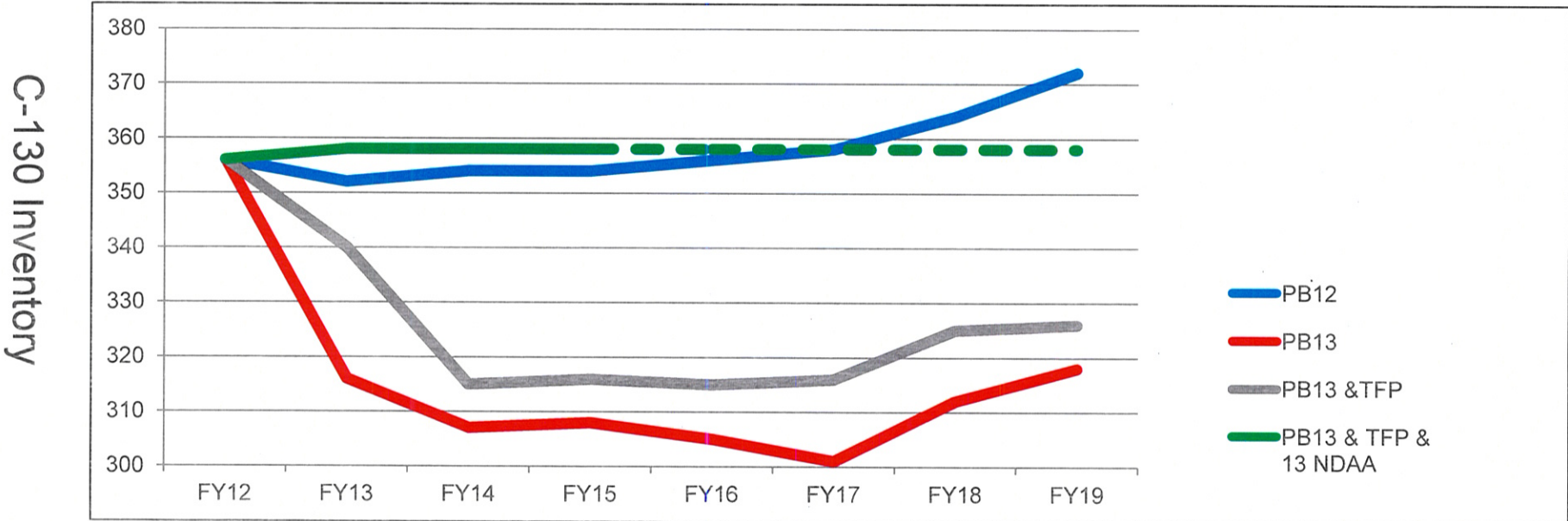
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Background: Intra-Theater Force Structure Changes



	<i>FY12</i>	<i>FY13</i>	<i>FY14</i>	<i>FY15</i>	<i>FY16</i>	<i>FY17</i>	<i>FY18</i>	<i>FY19</i>
PB12	356	352	354	354	356	358	364	372
PB13	356	316	307	308	305	301	312	318
PB13 & TFP	356	340	315	316	315	316	325	326
PB13 & TFP & 13 NDAA	356	358	358	358	358	358	358	358



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IAWG Mission and Objectives

- **Mission**: Develop options that identify aircraft types to retain, allocations across the Total Force, and bed-down locations to comply with the directive language in FY13 NDAA
- Total Force effort to retain in FY13 **“intra-theater airlift aircraft beyond the number of such aircraft proposed to be retained in the Secretary’s total force structure proposal provided to the Congressional Defense Committees on November 2, 2012”**
- Maintain intent of the FY13 NDAA language thru FY14 to create the time and space for dialogue with stakeholders on future force structure and allow for resolution of fiscal and operational uncertainty



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Why C-130s instead of C-27J

- **FY13 NDAA provided AF the authority to decide type of intra-theater airlift aircraft to retain**
 - **Based on analysis, AF will continue with the C-27J divesture plan**
 - **Analysis included direct comparison of cost, capability and capacity of like-sized C-130 and C-27J units**
 - **In response to FY12 NDAA, the AF performed exhaustive cost-benefit comparison of C-27J and C-130**
 - **Costs for C-27J (as planned) exceed the C-130H or C-130J costs**
 - **Analysis demonstrated lower life-cycle costs for C-130 versus C-27J**
 - **C-27J remains a niche capability; AF can meet requirements with a more capable, less expensive C-130**
 - **AF made strategic choice, in difficult fiscal environment, to divest C-27J and maintain C-130 as the single-airframe in the intra-theater airlift inventory**
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FY13 NDAA

Intra-Theater Airlift Criteria

- **Consistent with Congressional intent**
 - 13 NDAA directed an intra-theater airlift “floor” of 358 aircraft, commensurate with the final TFP fleet (326) + 32 aircraft
 - AMP aircraft (5) restored awaiting IDA study
- **Consistent with Total Force Proposal**
 - Do not undo re-missioning accepted by FY13 NDAA
 - Those C-130 locations most impacted by PB13 force structure actions considered first
- **Operational effectiveness**
 - Include primary (PAA) & back-up (BAI) aircraft and/or combinations
- **Flexibility: Create options adaptable to meet wide range of fiscal & operational scenarios**
- **Cost effectiveness**



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IAWG Results

- Retains 358 C-130 aircraft in FY13
- Extends 358 aircraft floor through FY14 in order to afford the Air Force the time and space necessary to:
 - Continue dialogue with stakeholders
 - Review previous work and present additional analysis directed in 13 NDAA to evaluate future force structure levels
 - Develop an informed FY15 position reflective of strategic requirements and fiscal realities
- Augments the AF efforts to inform the National Commission on the future structure of the Air Force

Enables informed FY15 force structure decisions



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IAWG Rationale

- Implement FY13 NDAA's 358 aircraft mandate for FY13 and extended the 358 floor into FY14 to allow time and space to review and discuss
 - Restored locations where no mission remained for the affected air component after TFP restoral and re-missioning actions
 - BAI allocation—retained force structure at reduced cost
 - PB13 force structure sized intra-theater aircraft fleet to meet needs: BAI allocations keep number of PAA C-130's closest to operational requirement
 - Enhances operational readiness by increasing aircraft availability without additional manpower and training costs
 - BAI allocated first to units still negatively affected by PB13
 - In FY14, extends to units unaffected by PB13 to augment fleet readiness
 - Provides flexibility to adapt to future fiscal constraints
 - Avionics Modernization Program (AMP) – 5 aircraft retained in FY13 awaiting outcome of FY13 NDAA-directed AMP study
 - C-130H Formal Training Unit (FTU) – 5 aircraft retained in FY14 improves the FY14 transition to an ANG-only FTU
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FY13 NDAA: C-130 Allocation Actions

Aircraft Allocations by State		
	FY13	FY14
Pennsylvania	8	8
Minnesota		8
Alaska		1
New York*	3	4
Ohio**	1	1
Arkansas	1	6
Missouri	2	3
Kentucky	1	2
West Virginia	1	2
North Carolina***	1	2
Texas		1
Delaware		1
Nevada		1
Illinois		1
Colorado		1
Georgia		1
Total Restorals	18	43

Aircraft Allocations by Component		
	FY13	FY14
ANG	7	19
AFRC	11	23
RegAF		1
Total Restorals	18	43

Restored Manpower by Location		
	FY13	FY14
Pittsburgh	782	782
Minneapolis		630

*Schenectady – 2, Niagara 2

** Youngstown – 1

*** Pope – 1, Charlotte – 1



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IAWG Affected Units: C-130 Force Structure End State

Affected States By Delegation	PB12			FY13 NDAA End State					
	PAA	BAI	Total	FY13			FY14		
				PAA	BAI	Total	PAA	BAI	Total
Alaska - JBER	12		12	8		8	8	1	9
Colorado - Peterson	12		12	12		12	12	1	13
Delaware - New Castle	8		8	8		8	8	1	9
Georgia - Savannah	8		8	8		8	8	1	9
Illinois - Peoria	8		8	8		8	8	1	9
Kentucky - Louisville	9		9	8	1	9	8	2	10
Minnesota - Minneapolis	8		8	8		8	8		8
Missouri - St. Joseph	10		10	8	2	10	8	3	11
Nevada - Reno	8		8	8		8	8	1	9
New York - Niagara	11		11	8	1	9	8	2	10
New York - Schenectady*	14		14	10	2	12	10	2	12
North Carolina - Charlotte	10		10	10		10	10	1	11
North Carolina - Pope**	12		12	12	1	13	10**	0	10**
Ohio - Youngstown	10		10	8	1	9	8	1	9
Pennsylvania - Pittsburgh	7		7	8		8	8		8
Texas - Carswell	8		8	8		8	8	1	9
West Virginia - Yeager	9		9	8	1	9	8	2	10

* Schenectady: FY12: 10x LC-130, 4xC-130H; FY13 & FY14: 10xLC-130, 2xC-130H

**Per Total Force Proposal, Pope converts to 10x C-130J in FY14

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Conclusion

- **PB13 analysis resulted in force structure decisions to meet National Military Strategy within constraints of Budget Control Act of 2011**
 - **278 Intra-theater aircraft: General Support and DSCA missions**
 - **40 Intra-theater aircraft: USA Direct Support missions**
 - **318 total aircraft (312 PAA)**
- **IAWG results yield 358 total C-130 aircraft**
 - **325 PAA C-130 aircraft**
 - **33 BAI C-130 aircraft (6 J-model BAI + 27 H-model BAI from IAWG)**
- **Requirement to re-address in FY15**
 - **Analysis shows intra-theater airlift requirements not greater than 310; they may decrease**
 - **Sequestration/budget constraints will impact future joint force structure**
 - **Fifteen of the retained C-130s require Center Wing Box replacements above current replacement program—approx cost approaches \$100M (FY15-19)**