



# Air Force Association

...THE FORCE BEHIND THE FORCE



## Fighter/ Attack Inventory

Fighter/ Attack	Inventory	Avg Age	Avg Hrs	Oldest	Newest
A-10A: 130 Grounded	208	27.3	8,386	1979	1984
A-10C: 5 Grounded	148	27.1	9,274	1979	1984
F-15A: 39 Restricted	39	30.7	6,616	1975	1981
F-15B: 5 Restricted	5	30.9	7,054	1976	1978
F-15C: 7 Grounded, 318 Restricted	325	25.2	6,785	1979	1989
F-15D: 51 Restricted	51	25.6	6,630	1979	1987
F-15E: 219 Restricted	223	16.4	4,775	1987	2004
F-16C: 21 Grounded, 11 Restricted	1,029	18.5	4,870	1984	2005
F-16D: 1 Grounded, 2 Restricted	176	18.6	4,609	1984	1994
F-22A	121	2.5	383	2001	2008
MQ-9A	20	1.4	908	2004	2008

•Fighters age fast—whether taking to the sky on a training mission or combat sortie, fighter aircraft constantly push the edge of their performance envelopes, stressing airframe structures with high-Gs maneuvers and supersonic speeds. As far as these airframes are concerned, they have been going to war on a daily basis for decades.

\*Data current as of 30 August 08



## Bomber Inventory

Bomber	Inventory	Avg Age	Avg Hrs	Oldest	Newest
B-1B: 66 Restricted	66	21.0	6,303	1986	1988
B-2A	20	14.1	3,669	1989	1997
B-52H: 13 Grounded	89	46.7	17,150	1960	1962

- The Air Force is the only branch of the military that has the capability to launch conventional strike missions at a moment's notice against any target in the world. This is a phenomenal capability that yields tremendous strategic options for the country.
- 88% of the strategic bombing fleet consists of legacy assets that are not survivable in modern threat environments. Double-digit SAMs and 4+ generation fighters are proliferating rapidly.
- The Air Force's 20 B-2s are the only long-range strategic bombers available within the DoD inventory that are survivable in high threat environments.
- There is no production line open to replace combat/ operational losses for the B-2.
- Access to regional bases is not guaranteed—future engagements may require the US to execute global combat operations exclusively from CONUS bases. Strategic bombers are the only strike assets that have sufficient range to execute many of these missions.
- During a sustained air campaign the Air Force is able to generate and fly about 4 B-2s per mission from CONUS. In the first days of a campaign, the planners might be able to generate 6 aircraft – but over the long term –4 is the realistic number.



## Tanker Inventory

Tanker	Inventory	Avg Age	Avg Hrs	Oldest	Newest
KC-10A	59	23.6	22,172	1981	1990
KC-135E: 20 Grounded	40	49.4	18,220	1958	1962
KC-135R	363	46.8	18,932	1958	1964
KC-135T	54	48.5	19,888	1959	1961

- Tankers are the fundamental enablers of the joint team. Whether supporting F-18s striking strategic targets, C-5s transporting equipment, C-17s evacuating wounded, RC-135s conducting ISR missions, or F-16s providing close-air-support, tankers make the vast majority of these missions possible.
- 88% of the tanker fleet was built during the Eisenhower and Kennedy Administrations. These airframes are expected to stay in service until 2040.
- An unforeseen problem within the KC-135 fleet could ground the vast majority of America's aerial refueling assets, with few viable alternatives available. This would severely limit the nation's ability to act on a global basis.
- As tankers age, they become increasingly expensive to maintain and support.



## Strategic Lift Inventory

Strategic Lift	Inventory	Avg Age	Avg Hrs	Oldest	Newest
C-5A: 2 Grounded, 1 Restricted	59	36.9	20,284	1970	1973
C-5B	47	20.7	17,533	1986	1989
C-5C	2	38.2	16,636	1970	1970
C-5M	3	26.0	15,304	1972	1988
C-17A	177	6.9	7,983	1991	2008

- C-5s and C-17s enable US forces to respond to events around the globe in a matter of hours. Whether deploying a combat team, evacuating wounded or delivering humanitarian relief supplies, these missions are of critical importance.
- As the Army and Marine Corps increase their ranks by 92,000 members, the requirement for strategic lift will increase.
- Strategic lift assets are stretched so thin in current operations that the US must augment its C-17 and C-5 fleet with international commercial assets like Russian AN-124s.
- Failing to modernize the C-5 fleet and procure a sufficient number of C-17s will reduce strategic agility, impede rapid response, and increase the risk assumed by the warfighter.



## Tactical Lift Inventory

Tactical Lift	Inventory	Avg Age	Avg Hrs	Oldest	Newest
C-130E: 4 Restricted	98	44.3	27,244	1961	1974
C-130H: 8 Restricted	269	21.1	10,386	1974	1997
NC-130H	1	42.4	9,899	1966	1966
LC-130H	10	16.4	13,229	1984	1998
C-130J	51	3.9	1,744	1999	2008

- C-130s are the backbone of the US tactical airlifting fleet. These aircraft deliver vital supplies to troops on the front lines, evacuate the wounded, and transport Service members in theater. C-130s have also saved numerous lives in Iraq by airlifting cargo instead of sending convoy personnel into harms way.
- The C-130 fleet has been in production since the Eisenhower Administration, with elements of the current fleet dating back to 1961.
- Metal fatigue within the center wing box is an issue that pervades the E-model fleet and will spread to the H-models as they age. Repairs for this problem are not cost effective. This means that the Air Force must acquire a sufficient number of J-model aircraft to offset the inevitable retirements that will occur as elements of the fleet progressively experience structural failure.
- Much of the C-130 fleet is assigned to the Air National Guard. Loss of this regional airlift capability hinders rapid response to natural disasters, forest fires, and other homeland security emergencies.



## Command and Control Inventory

Command and Control	Inventory	Avg Age	Avg Hrs	Oldest	Newest
E-3B	23	30.0	22,445	1976	1981
E-3C	9	25.5	20,212	1981	1984
E-4B	4	34.3	14,195	1973	1975
E-8C	17	7.9	53,223	1996	2005
TE-8A	1	17.6	57,412	1991	1991

- Recent combat operations in Iraq and Afghanistan have demonstrated the invaluable contribution that the command and control fleet makes to the fight. Whether tracking enemy formations in a JSTARS or managing strike assets in an AWACS, these planes and their crews have dramatically increased the effectiveness and efficiency of US forces.
- 92% of the command and control fleet is based on the 707/ KC-135 airframe. These aircraft are high demand, low density assets and are rapidly aging under demanding operating conditions. It is important that replacements come into the inventory before these critical assets fail due to age-related issues.
- While the E-8 fleet was acquired in the 1990s, the airframes used are 707-300s that had been in airline since the 1960s.
- It is also important to ensure that the systems housed within these aircraft are modern and capable.



## Manned Intelligence, Surveillance, Reconnaissance Inventory

Manned ISR	Inventory	Avg Age	Avg Hrs	Oldest	Newest
NC-135W	1	46.4	26,206	1962	1962
OC-135B	2	46.3	32,875	1962	1962
RC-135S	3	46.4	29,437	1962	1962
RC-135U	2	43.6	23,207	1965	1965
RC-135V	8	43.8	33,807	1964	1965
RC-135W	9	46.2	42,978	1962	1962
TC-135S	1	46.2	28,811	1962	1962
TC-135W	2	46.2	37,271	1962	1962
WC-135C	1	44.2	26,694	1964	1964
WC-135W	1	46.3	32,669	1962	1962
RC-26B	11	14.3	7,663	1992	1995
U-2S	28	25.4	11,836	1968	1990
TU-2S	5	24.3	7,716	1982	1987
WC-130H	10	42.7	19,167	1965	1966
WC-130J	10	7.4	2,402	1999	2002

•The vast majority of these assets were acquired during the Kennedy and Johnson Administrations. It is critical that the Air Force ensures that viable replacements are available as these aircraft are near half-a-century in age—they won't last another 50 years.



## UAV ISR Inventory\*

ISR--UAV	Inventory	Avg Age	Avg Hrs	Oldest	Newest
MQ-1B	110	3.7	2,854	1998	2008
RQ-4A	7	3.6	2,250	2003	2006
RQ-4B	7	0.8	1	2007	2008

- The UAV fleet has brought incredible capabilities to the ISR and strike mission sets. Continued advancement in this field will certainly bolster the joint team.
- The Air Force concept of UAV operations enables unparalleled efficiency with these new assets. 85% of Air Force UAVs are forward deployed, compared to 35% of Army UAV assets.
- Current UAVs are not survivable in a moderate or high threat environment. It is important that the Air Force ensures that it has robust ISR and strike capabilities that can operate in all types of threat environments.
- Successful operation of the UAV fleet depends on space and cyber superiority to ensure that ground stations can communicate via satellite with the unmanned aerial vehicles.
- The Air Force just passed the 400,000-hour milestone on unmanned aerial vehicles. It took the Air Force 12 years to get to 180,000 hours, and it took an additional eight months to achieve the remaining 220,000 hours.
- The Secretary of Defense has ordered the Air Force to provide 31 MQ-1 and 2 MQ-9 combat air patrols (CAPs) by Dec 2008. the SECDEF has also ordered MQ-9 to increase to 5 CAPs by Aug 2009. Currently the USAF is on track to meet these targets and is currently flying 28 MQ-1 CAPs and 2 MQ-9 CAPs.

\* MQ-9s are listed as Fighter/ Attack



## Electronic Warfare Inventory

Electronic Warfare	Inventory	Avg Age	Avg Hrs	Oldest	Newest
EC-130H: 2 Grounded	14	35.2	19,869	1965	1974
TC-130H	1	42.9	18,790	1965	1965
NKC-135B: 1 Grounded	1	43.9	30,626	1964	1964
NKC-135E	1	51.1	11,059	1957	1957

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## Special Operations Inventory

Special Ops	Inventory	Avg Age	Avg Hrs	Oldest	Newest
AC-130H	8	38.9	19,086	1969	1969
AC-130U	17	17.6	6,666	1988	1992
CV-22B	10	1.9	539	2005	2008
EC-130J: 3 Restricted	7	8.2	2,278	1999	2003
MC-130E: 2 Restricted	14	43.3	21,337	1963	1965
MC-130H	20	20.1	7,346	1985	1992
MC-130P: 1 Grounded	27	39.5	18,968	1965	1996
MC-130W	6	19.5	7,773	1988	1989

- The men and women of Air Force Special Operations Command have made invaluable contributions to current combat operations. However, the demanding nature of these missions has worn out AFSOC equipment. AC-130 gunships have structural problems and new CV-22s are required to backfill the recently-retired MH-53 fleet.
- Future challenges in the world will undoubtedly require AFSOC participation and these airmen need to have first rate equipment as they undertake missions that consistently take them into harm's way.



## Combat Search and Rescue Inventory

CSAR	Inventory	Avg Age	Avg Hrs	Oldest	Newest
HC-130N	10	24.1	8,788	1970	1996
HC-130P	23	41.9	17,471	1963	1986
HH-60G: 2 Grounded	101	18.2	4,655	1982	1999

- If the nation asks the men and women of the Air Force to fly dangerous combat missions, then the Service must ensure that it has equipment capable of rescuing downed airmen. The current HH-60 fleet is nearing the end of its service life and the Air Force must acquire a new CSAR helicopter to maintain the viability of this critical capability. This is a moral and ethical issue.
- It is important to note that the enemies in the War on Terrorism do not hold their captives in POW camps--they torture and execute them.