

NOT FOR PUBLICATION UNTIL RELEASED BY  
SENATE ARMED SERVICES COMMITTEE  
UNITED STATES SENATE

DEPARTMENT OF THE AIR FORCE

PRESENTATION TO THE  
SENATE ARMED SERVICES COMMITTEE  
UNITED STATES SENATE

**SUBJECT:** Fiscal Year 2012 National Defense Authorization Budget Request to strike subsection (g) of section 8062 of title 10, United States Code and change the certification requirement in section 137 of the National Defense Authorization Act for Fiscal Year 2010 (Public Law 111-84).

**STATEMENT OF:** General Raymond E. Johns, Jr.  
Commander  
Air Mobility Command

July 13, 2011

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## **Introduction**

Chairman Reed, Ranking Member Wicker, distinguished Members of the sub-committee, on behalf of the nearly 135,000 active duty, Air National Guard and Air Force Reserve Airmen that provide rapid Global Reach for the Nation as part of the Mobility Air Forces, thank you for the opportunity to appear before you today. Our strategic airlift capability is a National treasure which allows us to deliver hope, fuel the fight and save lives anywhere in the world within a matter of hours as evidenced by our continuing efforts in Afghanistan and our response to both the devastation in Haiti in 2010 and Japan earlier this year. The Mobility Air Forces are proud stewards of this capability. We constantly strive to ensure we have the right mix of aircraft and personnel to always be effective while at the same time remain fiscally responsible to the American taxpayer. This is the responsibility that brings us before you today.

## **Supporting Forces**

As the air component of United States Transportation Command (USTC), we are charged with providing the required airlift to support geographic combatant commands (COCOM) around the globe. We do not determine the requirement, but we develop the most effective and efficient airlift fleet possible to support the National Security Strategy, National Military Strategy, and COCOM plans. To that end, we completely support the President's authorization request that would: (1) strike subsection (g) of section 8062 of title 10, United States Code; and (2) change the certification requirement in section 137 of the National Defense Authorization Act for Fiscal Year 2010 (Public Law 111-84), eliminating the 316 strategic airlift aircraft restriction.

## Historical Perspective

The strategic airlift fleet we manage today traces its roots to the Mobility Requirements Study (MRS-05) completed in January 2001, prior to the attacks of September 11<sup>th</sup>. That study addressed the best mix of strategic airlift required to deploy forces from a posture of global engagement. MRS-05 determined 54.5 million ton miles per day (MTM/D), provided by a combination of organic strategic airlift and Civil Reserve Air Fleet (CRAF) airlift met requirements with acceptable risk. The organic strategic airlift accounted for 34.0 MTM/D of the 54.5 MTM/D total requirement and could be met with a range of fleet sizes, dependent on the mix of strategic aircraft. Based on the operations tempo around the world post September 11<sup>th</sup>, the Mobility Capability Study delivered in December 2005 confirmed the findings of MRS-05 for acceptable levels of risk. Both studies were led by the Office of the Secretary of Defense (OSD) and the Joint Staff.

The most recent study, the Mobility Capabilities and Requirements Study 2016 (MCRS-16), was completed in February 2010 by OSD and USSTC. This study investigated scenarios that generated an organic strategic airlift requirement of between 29.1 and 32.7 MTM/D. The higher number (32.7 MTM/D) is the benchmark that the Air Force and AMC currently uses to right size the strategic airlift fleet. Between the initial MRS-05 study and the most recent MCRS-16 study, the number of strategic airlifters required has remained relatively steady over the last decade (between 292 and 304 depending on fleet mix).

Notwithstanding the COCOM requirements, the strategic airlift fleet we maintain today is not the one envisioned just a decade ago. When the final C-17 is delivered to the Air Force,

we will have over 40 more in the inventory than anticipated during MRS-05. As the force provider, the exact fleet mix is less critical than the ability to provide the required MTM/D.

### **Managing the Fleet**

We greatly appreciate the committee allowing the retirement of C-5As in accordance with the FY 2010 NDAA language. Every new C-17 delivered now allows retirement of a C-5A resulting in considerable savings. As more capable aircraft like the C-17 and C-5M enter the inventory, the 32.7 MTM/D requirement can be maintained with fewer aircraft. However, the 316 strategic airlift floor requires us to keep unneeded, less capable C-5As in the inventory. Each of these unneeded aircraft comes with a cost to maintain in flyable status, a cost not programmed in the Air Force budget. Over the FYDP, the un-programmed cost to the Air Force to maintain these aircraft could be as much as \$1.23 billion. For this considerable investment, the Nation will maintain 1.5 MTM/D of excess capacity; approximately 5% above the requirement of 32.7 MTM/D.

### **Conclusion**

Our ability to manage the strategic airlift fleet over the coming years will enable us to be more fiscally responsible to the Nation. The FY12 President's Budget includes a strategic airlift fleet of 301. This reflects the highest MCRS-16 requirement of 32.7 MTM/D which can be met with the programmed fleet of 222 C-17s, 52 C-5Ms and 27 C-5As, or 301 total strategic airlifters. With over a decade of study by multiple organizations, we firmly believe the programmed fleet of 301 aircraft meets our current national strategic objectives. We humbly ask the committee and Congress to support the President's vision by repealing the 316 strategic airlift floor and enabling us to manage the fleet to ensure we continue to meet COCOM

requirements. We thank you for the sub-committee's continued support of America's Air Force and particularly to its Airmen and their contributions to Global Mobility.