



# GLOBAL MOBILITY

PROVIDING AIRLIFT FOR THE JOINT FORCE





## EXPECT MORE GLOBAL DEMANDS FOR AIRLIFT

**The demand for airlift is high & will grow.**

- Continued high operations tempo of ground forces.
- Creation of AfriCom – increased emphasis on Africa.
- Reduction of troops in Europe and Far East requiring more lift to get them to battle.
- Increased use of C-17s in Iraq to reduce the number of convoys on the roads.



**In an Uncertain Future, Adequate Airlift is Vital to National Security.**



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## AMC AIRLIFT: THE 'LIFELINE OF FREEDOM'

- Lift assets are depended upon to carry troops to the fight, to haul fuel for aircraft and vehicles, to bring medical patients to hospitals in the states, to provide humanitarian aid to victims of natural disasters, to evacuate US citizens from violent political upheavals in foreign countries.
- Airlift needs to be able to respond rapidly – anywhere, anytime.
- Civil Reserve Aircraft Fleet operate in a permissive environment & can support but not replace airlift requirement.
- The new KC-45 capacity will be useful, but during military surges, they will first and foremost be tasked with refueling priorities and unavailable for cargo.



*“Without the C-17 there would not have been a northern front for General Franks.”*

General John Handy, USAF (Ret)



## PROVIDING AIRLIFT FOR THE WARFIGHTER

- Air Mobility aircraft are rolling down the runway at the rate of one every 90 seconds worldwide.
- Recently, during the Iraq “surge,” the AMC had a takeoff every 73 seconds.
- USAF’s mobility system has been running at full-throttle since September 11, 2001.
- Lift operations since 9/11 have reached 1.36 million flying hours in support of our Joint Force, more than the combined total of the Berlin airlift and Desert Storm/Desert Shield.
- Overall, since 9/11, Air Mobility Command has flown more than 788,000 sorties, moved 6.44 million passengers, and delivered 3.9 billion pounds of fuel.





## AIRLIFT INVENTORY AT A GLANCE

Current inventory:

- 173 C-17s
- 111 C-5s

Needed inventory:

- Additional C-17s plus modernized C-5 fleet
  - Unfunded requirement of 15 C-17s
  - Unknown futures



**“The DOD made the decision to redeploy troops from some forward areas of the world – Germany, Korea, Japan, etc. They put them in places like Fort Riley, Kansas. How in the world do we think we will get them to future hotspots? It will be the C-17 upon which will ride our future.”** – General Barry McCaffrey, U.S. Army (Ret.)



## WEIGHING STRATEGIC AIRLIFT NEEDS

Air Mobility Command operates 284 “T-Tails” for strategic airlift. Yet, consider this:

- Russian cargo aircraft are supplementing our surge requirement,
- The C-17 production line is scheduled to close,
- The C-17 is celebrating its 15<sup>th</sup> anniversary.



**Photo: A US-contracted Russian AN-124.**  
The aircraft are contracted by the U.S. military because of burgeoning global airlift demands.

***A KEY MOBILITY STUDY IS SET FOR COMPLETION IN 2009***



## THE C-17 GLOBEMASTER III

### *THE MOST DEPENDABLE AIRLIFT ASSET IN THE FLEET*

- It is the Air Force's newest strategic airlift option, in use since the mid-1990s.
- It has a track record of reliability and maintainability, with full & partial mission availability of 75 & 82% respectively.
- It delivers strategic effects in a tactical environment, with access to more runways.
- **Regardless of upcoming Mobility decisions, the C-17s currently in use will remain the mainstay of U.S. strategic airlift for some years. There is no successor aircraft in planning.**



*‘We have to be prepared to perform our mission every day and that’s why over the last couple of years we’ve added ‘Unrivaled Global Reach for America Always.’ It’s in there for a reason. Because it never stops. It never lets up.’*

General Arthur J. Lichte, Commander,  
Air Mobility Command, 26 Sep 2007



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## PRESERVE THE C-17 PRODUCTION LINE

- The C-17 is the only strategic airlift line open. The cost of restarting it would be immense.
- It would be premature to allow the line close before the conclusions of an ongoing Air Mobility study.
- The ramifications of losing a line with no replacements aircraft on the drawing board should be thoroughly considered.
- The C-17 has tactical advantages to serve the warfighters.
- There are no available alternatives to the C-17.
- The question of the unfunded requirement of 15 C-17s remains unresolved ... as does the uncertain future we face.





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## AFA RECOMMENDS:

- **Keep the C-17 line open** to ensure global response capability in peace or war.
- **Plan to increase total strategic airlift & build new aircraft, including the 15 additional C-17s currently listed as an ‘unfunded requirement.’**
- **Keep C-5 Modernization Program Of Record Fully Funded**
- **Work with the 44<sup>th</sup> President and 111<sup>th</sup> Congress to achieve future airlift needs.**
- **Complete the next comprehensive Air Mobility study, due in 2009; examine those findings & ensure airlift requirements are met.**





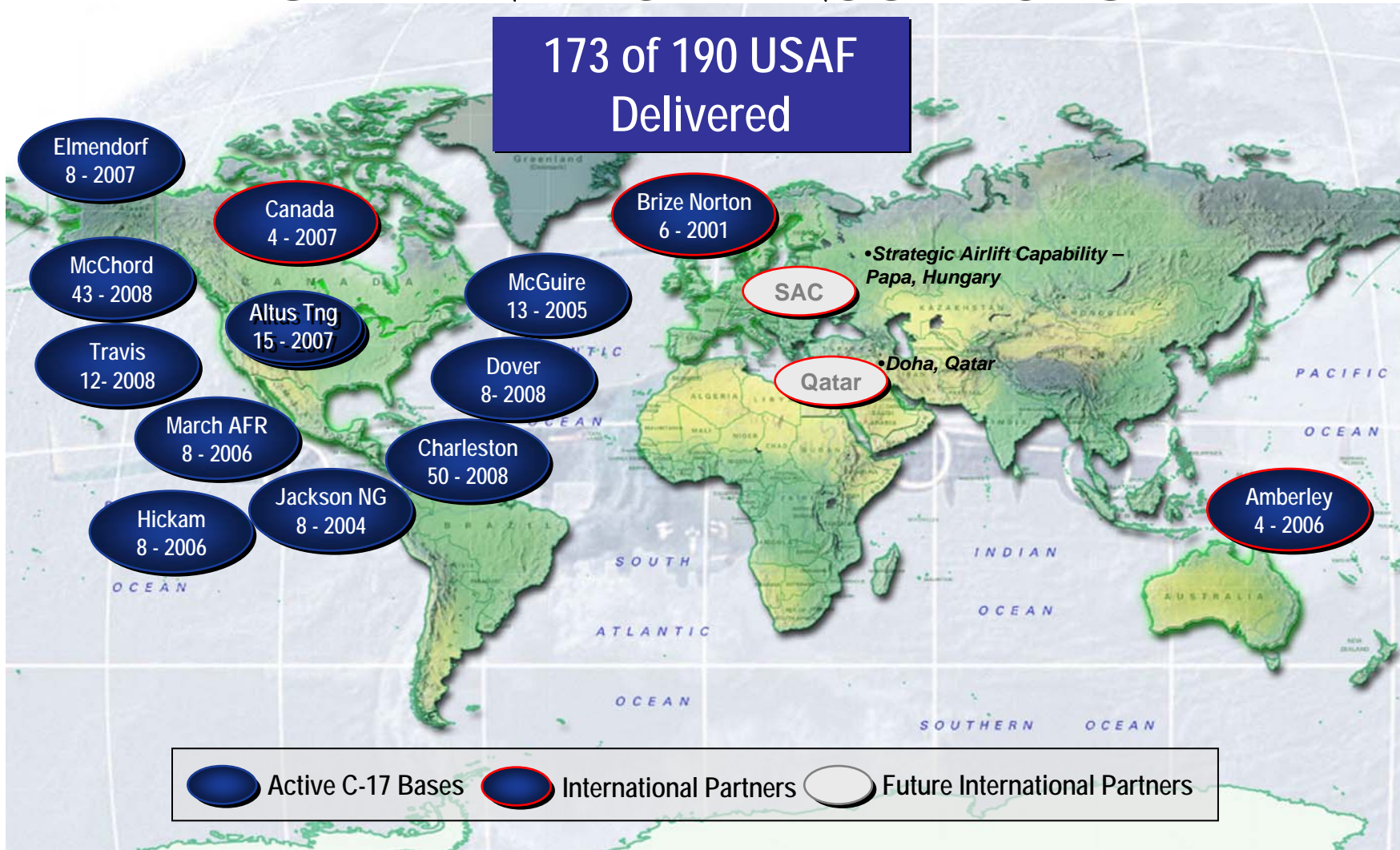
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## C-17 BED DOWN LOCATIONS

173 of 190 USAF  
Delivered





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## UNIQUE TO C-17: RESPONSIVE POWER PROJECTION

**Delivers Heavy & Outsize Cargo Into Short Runways**

and/or

**Semi-Prepared Runways**

Through

**Small Ramps or Narrow Body Slots**



**Direct Delivers Over Intercontinental Distances into Small Austere Airfields**



**Carries Airborne Troops Anywhere: "Long Flight, Ready to Fight"**



**Reduces Manpower: 3-person Aircrew; Breaks less and is easier to fix**





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## C-17 PERFORMANCE

- Ahead of Schedule
- On Price
- 190 USAF Aircraft Program
- 14 International Aircraft Program

- 173 USAF Aircraft – 10 Bases
- Best Fleet Reliability
- 5 of 6 UK C-17s Delivered
- 4 Australians C-17s Delivered
- 3 of 4 Canadian C-17 Delivered

*Over 1,342,461 Flight Hours*