

110TH CONGRESS  
1ST SESSION

# H. R. 3909

To require a report on the size and mixture of the Air Force intertheater  
airlift force.

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## IN THE HOUSE OF REPRESENTATIVES

OCTOBER 18, 2007

Mrs. TAUSCHER (for herself and Mr. CASTLE) introduced the following bill;  
which was referred to the Committee on Armed Services

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## A BILL

To require a report on the size and mixture of the Air  
Force intertheater airlift force.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “United States Airlift  
5 Requirements Act”.

6 **SEC. 2. REPORT ON SIZE AND MIX OF AIR FORCE INTER-**  
7 **THEATER AIRLIFT FORCE.**

8 (a) STUDY REQUIRED.—

9 (1) IN GENERAL.—The Secretary of Defense  
10 shall conduct a study on various alternatives for the

1 size and mix of assets for the Air Force intertheater  
2 airlift force, with a particular focus on current and  
3 planned capabilities and costs of the C-5 aircraft  
4 and C-17 aircraft fleets.

5 (2) CONDUCT OF STUDY.—

6 (A) USE OF FFRDC.—The Secretary shall  
7 select to conduct the study required by sub-  
8 section (a) a federally funded research and de-  
9 velopment center (FFRDC) that has experience  
10 and expertise in conducting studies similar to  
11 the study required by subsection (a).

12 (B) DEVELOPMENT OF STUDY METHOD-  
13 OLOGY.—Not later than 90 days after the date  
14 of enactment of this Act, the federally funded  
15 research and development center selected for  
16 the conduct of the study shall—

17 (i) develop the methodology for the  
18 study; and

19 (ii) submit the methodology to the  
20 Comptroller General of the United States  
21 for review.

22 (C) COMPTROLLER GENERAL REVIEW.—

23 Not later than 30 days after receipt of the  
24 methodology under subparagraph (B), the  
25 Comptroller General shall—

1 (i) review the methodology for pur-  
2 poses of identifying any flaws or weak-  
3 nesses in the methodology; and

4 (ii) submit to the federally funded re-  
5 search and development center a report  
6 that—

7 (I) sets forth any flaws or weak-  
8 nesses in the methodology identified  
9 by the Comptroller General in the re-  
10 view; and

11 (II) makes any recommendations  
12 the Comptroller General considers ad-  
13 visable for improvements to the meth-  
14 odology.

15 (D) MODIFICATION OF METHODOLOGY.—  
16 Not later than 30 days after receipt of the re-  
17 port under subparagraph (C), the federally  
18 funded research and development center shall—

19 (i) modify the methodology in order to  
20 address flaws or weaknesses identified by  
21 the Comptroller General in the report and  
22 to improve the methodology in accordance  
23 with the recommendations, if any, made by  
24 the Comptroller General; and

1 (ii) submit to the congressional de-  
2 fense committees a report that—

3 (I) describes the modifications of  
4 the methodology made by the federally  
5 funded research and development cen-  
6 ter; and

7 (II) if the federally funded re-  
8 search and development center does  
9 not improve the methodology in ac-  
10 cordance with any particular rec-  
11 ommendation of the Comptroller Gen-  
12 eral, sets forth a description and ex-  
13 planation of the reasons for such ac-  
14 tion.

15 (3) UTILIZATION OF OTHER STUDIES.—The  
16 study shall build upon the results of the recent Mo-  
17 bility Capabilities Studies of the Department of De-  
18 fense, the on-going Intratheater Airlift Fleet Mix  
19 Analysis, and other appropriate studies and anal-  
20 yses. The study should also include any results  
21 reached on the modified C-5A aircraft configured as  
22 part of the Reliability Enhancement and Re-engining  
23 Program (RERP) configuration, as specified in sec-  
24 tion 132 of the National Defense Authorization Act

1 for Fiscal Year 2004 (Public Law 108–136; 117  
2 Stat. 1411).

3 (b) ELEMENTS.—The study under subsection (a)  
4 shall address the following:

5 (1) The state of the current intertheater airlift  
6 fleet of the Air Force, including the extent to which  
7 the increased use of heavy airlift aircraft in Oper-  
8 ation Iraqi Freedom, Operation Enduring Freedom,  
9 and other ongoing operations is affecting the aging  
10 of the aircraft of that fleet.

11 (2) The adequacy of the current intertheater  
12 airlift force, including whether or not the current  
13 target number of 301 airframes for the Air Force  
14 heavy lift aircraft fleet will be sufficient to support  
15 future expeditionary combat and non-combat mis-  
16 sions as well as domestic and training mission de-  
17 mands consistent with the requirements of the Na-  
18 tional Military Strategy.

19 (3) The optimal mix of C–5 aircraft and C–17  
20 aircraft for the intertheater airlift fleet of the Air  
21 Force, and any appropriate mix of C–5 aircraft and  
22 C–17 aircraft for intratheater airlift missions, in-  
23 cluding an assessment of the following:

24 (A) The cost advantages and disadvan-  
25 tages of modernizing the C–5 aircraft fleet

1 when compared with procuring new C-17 air-  
2 craft, which assessment shall be performed in  
3 concert with the Cost Analysis Improvement  
4 Group and be based on program life cycle cost  
5 estimates for the respective aircraft.

6 (B) The military capability of the C-5 air-  
7 craft and the C-17 aircraft, including number  
8 of lifetime flight hours, cargo and passenger  
9 carrying capabilities, and mission capable rates  
10 for such airframes. In the case of assumptions  
11 for the C-5 aircraft, and any assumptions made  
12 for the mission capable rates of the C-17 air-  
13 craft, sensitivity analyses shall also be con-  
14 ducted to test assumptions. The military capa-  
15 bility study for the C-5 aircraft shall also in-  
16 clude an assessment of the mission capable  
17 rates after each of the following:

18 (i) Successful completion of the Avi-  
19 onics Modernization Program (AMP) and  
20 the Reliability Enhancement and Re-  
21 engining Program (RERP).

22 (ii) Partially successful completion of  
23 the Avionics Modernization Program and  
24 the Reliability Enhancement and Re-  
25 engining Program, with partially successful

1 completion of either such program being  
2 considered the point at which the contin-  
3 ued execution of such program is no longer  
4 supported by cost-benefit analysis.

5 (C) The tactical capabilities of strategic  
6 airlift aircraft, the potential increase in use of  
7 strategic airlift aircraft for tactical missions,  
8 and the value of such capabilities to tactical op-  
9 erations.

10 (D) The value of having more than one  
11 type of aircraft in the strategic airlift fleet, and  
12 the potential need to pursue a replacement air-  
13 craft for the C-5 aircraft that is larger than  
14 the C-17 aircraft.

15 (4) The means by which the Air Force was able  
16 to restart the production line for the C-5 aircraft  
17 after having closed the line for several years, and the  
18 actions to be taken to ensure the production line for  
19 the C-17 aircraft could be restarted if necessary, in-  
20 cluding—

21 (A) an analysis of the costs of closing and  
22 re-opening the production line for the C-5 air-  
23 craft; and

1           (B) an assessment of the costs of closing  
2           and re-opening the production line for the C-17  
3           aircraft on a similar basis.

4           (5) The financial effects of retiring, upgrading  
5           and maintaining, or continuing current operations of  
6           the C-5A aircraft fleet on procurement decisions re-  
7           lating to the C-17 aircraft.

8           (6) The impact that increasing the role and use  
9           of strategic airlift aircraft in intratheater operations  
10          will have on the current target number for strategic  
11          airlift aircraft of 301 airframes, including an anal-  
12          ysis of the following:

13               (A) The appropriateness of using C-5 air-  
14               craft and C-17 aircraft for intratheater mis-  
15               sions, as well as the efficacy of these aircraft to  
16               perform current and projected future  
17               intratheater missions.

18               (B) The interplay of existing doctrinal  
19               intratheater airlift aircraft (such as the C-130  
20               aircraft and the future Joint Cargo Aircraft  
21               (JCA)) with an increasing role for C-5 aircraft  
22               and C-17 aircraft in intratheater missions.

23               (C) The most appropriate and likely mis-  
24               sions for C-5 aircraft and C-17 aircraft in



1 intratheater operations and the potential for in-  
2 creased requirements in these mission areas.

3 (D) Any intratheater mission sets best per-  
4 formed by strategic airlift aircraft as opposed to  
5 traditional intratheater airlift aircraft.

6 (E) Any requirements for increased pro-  
7 duction or longevity of C-5 aircraft and C-17  
8 aircraft, or for a new strategic airlift aircraft,  
9 in light of the matters analyzed under this  
10 paragraph.

11 (7) Taking into consideration all applicable fac-  
12 tors, whether or not the replacement of C-5 aircraft  
13 with C-17 aircraft on a one-for-one basis will result  
14 in the retention of a comparable strategic airlift ca-  
15 pability.

16 (c) CONSTRUCTION.—Nothing in this section shall be  
17 construed to exclude from the study under subsection (a)  
18 consideration of airlift assets other than the C-5 aircraft  
19 or C-17 aircraft that do or may provide intratheater and  
20 intertheater airlift, including the potential that such cur-  
21 rent or future assets may reduce requirements for C-5  
22 aircraft or C-17 aircraft.

23 (d) COLLABORATION WITH TRANSCOM.—The feder-  
24 ally funded research and development center selected  
25 under subsection (a) shall conduct the study required by

1 that subsection and make the report required by sub-  
2 section (e) in concert with the United States Transpor-  
3 tation Command.

4 (e) REPORT BY FFRDC.—

5 (1) IN GENERAL.—Not later than February 4,  
6 2009, the federally funded research and development  
7 center selected under subsection (a) shall submit to  
8 the Secretary of Defense, the congressional defense  
9 committees, and the Comptroller General of the  
10 United States a report on the study required by sub-  
11 section (a).

12 (2) REVIEW BY GAO.—Not later than 90 days  
13 after receipt of the report under paragraph (1), the  
14 Comptroller General shall submit to the congres-  
15 sional defense committee a report on the study con-  
16 ducted under subsection (a) and the report under  
17 paragraph (1). The report under this subsection  
18 shall include an analysis of the study under sub-  
19 section (a) and the report under paragraph (1), in-  
20 cluding an assessment by the Comptroller General of  
21 the strengths and weaknesses of the study and re-  
22 port.

23 (f) REPORT BY SECRETARY OF DEFENSE.—

24 (1) IN GENERAL.—Not later than \_\_\_\_\_,  
25 2009, the Secretary of Defense shall submit to the

1 Committee on Armed Services of the Senate and the  
2 Committee on Armed Services of the House of Rep-  
3 resentatives a report on the study required by sub-  
4 section (a).

5 (2) ELEMENTS.—The report shall include a  
6 comprehensive discussion of the findings of the  
7 study, including a particular focus on the following:

8 (A) A description of lift requirements and  
9 operating profiles for intertheater airlift aircraft  
10 required to meet the National Military Strat-  
11 egy, including assumptions regarding:

12 (i) Current and future military com-  
13 bat and support missions.

14 (ii) The planned force structure  
15 growth of the Army and the Marine Corps.

16 (iii) Potential changes in lift require-  
17 ments, including the deployment of the Fu-  
18 ture Combat Systems by the Army.

19 (iv) New capability in strategic airlift  
20 to be provided by the KC(X) aircraft and  
21 the expected utilization of such capability,  
22 including its use in intratheater lift.

23 (v) The utilization of the heavy lift  
24 aircraft in intratheater combat missions.

1 (vi) The availability and application of  
2 Civil Reserve Air Fleet assets in future  
3 military scenarios.

4 (vii) Air mobility requirements associ-  
5 ated with the Global Rebasing Initiative of  
6 the Department of Defense.

7 (viii) Air mobility requirements in  
8 support of peacekeeping and humanitarian  
9 missions around the globe.

10 (ix) Potential changes in lift require-  
11 ments based on equipment procured for  
12 Iraq and Afghanistan.

13 (B) A description of the assumptions uti-  
14 lized in the study regarding aircraft perform-  
15 ances and loading factors.

16 (C) A comprehensive statement of the data  
17 and assumptions utilized in making program  
18 life cycle cost estimates.

19 (D) A comparison of cost and risk associ-  
20 ated with optimal mix airlift fleet versus pro-  
21 gram of record airlift fleet.

22 (3) FORM.—The report shall be submitted in  
23 unclassified form, but may include a classified  
24 annex.

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