

**DEPARTMENT OF THE AIR FORCE
PRESENTATION TO THE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON DEFENSE
UNITED STATES HOUSE OF REPRESENTATIVES**

SUBJECT: AIR FORCE MOBILITY ISSUES

**STATEMENT OF: GEN ARTHUR J. LICHTER
COMMANDER, AIR MOBILITY COMMAND**

MARCH 5, 2009

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BY THE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON DEFENSE
UNITED STATES HOUSE OF REPRESENTATIVES**



BIOGRAPHY



UNITED STATES AIR FORCE

GENERAL ARTHUR J. LICHTER

Gen. Arthur J. Lichte is Commander, Air Mobility Command, Scott Air Force Base, Ill. Air Mobility Command's mission is to provide rapid, global mobility and sustainment for America's armed forces. The command also plays a crucial role in providing humanitarian support at home and around the world. The men and women of AMC - active duty, Air National Guard, Air Force Reserve and civilians - provide airlift, aerial refueling, special air mission and aeromedical evacuation for all of America's armed forces.



General Lichte hails from The Bronx, N.Y., where he graduated from Cardinal Spellman High School and entered the Air Force in 1971 as a distinguished graduate of Manhattan College's ROTC program. During his Air Force career, General Lichte has held command positions at squadron, group and wing levels. He is a command pilot with more than 5,000 flying hours in various aircraft, including the C-5, C-17, C-20, C-21, C-32, C-37, C-130, EC/RC-121, KC-10, KC-135, UH-1N and VC-137. In addition to his command experience, General Lichte has held headquarters-level assignments at Strategic Air Command, Air Mobility Command, U.S. Air Force and U.S. Transportation Command.

Prior to assuming his current position, General Lichte served as Assistant Vice Chief of Staff and Director, Air Force Staff, Headquarters U.S. Air Force, Washington, D.C., where he was responsible for Air Staff organization and administration, served as Deputy Chairman of the Air Force Council, and was the Air Force accreditation official for the Corps of Air Attachés.

EDUCATION

1971 Bachelor of Science degree in business administration, Manhattan College, New York, N.Y.

1978 Master's degree in systems management, University of Southern California

1978 Squadron Officer School, Maxwell AFB, Ala.

1989 National War College, Fort Lesley J. McNair, Washington, D.C.

1994 Program for Senior Officials in National Security, John F. Kennedy School of Government, Harvard University, Cambridge, Mass.

2002 Revolutions in Business Affairs, Naval Postgraduate School, Monterey, Calif.

ASSIGNMENTS

1. October 1971 - October 1972, student, undergraduate pilot training, Sheppard AFB, Texas

2. October 1972 - May 1975, EC-121 pilot, 552nd Airborne Early Warning and Control Wing, McClellan AFB, Calif.

3. May 1975 - July 1981, co-pilot, aircraft commander, flight commander, standardization and evaluation aircraft commander, later, KC-135 training flight instructor pilot, 380th Air Refueling Squadron, Plattsburgh

AFB, N.Y.

4. July 1981 - July 1985, Assistant Chief, Tanker Resource Management Team; Chief, Tanker Career Management Section; Chief, Operations-Maintenance Squadron Commander Management Branch; Chief, Special Assignments Activity Branch; later, Chief, Selective Assignments Activity Branch, Headquarters SAC, Offutt AFB, Neb.
5. July 1985 - August 1988, KC-10A flight commander, later, operations officer, later, Commander, 9th Air Refueling Squadron, March AFB, Calif.
6. August 1988 - June 1989, student, National War College, Fort Lesley J. McNair, Washington, D.C.
7. June 1989 - January 1990, Deputy Chief, Strategic Forces Division, Headquarters U.S. Air Force, Washington, D.C.
8. January 1990 - June 1991, executive officer, Deputy Chief of Staff for Programs and Resources, Headquarters U.S. Air Force, Washington, D.C.
9. June 1991 - April 1992, Assistant Deputy Commander for Operations, 2nd Bombardment Wing, Barksdale AFB, La.
10. April 1992 - July 1993, Commander, 458th Operations Group, Barksdale AFB, La.
11. July 1993 - July 1995, executive officer to the Commander, USTRANSCOM, and to the Commander, AMC, Scott AFB, Ill.
12. August 1995 - November 1996, Commander, 92nd Air Refueling Wing, Fairchild AFB, Wash.
13. November 1996 - January 1999, Commander, 89th Airlift Wing, Andrews AFB, Md.
14. January 1999 - April 2000, Director of Global Reach Programs, Office of the Assistant Secretary of the Air Force for Acquisition, Headquarters U.S. Air Force, Washington, D.C.
15. April 2000 - December 2002, Director of Plans and Programs, Headquarters AMC, Scott AFB, Ill.
16. December 2002 - June 2005, Vice Commander, USAFE, Ramstein AB, Germany
17. July 2005 - August 2007, Assistant Vice Chief of Staff and Director, Air Force Staff, Headquarters U.S. Air Force, Washington, D.C.
18. September 2007 - present, Commander, Air Mobility Command, Scott AFB, Ill.

FLIGHT INFORMATION

Rating: Command pilot

Flight hours: More than 5,000

Aircraft flown: C-5, C-17, C-20, C-21, C-32, C-37, C-130, EC/RC-121, KC-10A, KC-135, UH-1N and VC-137

MAJOR AWARDS AND DECORATIONS

Distinguished Service Medal with two oak leaf clusters

Defense Superior Service Medal

Legion of Merit with oak leaf cluster

Meritorious Service Medal with three oak leaf clusters

National Order of Merit (France)

EFFECTIVE DATES OF PROMOTION

Second Lieutenant May 23, 1971

First Lieutenant April 3, 1973

Captain Oct. 3, 1975

Major Aug. 1, 1983

Lieutenant Colonel March 1, 1986

Colonel Dec. 1, 1991

Brigadier General April 1, 1996

Major General July 1, 1999

Lieutenant General Jan. 1, 2003

General Sept. 7, 2007

(Current as of January 2009)

INTRODUCTION

Mr. Chairman and distinguished committee members, thank you for the invitation to testify today in support of the “United States Transportation Command Posture and Air Force Mobility Issues” hearing. It is my honor to represent the nearly 133,000 (132,497) Active Duty, Air National Guard and Air Reserve mobility Airmen who make up Air Mobility Command (AMC). Appearing before you today with the commander of United States Transportation Command (USTRANSCOM), General Duncan McNabb presents an incredible opportunity to discuss a myriad of important issues critical to our national security. My testimony will focus on topics critical to AMC. Primarily I will discuss the Air Force’s requirement for a new air refueling tanker, the KC-X. Secondly, I will explain how our intertheater and intratheater airlift fleets are impacted by ever-changing requirements. Finally, I will outline several other issues on the forefront of this subcommittee’s legislative agenda.

THE KC-X

I look forward to fielding the KC-X as soon as possible. The KC-X is needed now to offset the growing risk of our aging KC-135 fleet and to maintain support to the warfighter. I firmly believe potential failure of our tanker fleet represents a significant risk to our national security; we simply must bring a new tanker online to mitigate this risk and to ensure our Nation’s ability to project reach and power. Without reliable tanker capability, our Nation’s ability to project combat power, resupply our forces and deliver humanitarian aid is severely limited. The concept of operations being developed for the KC-X will take full advantage of its ability to support the mobility mission as a tanker with multi-role capabilities.

In its primary role, the KC-X will provide in-flight air refueling to allow receivers to complete specific mission objectives. All KC-Xs will be capable of refueling receptacle and probe equipped receivers on every mission; a capability that is inherent in only a small portion of our current fleet. Additionally, all KC-Xs will be capable of carrying multi-point refueling pods

and will be capable of receiver air refueling to extend their range and persistence in all mission areas

The KC-X will be able to augment its primary air refueling mission with a variety of secondary missions, either stand-alone, or in conjunction with air refueling (dual role). These missions include: airlift of passengers and/or cargo, and the offloading of fuel on the ground at forward area refueling point locations. In addition, every KC-X has an integral aeromedical evacuation (AE) capability not available on the current tanker fleet. The integral AE capability inherent to the KC-X is further augmented with the ability to carry the Patient Support Pallet.

Other KC-X enhancements which supplement its mission set are its secure voice and data communication links and global connectivity capabilities. These important features will help improve overall situational awareness and battle space clarity. With on-board defensive systems, the KC-X will be capable of operating in previously denied airspace, increasing employment options as compared to current air refueling platforms. All KC-Xs will have the capability to refuel in a night vision environment, further enhancing the warfighter's effectiveness.

AMC looks forward to the KC-X entering the fleet and addressing the warfighters' gaps and shortfalls. This addition of a viable platform will represent a great step forward for the AMC, Air Force, and Joint warfighter.

EVOLVING REQUIREMENTS & EFFECTS ON THE AIRLIFT FLEET

Without question, future force structure requirements are evolving. This evolution is driven by many changes, including the growth of our ground forces by 92,000 troops, the growth in the size and weight of ground force equipment (the Future Combat System), and the redeployment of overseas forces to CONUS. Additionally, we have seen an increased size and use of Special Operations Forces, additional use of our intertheater airlift assets in an intratheater role, and the stand up of a new combatant command – United States Africa Command. All of these changes, coupled with the ongoing struggle against extremism

contribute to changing requirements. The Mobility Capability and Requirements Study (MCRS), whose preliminary results we anticipate by late 2009, will make informed recommendations with respect to our airlift force structure.

C-5 Reliability and Re-engining Program (RERP) / C-17 Procurement

The C-5 Reliability Enhancement and Re-engining Program will improve the reliability and reduce the operating costs of the 52 C-5s that are modified. During the Nunn-McCurdy certification process, the Joint Requirements Oversight Council (JROC) certified “The required organic strategic airlift capacity of 33.95 MTM/D [million ton miles per day] derived from the fleet mix specified in the latest Mobility Capabilities Study is essential to national security and must be safeguarded.” The current program for 205 C-17s, 52 RERP modified C-5s, and 59 legacy C-5As exceeds the organic strategic airlift capacity of 33.95 MTM/D specified by the JROC. However, we remain concerned and vigilant given the dynamic nature of our world and the increasing imperative for rapid warfighter response. The C-5 provides a combination of outsize capability, high capacity, and long-range airlift that is unequalled in any other airlift platform. However, the C-5 aircraft is a complex legacy platform that requires modernization to abate rising operational and sustainment costs and achieves acceptable reliability. Therefore, the 52 C-5s that are currently programmed for the RERP modification will provide reliable airlift at reduced operating costs. We are very confident that the modernized C-5, the C-5M, will achieve our operational and sustainment goals with a required wartime mission capable rate of 75%, serving the warfighter throughout the coming decades. That said, there remains a significant segment of the C-5 fleet, the C-5As, that are not currently programmed nor scheduled for the RERP, and we know those 59 aircraft will present a significant sustainment challenge for us in the future. While we examine our options for the C-5A closely as we know that any decisions must be well grounded and validated – the impending MCRS, which should be complete this year, will be one of the tools that will better inform us as to the correct path. Management of any critical mission area is always a complex challenge and history tells us

usually includes a combination of acquisition, modernization, sustainment, and retirement variables. We appreciate Congress' support over the years in allowing AMC to design and execute the correct roadmap for the future.

As we contemplate the future of the C-5 fleet, the discussion naturally turns to C-17 procurement. The C-17 continues to be the backbone of the Nation's strategic air mobility fleet and it is "soldiering" along every day, under an incredibly difficult operational tempo. It is truly an airplane for the times – designed and built for both expeditionary and major contingency operations providing great depth and breadth to the mobility "playbook." Like Secretary Donley and General McNabb, I support the current program of 205 C-17s. Clearly, with Congress' help, we are working hard to be good stewards of the taxpayers; dollar while achieving the strategic airlift fleet mix the warfighter requires; therefore, I believe it is important to retain all options for our Nation's airlift fleet as future requirements are determined.

Intratheater Airlift

On December 31 2007, RAND Project AIR FORCE completed the USAF Intratheater Airlift Fleet Mix Analysis (UIAFMA) for Air Mobility Command. The analysis evaluates alternatives to fill the capability gaps caused by the retiring C-130E. Alternatives include a Service Life Extension Program (SLEP) for older C-130s or the acquisition of additional mobility assets such as C-130J-30s, C-17s or C-27Js. The study found that the C-130E SLEP was not a cost-effective alternative. The C-130J-30 provides the most cost-effective alternative for meeting the Mobility Capability Study (MCS) shortfalls caused by the retirement of the C-130Es. The UIAFMA found no JROC validated mission set that requires procuring additional C-27Js beyond 24 to meet the Time Sensitive Mission critical requirement.

The Air Force's intratheater airlift force structure is required to meet the demands of personnel end strength growth of the Army and Marine Corps, and will be examined as a part of the ongoing MCRS for fiscal year 2016. The MCRS will also examine the intratheater lift needed to meet the Army's concept of operations as it relates to the Future Combat System

(FCS). This has taken on new importance with the recently announced non-transportability of the FCS on a C-130 aircraft.

Update on Ongoing Studies

Congress tasked the DoD to study the size and mix of the airlift force (McCaskill Tauscher Amendment to 2008 NDAA) with results due by spring 2009. OSD identified the Institute for Defense Analyses as the FFRDC to conduct this study. USTRANSCOM and OSD are currently reviewing the draft results.

As stated earlier, the DoD is conducting a Mobility Capabilities and Requirements Study. This study is tasked by the SECDEF Guidance for the Development of the Force and will examine changes in mobility demand that have occurred since the MCS was published in 2005, such as a 92,000 ground force increase, the reposition of U.S. overseas forces as a result of the Integrated Global Presence and Basing Strategy, inclusion of scenarios in U. S. AFRICOM, Future Combat System transportability and employment concepts, and Irregular Warfare. This study is being co-led by OSD and USTRANSCOM with AMC participation.

OTHER ISSUES

KC-10 Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) Program

While the KC-10 is the younger of the current legacy aircraft in our tanker fleet it is approaching 25 years old and is facing obsolescence and air space access issues. It is critical to sustain the capability of this unique asset. The Aircraft Modernization Program (AMP) Capabilities Development Document was Joint Requirements Oversight Council approved in June 2006 and addressed numerous issues to support our warfighters: The CNS/ATM, net centric operatives, survivability, force protection, reliability, maintenance, and several obsolescence issues. Affordability (\$2.2B cost estimate) led to AMP cancellation. AMC is now developing a de-scoped effort, limited to absolutely essential obsolescence (Boom Control Unit (BCU) and Inertial Navigation System/Flight Management System) and airspace access requirements (CNS/ATM requirement for airspace access).

The BCU is the KC-10's #1 obsolescence issue; the seven computers that are the heart of the BCU and are required to conduct aerial operations are no longer in production. Once available spares are depleted, this system will be unsupported. This could occur as early as 2010 according to the latest engineering analysis. Because of its urgency AMC and AFMC are working to place the BCU on contract as soon as possible.

The CNS/ATM program will address KC-10 obsolescence issues and modify the aircraft to meet known CNS/ATM mandates for continued mission effectiveness (airspace access) beyond 2015; Air Force Materiel Command estimates the cost at \$350M. AMC is currently working through the acquisition process to refine estimates, develop, fund, and complete the program prior to 2015.

The C-130 Fleet

Air Mobility Command is currently in the process of recapitalizing our aging C-130E fleet with C-130Js. The 18 C-130Js requested in the fiscal year 2008 supplemental, coupled with 32 C-130Js funded in the Future Year Defense Program, has come a long way toward meeting the minimum warfighter requirement set by MCS of 395 combat delivery C-130s.

While continuing with C-130J procurement to replace C-130Es, we also need to continue the center wingbox replacement program on the remaining legacy C-130 fleet as required. As of February 17 2009, one aircraft is currently grounded, and three additional aircraft are restricted due to problems with the center wingbox. To date, we have retired 129 C-130E aircraft.

We have verified with the program office and the contractor that there will be sufficient production capacity to meet production demands of new C-130J aircraft and our center wingbox replacement requirements.

AMC and Irregular Warfare

Today AMC is integral to Irregular Warfare operations. When properly integrated with other military and civil efforts, the mobility advantage enables the infiltration, resupply, and

exfiltration of relatively small ground units. By providing humanitarian assistance, medical support, and transportation for government officials to remote areas, air mobility can promote the government's credibility and improve the quality of life for its population. These types of operations, which directly affect and are immediately visible to the population in question, can have significant effects in the overall campaign against the insurgents. The AMC also assists with training partner nation air forces and seeks to develop and sustain the airpower capabilities of those nations. We do this through education and training essential to resurrecting the air forces of Iraq and Afghanistan.¹

Civil Reserve Airlift Fleet

The fiscal year 2008 NDAA directed an independent assessment of the Civil Reserve Air Fleet (CRAF) – USTRANSCOM supported this study which was accomplished by the Institute for Defense Analysis. Simultaneously, a Secretary of the Air Force-directed CRAF study was performed by the Council for Logistics Research. Both looked at ways to ensure the CRAF remains a viable program post Operation Enduring Freedom/Operation Iraqi Freedom and their final results were briefed by August 2008 to USTRANSCOM.

Based on the two sets of independent recommendations, USTRANSCOM and AMC subsequently formed a working group to forge a common way ahead on the CRAF program. Program changes were jointly developed and were briefed to our commercial partners on January 6, 2009. Among these modifications, the fiscal year 2010 contract will include new incentives to encourage the use of more fuel efficient passenger aircraft, taxpayer money will be saved by reduced fees on one-way routes flown for DOD, and ground times are being shortened for commercial aircraft in order to improve their utilization rates within the DOD system. The AMC, as the prime custodian of DOD's mobility forces, will continue to keep this vital program current with evolving DOD needs and continue our close partnership with the commercial aviation industry. As the coming years will no doubt bring changes in DOD's

¹ "Airpower's Crucial Role in Irregular Warfare", Air and Space Power Journal-Summer 2007

posture in Iraq and Afghanistan, we are confident the CRAF will remain viable as a cornerstone of America's mobility capability.

CONCLUSION

Of utmost importance, the air mobility capability of the Nation must remain vibrant, flexible, and responsive to allow the Nation to project our national interests and meet the imperatives of the warfighter. The air mobility fleet will continue to face challenges in the days and years ahead. Yet, I'm confident that it will remain the keystone of the Department of Defense's ability to rapidly place mobility aircraft anywhere in the world. We appreciate the work of this Subcommittee and Congress' support to help us recapitalize and modernize America's mobility fleet.