"AMC Requirements"

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AFA Air & Space Conference
National Harbor, Maryland
19 September 2012

Major General Schatz: Thanks.

I'm Major General Wayne Schatz. As Ed said, I'm Plans, Programs, Requirements at Headquarters, AMC. On behalf of General Johns, I'm really happy to be here. I see some great friends, coworkers, people from industry in the audience. It's really good to see some friendly faces out here.

What I hope to do is more or less have a conversation. A little bit about what AMC is, what global reach is, what the mobility air forces do, how we tie to our new defense strategy that Dr. Carter just talked about. Then I'll go into our main mission areas -- airlift, air refueling, aeromedical evacuation, and talk a little bit about what we're thinking mid to long term in terms of requirements and things we need help from industry to think about how we're going to keep air mobility as strong as it is today.

With that I'd like to start with a short video that talks a little bit about why mobility is important.

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Why rapid global mobility? For us in the mobility air forces, we'll never be the subject of a sentence. We don't do what we do, delivering hope through airlift, whether it be food on the ground, humanitarian assistance. Fueling the fight, having tankers lined up on tracks so fighter pilots like General Welsh can go there, top off, and go for the target. They're the subject. There's a whole lot of work going on in the background. Making sure the mobility is there. We can't ever as an Air Force kind of let that be taken for granted.

Our core capabilities -- airlift, air drop, air refueling, aeromedical evacuation -- three main things that we focus on day-to -day, in rapid global mobility.

The mobility air forces, total force effort. So key. Over two-thirds of mobility air forces are made up of the Guard and Reserve. Also we have mobility air forces stationed overseas in PACAF and USAFE. So it really is a total force global effort every day.

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Mobility is key to our nation's defense strategy. The new strategy published last January 2012, Secretary Carter just talked about it. Focusing on the Middle East, pivoting to Asia Pacific, a large theater, nine of the ten key mission areas in that strategy rely on rapid global mobility. Really mobility is what makes the United States a global power.

When you think about long range strike. The B-2 flying over Libya to help liberate the Libyan people from a dictator. It took eight refuelings to get those B-2s from Whiteman over Libya and back. You don't hear about that. It's not the subject of the sentence. There's a whole lot of mobility airmen out there making that happen, to enable global power. The same thing, global vigilance. You don't have 135s flying on tracks without tankers [inaudible].

If you can't get to the fight through airlift, you're not even in the fight. So it's key to our defense strategy.

The important part is, though, it's not about the iron, the machines we use every day, it's really about the Airmen. Dedicated Airmen working their butts off every day to make sure this important capability for our nation is there. They're there answering the call.

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I'd like to talk a little bit about how Air Mobility Command as the service core function and lead integrator for rapid global mobility looked at the new defense strategy as we were preparing for the '13 POM and what approach we took to properly size the force. General Johns talks about our needs in mobility. We don't need the latest technology all the time. Things that are pretty well developed in industry is about where we want to be in mobility air forces for most of our missions. The F-150 is good enough, we don't need a Cadillac to do most of our missions.

If you look at a sufficient force. Sufficient force to accomplish our nation's strategy. We don't want more than we need, we want to have a sophisticated force. That force is made up of two key components. First, we need capacity. We need to have enough iron, enough air crews, enough force structure in order to meet our mission requirements. So for our current strategy of 2012 where we have one major war fight that we're looking at with a little bit of delay, pivoting to a second war fight in more of a delay/deny aspect, we need so many strategic airlifters, inter-theater airlifters, C-17s and C-5s in order to meet that need. That's that force structure capacity.

We also as part of that capacity need to make sure that those aircraft work at the percentage rate that we need them to in order to generate the number of sorties every day that we need to meet the mission. That gets into we need to have the proper resourcing of our weapon system sustainment, our consolidated aircraft maintenance, our CAM accounts. We have to make sure that we properly resource the aircraft availability and mission capable type rates of that group. We assume they're going to be able to generate at a certain rate during war time. We have to make sure that we fund that properly.

The other part of sufficiency is capability of that fleet. We make assumptions that that fleet has certain capabilities in order to meet the strategy. What we've done is we've looked at all of our main aircraft, our major design series aircraft, and we have come up with what we call a baseline configuration for those aircraft. I'll talk a little bit more about that later. But basically what we've done is we've said okay, we need to ensure the C-17A has a certain amount of capability and modification in order to get access to airspace, in order to maintain command and control, in order to have a certain reliability rate to accomplish that mission. That's that capability. General Johns actually recently signed letters to the acquisition authority of the Air Force, it's the Secretary right now, saying these are the actual baseline configuration requirements for all our aircraft, based on the requirement documentation [inaudible].

Then we also, as well as the capability of the iron, we have to make sure the people that fly and maintain the aircraft are properly trained and ready to accomplish the mission. That really is that ready force then is made up of flying hours, we have to make sure we have the right number of flying hours in order to keep our crews seasoned and ready and it's important to have high quality simulators because we're doing our best at a time of high fuel costs to try to move as much training as possible from the actual aircraft to the simulators. So high quality simulators that we get good training off of, and then for our air crews, because almost 60 percent of our air crews, our maintainers are in the reserve component, we need to make sure that we fund the MPA dates and the pay that those folks can serve on active duty to accomplish the mission.

Those are kind of the key building blocks that we look at making up a sufficient force.

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For our intra-theater fleet, our C-5s and C-17s, the numbers on the slide right now, currently 218 on C-17s, 95 on C-5s. That fleet's in transition. The C-5s, we are modifying the C-5Bs to 52 of the reliability enhancement and re-engining of the aircraft, the C-5M which is going really well. The folks at Lockheed Martin down in Marietta are working that program for us, delivering that capability.

For the C-17, we're looking at moving to a Block 18 configuration as that baseline configuration for the aircraft. Basically doing a [inaudible] there in spiral development in a Block 18 mod, also trying to build out the fleet to have all extended range tanks as well as some other modifications, gas [inaudible], fuel tanks, those kinds of things.

That's basically the major configurations of the strat airlift. I'll talk a little bit later about how the fleet in total is transitioning from a planned '12 budget, through new strategy, '13 budget, and beyond to 2028.

Other interests, again, total force. The C-5 fleet right now in the Air National Guard, we just finished out Stewart Air National Guard Base. We had planned a change, transfer over from the C-5 to the C-17. This year coming up in '13, Memphis will be transitioning from the C-5 to the C-17. So a good story there, making sure our total force partners in the Guard and Reserve, because they are so important, the mobility air forces have the latest iron, the latest modification and the best equipment possible to accomplish the mission. There really is no difference.

I flew C-17s, walk out to an airplane, March tail slash Reserves, Guard tail slash Jackson. Crew could be Reserve, Guard, Active. You didn't know. All you know is the mission got done. The same high quality, caliber way no matter who was doing it. Great story.

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Intra-theater traditionally has been with our C-130 fleet, also augmented by C-27Js. We have a procurement line going right now, Lockheed Martin building the C-130J for us. We had a plan for the C-130H fleet, aviation modernization program as part of the '13 budget. With some of the fiscal pressure the Air Force made a decision to cancel that program and to go to a lower cost avionics modification just to go add the basic airspace type access requirements that were needed for the C-130 fleet. Less robust, but in times of hard fiscal choices that was one that the Air Force made.

We are doing some modifications in the C-130 in terms of putting more data connectivity, beyond line of sight, line of sight data and also the ability to go into some of the tactical data links on the battlefield for more situational awareness, command and control capability of that fleet. Actually the real time information in the cockpit, the modification was started by the Guard. Some great effort there. Then the total force -- Active and Reserve -- leveraged a lot of that work, working with Northrop Grumman, and we did a dynamic retasking capability program to a portion of that fleet, the C-130J fleet, and also the C-17 fleet, giving access to the ground tactical data links as well as satellite communications for [inaudible].

One of the things that we're really concerned about is the Air Force's ability to command and control our fleet. When we look at a global responsibility with the main AOC, Airlift Operation Center for the mobility air forces being at Scott Air Force Base with the Tanker Airlift Control Center, and there are sometimes missions that have a global span, and we need to command and control from Scott. So having the ability to do that is a key focus item for us right now with the force.

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For our air refueling fleet. I grew up more in the airlift community, the C-130s, C-17s, so not a great maybe appreciation younger for the tanker fleet. But again, the tanker is really what makes us a global Air Force and a global power as the United States. Under-appreciated for many years, taken kind of for granted that they'll be there, but these folks are really heroes for what we do as a nation.

The current fleet you can see up there, made up of the KC-135 R model, also the KC-10. Modifications we've got going on. We have a Block 45 modification for the KC-135, a baseline configuration that we stopped with, getting new autopilot, new glass for engine instruments, communication, airspace access, upgrades. We'll be flying the KC-135 for another 30 years. Most of the airplanes we have were built right around the '58 to '63 period and we're going to keep flying these aircraft even with the new KC-46 coming on board, for another 30 years. We're only going to recapitalize a portion of the 135 fleet with the KC-46.

A little bit of message there. As we bring on the KC-46, there's a lot of excitement, and a lot of people that have the KC-135 at their home base, their city, they're hoping they'll get the new tanker, the KC-46 on board and everything. That would be great. On the other hand, if you have 135s there today even after the KC-46 program is all through you're still going to have a KC-135 there at your base. So life's good in that way.

For the KC-10, again, another key part of our strategy. That aircraft is so capable, we're moving a lot of equipment as well as the fuel load intakes. We're doing the modifications, again, with avionics upgrades there, making sure it maintains airspace access as we move in, so we can stay at the right altitude and not burn too much fuel. We're also doing right now a modification to the boom on that airplane to make sure it's sustainable into the future.

So we're doing things to our tanker fleet to make sure they stay viable into the future.

One thing, again I talked earlier about the need for training devices and simulators and how important those are. We see it as coming into a time of fiscal pressures, the high price of fuel, being able to do as much training as we can in the simulators to maintain the readiness of our force.

They were doing distributed mission operations. So we're looking at the ability to with the data links tie in our simulators for our tanker, for the boom operators and their simulation device, the front end of the crew in the tanker, and then also in the receiver aircraft. We're starting with the KC-135, KC-10 and the C-17. Link those altogether. The goal being that in the simulator we can do an actual, get credit for that in-close, 20 feet away from another aircraft refueling event so we can maintain the readiness of our force. A great effort going on. Has the potential to save a lot of fuel for us. We're working hard also with combat air forces so they can have that capability in the fighter force which will also do some training for special air refueling. That's true in all of our weapon systems, continuing to push forward the technology and capability of those training devices so we can save [inaudible].

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I talked a little bit about the KC-46. I know J.T. Thompson was here yesterday and gave a full update of the program so I'm not going to do that. I'll just say that we're really excited. 179 KC-46s, aircraft based on the Boeing 767. The big thing we talk about is 18 tankers by 2017 is what the initial low rate production contract has. And we're working closely with the program office and Boeing to make sure the program stays on track. The Air Force needs a success story in acquisition and we're going to make this one a success story. Great team work.

We are currently working through the strategic basing process as well, where these aircraft will be delivered for basing. We went to the Hill back in May and talked about the

criteria for basing for the FTU, flight training unit, as well as the first main operating base, active duty led with a reserve component associate. The second base will actually be an Air National Guard-led base with an active duty association. So from day one the KC-46 is going to be total force. Just like the whole map, like I said, is total force.

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Our executive support airlift fleet, we take care of the First Family, the President. Our number one mission, taking care of Air Force One. We also maintain the aircraft to support our top government officials, military leaders, so they can do their mission, command and control, leadership of our nation on a day to day basis. The numbers of the fleets are up there. Most of these aircraft are commercial derivative aircraft. We work closely with our commercial partners to maintain FAA standards in order to, again, provide that critical support for our nation's leaders so they can do the business of our nation.

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Aeromedical evacuation. Huge success story from the last ten years. Talk about dedicated professionals. Over 87 percent reserve component, Guard and Reserve, doctors and nurses, medical technicians, they're working out there in our hospitals, in our neighborhoods, volunteer their time to take care of our most precious assets, our critically wounded men and women coming back from the combat zone.

We really have transitioned over the last 12 years or so this mission. We've gone from having a dedicated type fleet of C-9 aircraft, dedicated mission on our C-141 aircraft, where we would typically schedule those missions, those aircraft designed to move patients. What we've done through the wonders of modern medicine and innovative Airmen, is we've taken an approach that basically every aircraft in the mobility inventory now is an aeromedical evacuation aircraft. We've designed small equipment, our crews, our flight nurses, our doctors are all trained in a way that they can go on any aircraft, set up a litter station, hand-carry their equipment on, plug into the aircraft and within 30 minutes, an hour of landing, we now have an aeromedical evacuation platform that you can take people out of harm's way.

So what we literally do is we've got for example in Afghanistan, emergent patient needs a lift, we have a C-17 that happens to be going in there carrying cargo, kick off as much cargo as we have to, bring on the aeromedical evacuation crew, rig it for evacuation, bring the patient on and fly them home, to either Germany or the United States.

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You can see from even the Persian Gulf War, Desert Storm, where we had about 76 percent kind of a basic survival rate of --

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