



## The Adjutants General Association of the United States

The Honorable Richard Durbin  
Chairman, US Senate Appropriations Committee  
Subcommittee on Defense  
Capitol Building S-128  
Washington, DC 20510

Dear Senator Durbin:

The 54 Adjutants General of the United States, during our summer conference (Oklahoma City 21 – 24 June 2014), unanimously voted to support the Air Force as it continues its long-standing commitment to modernize and sustain the Air National Guard's intra-theater airlift fleet. The Air National Guard's C-130H fleet, based in 18 states and territories, support our nation's defense requirements both at home and around the world.

In order to continue operating our legacy C-130H aircraft, we must comply with Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) mandates. These mandates include Automatic Dependent Surveillance Broadcast-Out (ADS-B Out) capability in our C-130s by 2020. Compliance with this specific mandate requires upgrading a portion of the avionics in our C-130H aircraft. If ADS-B Out is not assimilated, our aircraft will be challenged to operate in significant portions of domestic and international airspace.

The C-130 Avionics Modernization Program (AMP), the only program of record, currently does not include the critical ADS-B Out capability. Additionally, a fully funded AMP program, even if immediately re-started today with zero programmatic delays, would produce only a small fraction of the aircraft by 2020. This is unacceptable.

We are not willing to risk grounding our legacy C-130H fleet for non-compliance with mandated requirements of the FAA and ICAO and thereby risk the viability of our of our airlift Wings. The prudent path instead is to allow for a cost effective "alternative solution" that can be quickly accomplished while preserving a realistic fiscal path to C-130J recapitalization.

One hundred percent of the stakeholder states (18), represented by the signatures of their responsible TAGs, request a specific inclusion, currently prohibited with current language, within the FY15 NDAA allowing for the initiation of an ADS-B Out upgrade for Air National Guard C-130H aircraft.

Without this, we will not meet the 2020 requirements for airspace integration and our proven airlift workhorses will lose relevancy. The Air National Guard will continue to partner with the Regular Air Force to modernize our legacy fleets. We support a comprehensive initiative to ensure our C-130Hs remain effective and relevant to our nation's mobility needs.

We appreciate your continued support; the women and men of your Air National Guard stand ready to answer our nation's call.

Signed on behalf of the Adjutants General of the 54 United States, Territories and Districts,

Maj. Gen. Edward W. Tonini  
President, AGAUS  
Adjutant General, Kentucky

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Amounts appropriated in P.L. 113-76 and those made available by this Act may be used to fund upgrades and modifications to legacy C-130 aircraft with either the original avionics modernization program or an alternate communication, navigation, surveillance, and air traffic management program using a reduced scope for avionics and mission planning systems.



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### C-130 H STAKEHOLDERS - STATE ADJUTANTS GENERAL

Thomas H. Katkus  
Alaska

Stephen L. Danner  
Missouri

William D. Wofford  
Arkansas

Edward W. Tonini  
Kentucky

David Baldwin  
California

Richard C. Nash  
Minnesota

Thaddeus J. Martin  
Connecticut

Matthew T. Quinn  
Montana

Francis D. Vavala  
Delaware

William R. Burks  
Nevada

James B. Butterworth  
Georgia

Patrick A. Murphy  
New York

Daniel M. Krumrei  
Illinois

Gregory A. Lusk  
North Carolina

Deborah Ashenhurst  
Ohio

James Hoyer  
West Virginia

John F. Nichols  
Texas

K. Luke Reiner  
Wyoming

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The Honorable Deborah Lee James, Secretary of the Air Force

General Mark Welsh, Chief of Staff, USAF

General Darren McDew, Commander, Air Mobility Command

Lt Gen Sid Clark, Director, Air National Guard