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EDITORIAL

By Tobias Naegele

Go Big on Airpower

The Pentagon's record $1.5 trillion defense budget reveals interesting differences in how each service seeks to spend its share of this trove of national treasure.

The Army and Navy are going big on procurement. The Space Force is investing across the board. And the Air Force leaders prioritized near-term readiness—with good reason.

With flying hours at a record low, the age of its planes at a record high, and chronic parts shortages, the Air Force must recover from years of underfunding. It's good to see Air Force Secretary Troy Meink and Chief of Staff Gen. Ken Wilsbach seek to increase operations and maintenance investment by $13 billion, flying hours by $1.3 billion, and sustainment accounts by $4.2 billion.

All told, that accounts for $18.5 billion of the Air Force's requested $52.4 billion in new spending in 2027—more than one-third. You can't make a clearer commitment to solving the readiness problem.

One might expect the remaining $33.9 billion in new funds would accelerate the rebuilding of the Air Force fighter, tanker, and ISR fleets at scale and arrest its shrinking total aircraft inventory, but that's not happening. Inexplicably, the Air Force is still projecting to divest more airplanes than it buys, 149 divestitures against 108 new purchases (not including an undisclosed number of B-21 bombers).

Indeed, while the Pentagon's budget request leaps by 50 percent, the Air Force budget increases by less than half that, 22 percent. More troubling still: USAF's planned aircraft procurement budget rises just 2 percent—less than the rate of inflation.

By comparison, the Navy, which has its own readiness challenges, is taking a very different tack, spending $100 billion on procurement—more than triple the Air Force's ask. The Navy is going all-in on buying new, asking for 34 ships and 123 aircraft, more than the Air Force.

No one can question Wilsbach's and Meink's emphasis on readiness. But after that, the declining aircraft inventory is USAF's number one challenge. The Air Force needs planes of every type: trainers, tankers, fighters, bombers, drones and more. Years of the so-called "divest-to-invest" strategy has yielded the smallest and oldest force in its history.

The Air Force now has fewer than 1,145 primary mission aircraft in its fighter fleet, the legal minimum set by Congress. China, meanwhile, has surpassed the Air Force's fighter force, and will likely field more fighters than the entire U.S. military by 2030.

Fortunately, there are lessons from the past that can help. Think back to 1980. President Ronald Reagan, elected by landslide, was on a mission to revive a nation in malaise. American confidence and swagger, shaken by the Vietnam War, race riots, Watergate, gas lines, and double-digit inflation, was reeling from the humiliation of 52 American hostages held more than a year by rioters who took over the U.S. Embassy in Iran. The failed Desert One rescue mission put American military weakness on display.

Reagan's timing was excellent. The Air Force had been developing new aircraft and weapons and was well-positioned to take advantage. But first, leaders had to learn to think big.

Retired Gen. Ron Fogleman recalled recently how, as chief of the fighter directorate at Air Force Headquarters in those days, he was told the new administration wanted to help modernize the force. The Air Force was then buying 24 F-16s annually, and Fogleman proposed raising that 50 percent, to 36. "And my boss came back and said, 'No, no, you've got to think BIG.'" So Fogleman thought bigger: 48? Still too small.

Congress would ultimately authorize a four-year order for 480 F-16 jets—and later raise that figure to 504. From 1982-1985, the Air Force acquired an average of 126 F-16s a year.

And that's not all. Over that stretch, USAF bought 195 F-15 fighters and developed GPS satellites, the F-117 Nighthawk stealth fighter, and the B-1 and B-2 bombers—weapons that would radically alter the face of modern warfare and dramatically reduce combat losses. The U.S. ended the decade with unprecedented advantages in air and space.

Now it's time for a repeat performance, and once again, all the right elements are all in place: the F-35 stealth fighter, an updated F-15EX with advanced electronic warfare tech, the sixth-generation F-47 fighter, the B-21 bomber, autonomous collaborative combat aircraft, and a host of new munitions all under development.

Of these, the F-35 and F-15EX are ready right now, and the others are getting close. Yet the Air Force isn't buying them in the volume required by the national security strategy. USAF's proposed 2027 budget seeks just 38 F-35s and 24 F-15EXs.

Planners are thinking too small. Congress should supersize their order and authorize multiyear contracts to stabilize supply chains and production and lock in lower prices.

Defenders of the status quo argue that waiting might enable USAF to get more capable jets later. But jets purchased today can be upgraded tomorrow; jets never purchased leave a permanent hole in the inventory.

Jets purchased today can be upgraded tomorrow; jets never purchased leave a hole in the inventory.

Proof of that is in the legacy fleet. The B-52 has been re-winged and is about to get new engines, radar, and more; because they were purchased in volume in the 1960s, they're still able to be the dominant workhorse of the bomber fleet today. B-52s outnumber the Air Force's other bombers combined, even as they roar through their seventh decade. The A-10, which has been marked for divestiture repeatedly since the 1990s, likewise remains a workhorse, most recently getting updates to fly counter-drone and direct attack missions. Turns out you can teach old dogs, new tricks—but only if you have the dogs to teach.

There are clear signs Congress sees the problem. Sen. Ted Budd (R-N.C.) and Sen. Jeanne Shaheen (D-N.H.) joined ranks in April to introduce the bipartisan Airpower Acceleration Act. Their bill would authorize the Air Force to sign multiyear procurement deals, cutting the cost of new F-35s and F-15EXs and increasing procurement plans.

That's how USAF built the force that defeated Iraq in Operation Desert Storm in 1991, got Serbia to stand down in Operation Allied Force in 1999, broke the Taliban in 2001, and delivered "shock and awe" in Iraq in 2003.

Today, that force remains capable, but worn down and in dire need of repair and replacement. All the pieces are in place to make that happen, but only if the decline can be reversed.

China's rise, Iranian terror, and Russian belligerence point to the enduring need for deterrent airpower. Scale matters. The U.S. Air Force may not need to match China plane for plane, but it cannot continue to shrink to a shadow of its former size. Airpower is crucial to the effectiveness of the entire joint force. Failing to maximize USAF purchases today risks dooming the U.S. military tomorrow.

President Donald Trump's $1.5 trillion defense budget is a once-in-a-generation opportunity to go big and transform the force. If the Pentagon can't make that happen, Congress must. Write to your representatives: Our nation needs a bigger Air Force.


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LETTERS

Foresight for $100, Alex

Your recent article, "Into the Desert: Mobilizing for Desert Shield," [March/April, p. 32] is a real gem and deals with a subject—air mobility—that I have studied and lectured on frequently.

The accounts you document and knit together are quite effective at showcasing the challenges the USAF has executing the airlift mission, often due to internal issues more than anything.

However, I must take exception with this line in your story: "C-141s couldn't refuel underway but C-5s could."

By the start of Operation Desert Shield, all C-141s in the fleet were C-141B models. As you noted, the C-141s had undergone extensive modification to repair wing boxes. During that process, they were also stretched to enable greater cargo capacity and aerial-refueling capability was added. The issues related to aerial refueling for MAC (Military Airlift Command) aircraft during the operation were not related to aircraft capability, but to pilot certification and training to perform aerial refueling.

Similar to issues encountered during Operation Nickel Grass in 1973, MAC pilots were not certified to conduct aerial refueling despite a stated requirement to have that capability. During 1973, this certification was waived because of issues with C-5 wing boxes and the thought that aerial refueling would put too much stress on the aircraft.

C-141s, at that time all A models, did not have the capacity to conduct aerial refueling. The lack of this capability in this aircraft combined with the lack of crew qualifications in the C-5 fleet created a significant operational issue for the airlift. Lajes Air Base in the Azores became an essential choke point for conducting the mission because of range limitations. This was also an issue generated by MAC at the time because they routinely did not fly alternate routes that would have needed aerial refueling because of the culture of MAC where they often believed that their wartime mission was their peacetime mission and they would fly normal routes in the event of a crisis, which has been disproven regularly.

The problem with this attitude was the complacency it bred. Thinking creatively about the mission and foreseeing possible alternatives or contingencies was not part of the culture in most places.

MAC learned the lesson and made sure KC-10s could refuel, C-141s were modified, and reinforced the requirement for pilots to be trained and certified to do it. This commitment lapsed in the intervening years more for cultural issues than operational ones as stated above. When I was in MAC, much like in SAC for long periods of time, a sense of routine settled in. Getting the routine missions accomplished and "taking care of our people" by providing crew rest was more important than really thinking strategically about the mission.

Both C-141s and C-5s could conduct aerial refueling during Desert Shield and Storm, but it was a pilot certification issue that limited employment of that option—not an equipment one.

Most of this issue was the result of cultural factors as the need to conduct aerial refueling was routinely waived in favor of flying routes that did not require it and getting crews into crew rest or off flying missions as preferred to being ready for any wartime contingency that might arise. (The other viable factor, as the article points out, was that MAC did not own the tankers, SAC did, and coordinating the use of them was often a hassle. Far easier to waive and forgo than go through bureaucratic hurdles to schedule.)

Lt. Col. John G. Terino,
USAF (Ret.)
Montgomery, Ala.

WRITE TO US

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Tobias Naegele wrote an excellent article about Hq. MAC moving personnel and equipment in support of Desert Shield/Storm. Prior to activation of the Hq. MAC Crisis Action Team (CAT), MAC airlift aircraft were scheduled by 21st Air Force at McGuire Air Force Base, N.J., concerning movements east of the Mississippi River and 22nd Air Force at Travis Air Force Base, Calif., concerning movements west of the Mississippi River.

With the initiation of Desert Shield, Hq. TRANSCOM needed a single point of contact to issue airlift requirements; thus, the MAC CAT was activated. Maj. Gen. Vernon J. Kondra received a lot of credit for the airlift movements and rightfully so; however, the credit for the actual creation and daily operation of the MAC CAT deservedly goes to Col. Daryl Bottjer.

When Desert Shield activated, Colonel Bottjer was the MAC/DOO in charge of current operations. As the CAT Director, he created the CAT and then took charge of leading the daily operations. As the deputy director for the scheduling of the operational support airlift mission, General Kondra asked me to be his representative on the Operations Desk in the CAT.

It was there that I saw daily, Colonel Bottjer's leadership not only in deploying equipment and personnel into the theater, but also the ceremonial return of the troops. Colonel Bottjer not only directed the flawless operation of the CAT, but the operation served as an example of how the MAC airlift system could be managed more efficiently. So efficiently in fact, that Hq. MAC leadership took the CAT concept and established the Tanker (tankers were subsequently assigned to Hq. MAC) Airlift Control Center (TACC) at Scott Air Force Base, Ill., that assumed complete management of MAC aircraft scheduling and monitoring.

In doing so, there is now no difference between the management of peacetime and contingency/wartime operations.

Col. William E. Goodwin,
USAF (Ret.)
Jonesville, S.C.

Reading about Mobilizing for Desert Shield took me back to the late summer of 1990. The majority of our 833rd Air Transportable Hospital flew from Holloman Air Force Base, N.M., to an air base in southwest Saudi Arabia on a C-5 and made one refuel stop at Goose Bay and another at Wiesbaden, Germany.

We were initially placed in a nearby hotel and a few days later into living quarters within aircraft shelters. I'll always remember walking out of the room and seeing an FB-111 with the name "Crew Chief oops McCoy" written on it. When our equipment arrived, it was an all-hands affair getting things set up. Med techs, nurses, and docs all pitching in setting up temper tents. Proud to have played a small part in a large operation.

Col. John M. Starzyk,
USAF (Ret.)
Summerville, S.C.

Commanding

I question the authorization for the commander's insignia that is worn on the Air Force uniform. As a former commander in the rank of captain of a "geographically separated unit," I take exception to the restriction of the insignia only for "major through colonel." Since the insignia was originally instituted, the "C-prefix" attached to the AFSC and "detachment" commander have been added to the authorization, both of which applied to me, except for the rank.



The Commander's Insignia badge.

This correction to the authorization will not affect me personally but would affect hundreds of current and future unit commanders in the rank of captain and under.

Just as many of my counterparts who were first lieutenants and captains from the now defunct Aeronautical Chart and Information Center (ACIC), we were "overseas" detachment commanders, in England, the Philippines, Okinawa, and Japan, who were "geographically separated" from our squadron commanders in Hawaii and Europe and our command headquarters in St. Louis.

Although many other affected commands are now defunct, there are many other junior officers and enlisted personnel of many other commands who face the same predicament today. They deserve better.

In addition to the C-prefix, more importantly, we had to be on orders published by our parent squadron allowing us to be a designated administrative officer so we could publish our own special orders for TDYs. We also had to be on orders to be supply officers so we could have a base supply account. We had to be assigned on orders as finance officers so we could have a base finance account to manage our expenses and finances.

As bona fide unit commanders, we had to comply with all base regulations as tenant unit commanders. Units with commanders who were majors through colonels usually had many junior officers who could be delegated responsibilities of many additional duties. Commanders with no other officers had to perform all of the numerous base additional duties, such as unit security officer, unit safety officer, unit athletic officer, etc.

While I am retired and no longer in any chain of command, I do hope current and former unit junior officer commanders of geographically separated units will support my suggestion to be authorized to wear the unit commanders badge.

Lt. Col. Russel A. Noguchi,
USAF (Ret.)
Pearl City, Hawaii

Lasting Impressions

I was saddened to learn about Gen. John Shaud's passing [March/April, p. 25]. As a first lieutenant I interacted with him maybe once a week for only a year at the 92nd Bombardment Wing. Yet he left a lasting impact on me. I wanted to be just like him. He treated his Airmen with respect, while ensuring we all met Strategic Air Command's high standards.

Among my memories are at one weekly staff meeting he related that he went out to the maintenance area around midnight and found E-9s were drinking coffee inside while the junior Airmen were fixing aircraft in the cold. He told the staff to get out there and see what's going on at night and fix the problems.

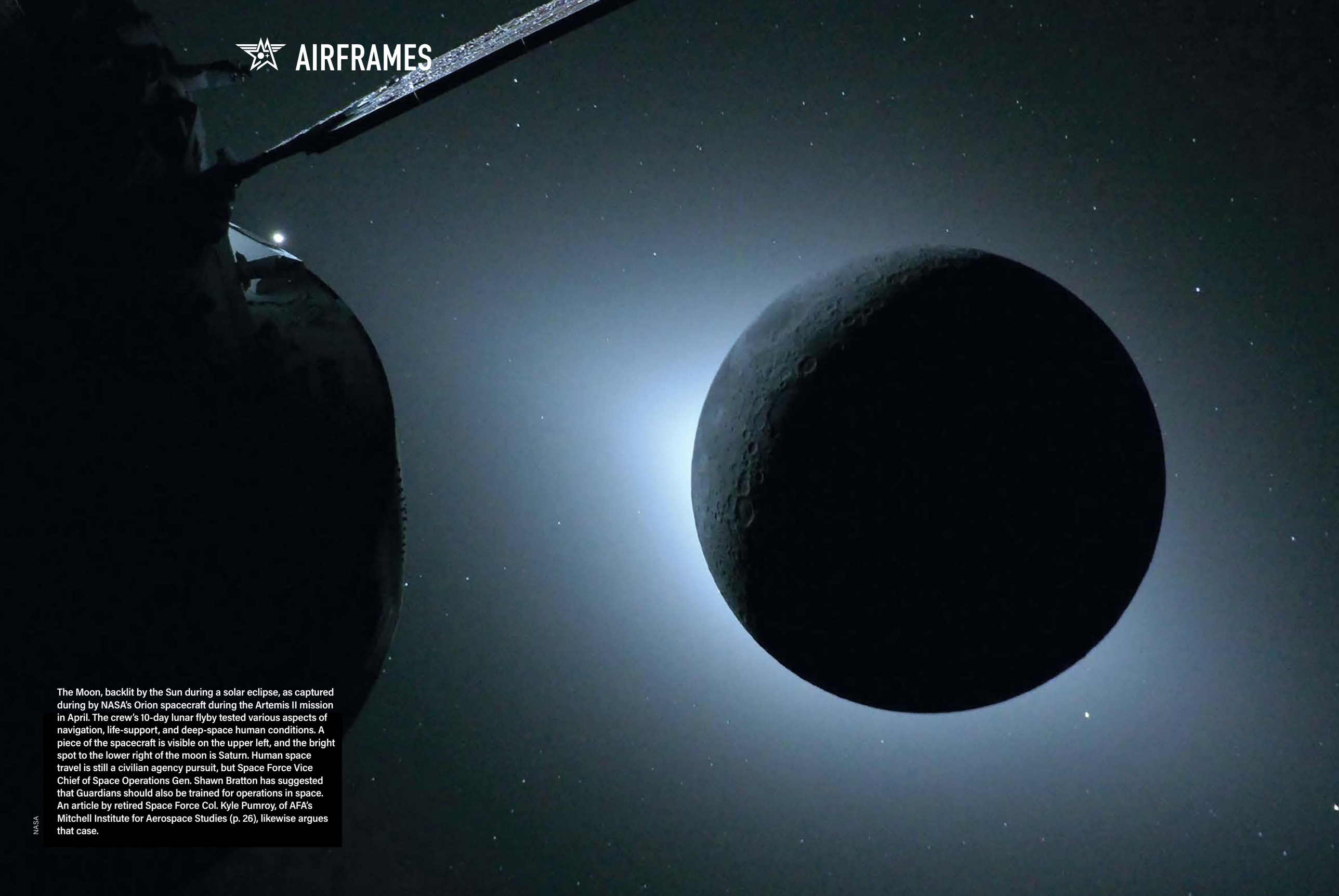
On another occasion, I recall an officer came in with a cake to "celebrate" the one year anniversary of a Buff "hangar queen." I can't remember what he said, but without embarrassing the officer, he made the point that we don't celebrate readiness failures.

Fast forward almost nine years later at the Pentagon. He greeted me by my first name and asked how my wife, Katie, was doing. Incredible! Moreover he was genuinely thrilled that his former lieutenant was about to brief the Chief of Staff of the Air Force on worldwide threats.

Years later as a squadron, group, and wing commander I got out there at night, stressed the need for readiness, and did my best to treat every Airman with respect just as I had learned from General Shaud.

Rest in peace, sir. And thank you for your leadership all those years ago.

Lt. Col. Roger Gaebel,
USAF (Ret.)
Woodinville, Wash.



The Moon, backlit by the Sun during a solar eclipse, as captured during by NASA's Orion spacecraft during the Artemis II mission in April. The crew's 10-day lunar flyby tested various aspects of navigation, life-support, and deep-space human conditions. A piece of the spacecraft is visible on the upper left, and the bright spot to the lower right of the moon is Saturn. Human space travel is still a civilian agency pursuit, but Space Force Vice Chief of Space Operations Gen. Shawn Bratton has suggested that Guardians should also be trained for operations in space. An article by retired Space Force Col. Kyle Pumroy, of AFA's Mitchell Institute for Aerospace Studies (p. 26), likewise argues that case.

NASA

Cadet Fourth Class Alex Polen takes aim during CULEX, the Air Force Academy's Culminating Exercise. The multi-day event is designed to test leadership, warfighting, and mission planning skills in realistic field scenarios for more than 3,000 cadets, with an eye to prepare them to be ready to lead combat operations as soon as they graduate.

Trevor Cokley



A U.S. Air Force B-52 Stratofortress refuels from a KC-135 Stratotanker during Operation Epic Fury in March. Both aircraft have been flying for more than 60 years, yet remain crucial elements in American airpower. The Air Force has more B-52s than any other bomber, and more KC-135s than any other tanker—a testament to their endurance and to upgrades made over the decades. USAF is working on modernizing both the bomber and tanker fleets, but these will be the primary workhorses for at least the next decade, and possibly longer, the result of a procurement slowdown that began in the 1990s and never really ended.

USAF

VERBATIM

COMMUNICATION LAYERS



DAF

"Cyber is critical. It's indistinguishable from space operations. If you can't control the networks that distribute the data, you can't do the space missions, so we take it very seriously. ... If you're vulnerable in the network, you're vulnerable on orbit as well."

—Chief of Space Operations Gen. B. Chance Saltzman on the importance of cyber during a May 20 House Armed Services Committee hearing.

Right This Way



Adobe Stock

"The way I've approached this—knowing how smaller companies work—is fast yeses and fast nos. The worst thing for a small company is to be dragged through a multiyear process. ... They knock on 100 doors, and at the end of it, there's no buyer, right? ... How do I create one big front door that they could come in?"

—Defense Department Chief Technology Officer **Emil Michael** speaking at the Special Operations Forces panel on lethal AI & autonomous systems in Tampa, saying he wants to give vendors fast decisions on tech buys [Breaking Defense, May 20].



Jud McCrehin/staff

A Heroes Toast

"These 80 young Americans were extraordinary in every single way—not just on the day of that operation but on the lives they led after that. In 1942, when this ... creative operation was conceived it showed the beginnings of the culture of what became the American Air Force. Let's launch airplanes off of an aircraft carrier that are designed to run off thousands of feet of runway. ... They found the most creative Airman of that day, Jimmy Doolittle, and [he] found volunteers. These guys new the odds. Even in training they knew how difficult this was going to be. They never practiced landing on the boat, they only practiced launching from the boat. ... They flew toward the enemy. ... The audacity of those Doolittle Raiders changed the momentum and the course of history. They proved that if you have the guts to try, great things can be done by the United States of America."

—Chairman of the Joint Chiefs of Staff Gen. Dan Caine, before leading the annual Raiders Memorial Toast, April 17, 2026, at AFA Headquarters.

No Surprise ...

"As the European pillar of the alliance gets stronger, this allows the U.S. to reduce its presence in Europe and limit itself to providing only those critical capabilities that allies cannot yet provide. So we should expect there to be a redeployment of U.S. forces over time as allies build their capacity."

—Supreme Allied Commander Europe and Air Force **Gen. Alexus Grynkewich,** explaining the U.S. administration's reasoning behind U.S. troop withdrawals from Europe.

... Not So Fast

"We are very concerned by the decision to withdraw a U.S. brigade from Germany. ... Even as allies move toward spending 5 percent of GDP on defense, translating that investment into the military capability ... will take time. Prematurely reducing America's forward presence in Europe before those capabilities are fully realized risks undermining deterrence and sending the wrong signal to Vladimir Putin."

—U.S. Senator Roger Wicker, (R-Miss.), Chairman of the Senate Armed Services Committee, and U.S. Representative Mike Rogers, (R-Ala.), Chairman of the House Armed Services Committee, in a joint response to the Pentagon's decision to withdraw approximately 5,000 troops from Germany.

Balancing Act



Eric Dietrich

"If it's not affordable and it's not scalable, we are not going to produce it. That's a signal to industry that you need to simplify the solution. You need to think innovatively about the requirements."

—Golden Dome Director Gen. Michael Guetlein discussing how the program is balancing cost and capability during a May 14 event in Washington, D.C.

UNPREDICTABILITY

"At the end of the day, the foundations upon which we go to war, upon which we use violence, are based upon the Law of Armed Conflict. That is the commander, the person, the human that decides to use lethal violence has to have trust and confidence that that lethal violence will be delivered in the confines of the Law of Armed Conflict, with distinction, proportionately and in the bounds of humanity. ... Machines can't be held accountable."

—Navy Adm. Frank Bradley, commander of USSOCOM, on the reality of using AI on the battlefield, stating that humans must be in the loop [Breaking Defense, May 21].

FACES OF THE FORCE



The 857th Aircraft Maintenance Squadron invited 19 foster teens, from ages 14 to 17, to Nellis Air Force Base, Nev., on April 3 to be part of an "Airman for a Day" tour. The day included visits to the MXG M1 engine back shop, to the 99th Security Forces Squadron's military dog section, and lunch with an Air Force recruiter. Tech. Sgt. Tony Darden, the event organizer said, "What inspired me most was showing them that the Air Force is a real opportunity for a career." The event also highlighted community engagement and mentorship. One of the teens said he felt like the Air Force would be a good opportunity for him, and also that the helicopters made him excited about future possibilities. The finale of the day was a visit with the USAF Air Demonstration Squadron, the Thunderbirds.



Airman 1st Class Heather Amador

Staff Sgt. Theodore Dudley, 603rd Operations Center ISR assessments technician, Ramstein Air Base, Germany, won the 2026 United Services Organization Airman of the Year Award. On Sept. 3, 2025, he woke to a smoke-filled room and ran into the hall, but noticed that no one else was out there—so he started pounding on doors. Dudley helped move residents to safety, one after another by searching floor by floor to lead them to the stairway and out. While turning on his phone's light, he unknowingly activated his camera's record function and was able to help with the fire investigation, leading to the detainment of an onsite suspected arsonist. Dudley said, "I was more focused on other people rather than myself. … I don't think I felt fear until afterward."



Tech. Sgt. Alexandra Longfellow

Remi, son of Tech. Sgt. Alec Steinert, 595th Aircraft Maintenance Sq., and spouse Jessica, made his debut at the Grand Ole Opry in Nashville playing the drums—and he's only 3 years old. After receiving a drum set at 18 months old Remi began to hold the beat after hearing songs one time. Jessica shared it on social media for family and friends to enjoy, and it soon gained over 4 million views. Remi was born with a heart defect and had open heart surgery early on. His parents played music for him all the time. Once he recovered from surgery, he entered and won a contest to play with the band at the Opry. On Dec. 16, 2025, Remi joined them onstage for a rendition of "The Little Drummer Boy."

Provided image



Tech. Sgt. Timothy Hayden

Maj. Joel Loranger, Security Forces Operations Officer, 157th Air Refueling Wing, was awarded the Bronze Star Medal on May 2 for his leadership securing Al Asad Air Base, Iraq, while under fire from hostile forces in October 2025. His coordinated base defense and responsive efforts against aerial attack ensured the safety of personnel and other base assets and infrastructure. Maj. Michael Petrin, commander of the 157th Air Refueling Wing Security Forces Squadron said, "He's exactly the kind of leader you want in a challenging environment."



Tech. Sgt. Joseph Dixon, 31st Force Support Squadron, Aviano AB, Italy, spotted a devastating motorcycle crash while driving on April 20 and jumped out to help. The critically injured rider's clothes were ripped to shreds and his shoes flew off 20 feet in the air. Having completed a Tactical Combat Casualty Care course three days earlier, Dixon checked for neck injuries and applied pressure to the victim's bloody leg, noticing severe trauma. The smell of gas alerted Dixon as well, the motorcycle fuel tank was ruptured and gas was everywhere. He moved all bystanders out of harm's way. "All that training that you think is redundant, it's not," Dixon said. Emergency responders confirmed that he more than likely saved a life that day.



Senior Airman Zachary Jakel

Staff Sgt. Sheldon Cox (third from left), a cyber transport specialist from the 132nd Communications Sq, Iowa ANG, earned MVP honors during several rounds of the Armed Forces ESports competition on April 25 in Philadelphia, leading the Air Force team win to the Championship trophy. The top gamers from the Air Force, Army, Navy, Marine Corps, and Space Force all competed. Cox competed as "Phoenix Reborn," which he said reflects his mindset toward competition and personal growth. Being able to play in person, instead of online, serves as an example of how teamwork, adaptability, and resilience can translate from the virtual to military arena.



Master Sgt. Michael Kelly

Staff Sergeant Cox holding an individual trophy from the ESports event.

Tell us who you think we should highlight here. Write to letters@afa.org

BUDGET

Inside the $1.5T Budget Request

DEPARTMENT OF THE AIR FORCE BUDGET ($ in billions)

Year	Air Force	% Change	Space Force	% Change	Non-Blue Pass-through	Total	% Change
2025	$184.1		$28.6		$45.2	**$258.0**	
2026	$214.7	16.62%	$31.6	10.49%	$48.3	**$294.6**	14.19%
2027*	$267.7	24.69%	$71.1	124%	$52.4	**$391.1**	32.76%

*Requested

By Greg Hadley, Matthew Cox, Steve Losey

The Trump administration's record-breaking $1.5 trillion defense budget request for fiscal 2027 would represent a $441 billion increase over the fiscal 2026 budget, a 44 percent jump that would eclipse the Reagan buildup in the early 1980s to be the biggest budget in U.S. history, even adjusting for inflation.

"The peak of World War II was in 1945 at a little bit less than $1.2 trillion in today's dollars," said Todd Harrison, senior fellow at the American Enterprise Institute. "So this would push well above that."

The budget is built from a $1.15 trillion "base discretionary" budget and $350 million in "mandatory" funds, which would be funded through a reconciliation bill like the one lawmakers passed in summer 2025 known as the Big Beautiful Bill Act.

Sen. Roger Wicker (R-Miss.) and Rep. Mike Rogers (R-Ala.), the respective chairs of the Senate and House Armed Services Committees, praised the $1.5 trillion commitment, while the ranking members pushed back.

Sen. Jack Reed (D-R.I.), ranking member of the Senate committee, dismissed the submission. "I will not rubber-stamp a bloated, undisciplined budget," he said. "I will work with my colleagues on a bipartisan basis to carefully scrutinize every penny."

But retired Air Force Lt. Gen. David A. Deptula, dean of AFA's Mitchell Institute for Aerospace Studies, applauded the commitment to rebuild military fighting capacity.

"The key question is no longer whether the topline is large enough," Deptula said. "The key question [now] is whether it is translated into real combat capacity, readiness, and modernization in a sustained, multiyear way. … It creates the opportunity to rebuild Air Force and Space Force capacity. Execution and prioritization will determine whether that opportunity is realized."

DIVVYING UP THE DOLLARS

Major funding lines in the 2027 request include:

■ $17.5 billion for the Golden Dome missile defense shield, which follows a $25 billion "down payment," most of it in last year's reconciliation bill, which allows the Pentagon to spend the money over time. Golden Dome initiatives will include "game-changing space-based missile defense sensors and interceptors, kinetic and nonkinetic missile defeat and defense capabilities, enabling technologies for a layered, next-generation homeland missile defense system," the Pentagon said.

Golden Dome's director, Space Force Gen. Michael A. Guetlein, said in March the program could cost $185 billion, while other estimates have gone still higher.

■ About $8 billion for 80 F-35 aircraft, of which fewer than half would be for the Air Force. The budget funds just 38 F-35s, even after the Pentagon is now cleared to initiate multiyear buys of the aircraft.

■ The proposed budget also funds 24 F-15EX Eagle II fighters, just two more than 2026. Combined with the 38 F-35As, that adds up to 62 new fighters in 2027—less than the 72 new jets the Air Force has long maintained annually to continually modernize the fleet and reduce the average age of its fighters to a number closer to 20 years than 30.

■ Billions for readiness. Operations and maintenance for the Active duty force would rise 21 percent to $79.8 billion in 2027; Reserve O&M spending would rise 13 percent to $4.8 billion; and Air National Guard O&M spending would increase 10 percent, to more than $8.3 billion. "We are redoubling our efforts to invest in our ability to maintain the airplanes," Air Force Vice Chief of Staff Gen. John Lamontagne told lawmakers. Historically, the Air Force has funded weapons systems sustainment "to about an 85 percent level" he explained. "This year's budget, in 2027, takes us to 93 percent—an additional $3.2 billion—to help us sustain those airplanes over time."

■ The Air Force flying hour program would increase 22 percent, from $6.1 billion in 2026 to more than $7.4 billion in 2027.

■ Another $4.2 billion would go into the Air Force's Consolidated Sustainment Activity Group, a revolving fund used to frontload purchases of parts that can later be paid for with future budgets. The fund helps ensure a steady supply of parts is always available.

■ Double the investment in military construction for the Air Force, to $26.7 billion, to fund new hangar and support spaces for the F-47 fighter at Nellis Air Force Base, Nev.; B-21 Raider beddowns at two air bases; new missile silos and related facilities for the Sentinel intercontinental ballistic missile program; and four new operations centers spread among four Space Force bases.

■ $1 billion to start buying production-model Collaborative Combat Aircraft (CCA) as a production decision on which semi-autonomous drones to buy looms. That includes $996.5 million to fund CCA buys in 2027, plus $150 million in advance procurement funding for 2028.

How '27 Budget Requests Compare: Air Force, Space Force vs. Army, Navy, DOD

By Greg Hadley

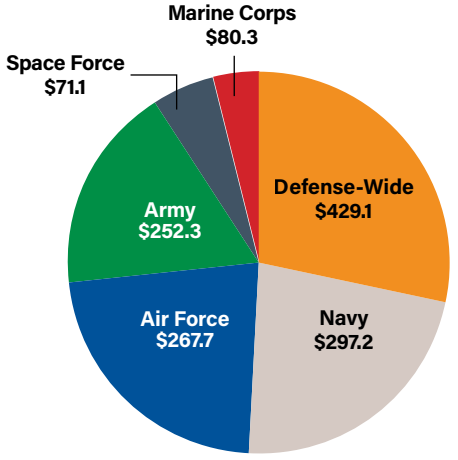
While the Air Force is emphasizing operations and maintenance, the Army and Navy are planning buying sprees with the 2027 budget plan. The Space Force budget, meanwhile, is getting closer and closer to that of the Marine Corps. And nonservice "Defense-Wide" funding more than doubled.

The Department of the Air Force's topline is about $391 billion—nominally the largest of the military department budgets. But that covers the Air Force, the Space Force, and money that passes through the department directly to other agencies, more than $52 billion in this request.

The next largest department by funding is the Department of the Navy, which includes the Marine Corps, at more than $377 billion, followed by the Department of the Army, at slightly more than $252 billion.

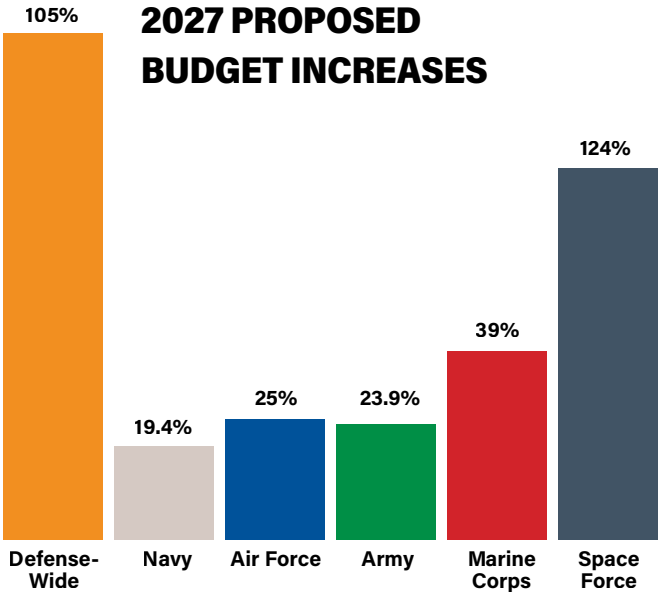
Broken down by individual military services, the Navy is in line for the biggest budget share, with a topline of $297 billion, followed by the Air Force at about $267 billion (after accounting for pass-through), the Army at $252 billion, the Marine Corps at $80 billion, and the Space Force at a record $71 billion.

2027 BUDGETS BY SERVICE
($ in millions)



Among the five service branches, the Space Force would grow the fastest: If approved as requested, USSF spending would rise by 124 percent over fiscal 2026. The Marine Corps is next, at 39 percent, followed by the Air Force, Navy, and Army, which range from nearly 20 percent to 25 percent. Dwarfing all except the Space Force, however, are other Defense Department agencies, which together grow by an unprecedented 105 percent year over year. Each military service took its own approach to allocating its resources.

2027 PROPOSED BUDGET INCREASES



For the Air Force, spending on research, development, test, and evaluation would rise the most, increasing 30 percent, or more than $17 billion. That includes $5 billion for the new F-47 fighter, $4.5 billion for the Sentinel ICBM, and more than $2 billion each for the new B-21 bomber and E-4C Survivable Air Operations Center. The next largest increase, more than 20 percent, would fund operations and maintenance accounts, a follow-through on senior leaders' pledge to fund improved readiness.

In contrast, the Army and Navy intend to invest heavily in new weapons. Army procurement would nearly double, from $31 billion to $61 billion, while Navy procurement would rise by 45 percent, to nearly $144 billion.

Notably, the Navy is asking to double its aircraft procurement from $17.75 billion to $34.4 billion, including both Navy and Marine Corps aircraft. If approved as submitted, the Navy's 2027 aircraft purchases would eclipse those of the Air Force, which is seeking $30.6 billion for aircraft procurement. When it comes to combat jets, Air Force combat aircraft procurement would actually decline from 2026 to 2027, according to budget documents released so far.

The Navy intends to raise shipbuilding investment from $45 billion to $65.8 billion, and to double its purchases of missiles, from $10.1 billion to $22.6 billion.

Missiles lead the Army's shopping list, as it seeks to more than quadruple its spending on missiles, from $8 billion in 2026 to $36.6 billion in 2027. That includes both projectiles for the Terminal High Altitude Area Defense (THAAD) and the Patriot air defense systems, as well as funds for a pricey Precision Strike Missile, estimated to cost as much as $3.5 million apiece.

Both the Army and Navy kept their RDT&E funding essentially flat—the Army figure rising 2 percent while the Navy would raise R&D funding by just 0.8 percent. Both services would invest in military readiness, with the Navy increasing its O&M spending by 11 percent and the Army increasing its investment by more than 20 percent.

Surprisingly, the greatest increases in procurement and R&D would be in Defense-wise programs, rather than those operated by the individual services. "Defense-Wide" spending, which includes the office of the Secretary of Defense, the combatant commands, the joint staff, and dozens of defense agencies, would more than double, rising from about $209 billion in fiscal 2026 to more than $429 billion in 2027—a 105 percent increase.

Much of that would go to the Missile Defense Agency (MDA), which is expected to have an outsized role in President Donald Trump's signature "Golden Dome" missile defense initiative. But MDA is not the biggest winner. The largest chunk of those funds will be spent within the Office

of the Secretary of Defense—around $180 billion more in 2027 just for procurement and research and development. Full details on how that money would be spent are not yet available, but the Defense Autonomous Warfare Group, a little-known organization that appears to have succeeded the prior administration's Replicator drone initiative, looks to be a big winner with $53.6 billion in new funds.

The budget also includes $17.5 billion in a "Golden Dome for America" fund. Most of the money in that fund goes toward MDA and other defense agencies, but some is earmarked for Army, Air Force, and "Space" programs. Other funding in support of Golden Dome is contained within service budgets, such as money earmarked for the Space Force's missile warning satellites.

2027 GOLDEN DOME BUDGET

($ in millions)

Account	2026	2027
Operation and maintenance	$334.2	$1,149.2
Procurement	$1,296.2	$2,147.1
RDT&E	$19,312.7	$14,221.7
Advanced component development and prototypes	$22.0	$0
Operational system development	$132.0	$0
Total	**$21,097.1**	**$17,518.1**

Space Force Seeks to More Than Double Budget

By Courtney Albon

The Space Force is requesting $71 billion for fiscal 2027, a massive increase that puts the Space Force in line to outspend the Marine Corps. The money funds growth in nearly every sector, from missile warning programs and launch services to people.

The Space Force budget is about $36.1 billion in 2026 and leaders have been campaigning for more funding to meet mission demands. About $59 billion of the $71 billion total would come through the base request and another $12 billion would come through a separate reconciliation package, if the administration's plan comes to fruition. Research and development would swell to over $40 billion—topping the entire service's request from 2026—and its procurement account would increase to $19 billion, more than five times what it requested last year.

The proposal also includes $1.9 billion for Space Force personnel, up from the $1.6 billion it asked for in fiscal '26, and $9.7 billion for operations and maintenance, a nearly $4 billion increase.

MORE SYSTEMS, GUARDIANS

Chief of Space Operations Gen. B. Chance Saltzman said the Space Force's budget request reflects its need to grow existing programs and add new ones. That's largely reflected in the service's research and development and procurement accounts, which would see the greatest gains from the White House's proposal, with much of that funding going toward the service's highest priorities.

That includes the Pentagon's Golden Dome project, a signature Trump administration effort to bolster U.S. defenses against advanced missile threats. The defense budget requests $17.5 billion for Golden Dome, and while it's not clear how much of that funding resides within the Space Force's purview, major increases to the service's existing space-based missile warning, tracking, and defense portfolio provide at least some indication.

The request includes nearly $5 billion for the Space Force's Resilient Missile Warning and Tracking program, which is fielding satellites to low-Earth orbit and medium-Earth orbit—a $1.7 billion increase from its fiscal '26 budget, according to high-level Pentagon budget documents. About $3.5 billion of that is for the LEO program, managed by the Space Development Agency, and $1.4 billion would be funneled toward the MEO layer, which Space Systems Command oversees.

The Space Force's Long Range Kill Chains program would see an increase of nearly $1 billion for a total request of $1.3 billion, and another $1.5 billion would fund an effort called "Automate Sat C2," which may support broader Space Force efforts to improve satellite command-and-control capabilities.

Efforts to build out a space-based moving target indication constellation would also see a boost. The Space Force's R&D budget includes $1 billion for Space-Based MTI and, notably, its procurement request adds $7 billion for Air Moving Targeting satellites and $1 billion for its Ground Moving Target Indicator program.

Three other noteworthy increases in the Space Force's R&D and procurement budgets: a $1.5 billion add for a new funding line, Proliferated LEO SATCOM; $4 billion for 22 National Security Space Launch missions; and $1.5 billion for the Space Data Network, the service's larger data transport effort, which will include dedicated military spacecraft as well as commercial satellites and will support Golden Dome.

To manage the Space Force's growing portfolio of missions and systems, Saltzman and Chief Master Sergeant of the Space Force John Bentivegna have said the service's current cadre of 10,000 Guardians needs to double in size in the coming years.

With a $330 million increase in personnel funding, the fiscal '27 budget puts the Space Force on a path toward increasing its end strength, but the doubling officials have called for won't come for a few years. Funding projections from the White House's Office of Management and Budget show the service's personnel budget growing from $1.8 billion in 2027 to $3.2 billion in fiscal 2030.

The Space Force is requesting $1 billion in fiscal 2027 to build four space operations centers around the country, part of a broader push to build up the service to match growing demand for space capabilities.

The expansion is intended to support resilient operations for space control, space-based sensing and targeting, and data transport, Maj. Gen. Frank Verdugo, deputy assistant secretary of the Air Force for budget, said in an April 21 budget briefing.

Because the Space Force doesn't have its own military construction budget, the funding is included in the Air Force's request. The four operations centers would cost $250 million each and be built at:

- Kirtland Air Force Base, N.M
- Redstone Arsenal, Ala.
- Schriever Space Force Base, Colo.
- Grand Forks Air Force Base, N.D.

The new ops centers will bring "resiliency through distribution," a Department of the Air Force spokesperson said, eliminating single points of failure.

Lt. Gen. Doug Schiess, nominated to become the next Chief of Space Operations, said the Space Force needs to spread out its critical assets.

"One of the things that we're looking at is, from a resiliency perspective ... we have some operation centers that have backups," Schiess said. "We've talked about some at contractor facilities, but we just need to make sure that we have more resiliency in where we do operations from and where we go with new programs."

Out With Old Jets, in With Fewer New Ones

By Stephen Losey and Chris Gordon

The Air Force continues to divest aircraft faster than it is buying replacements. In fiscal 2027, its budget plans call for retiring 149 older aircraft and acquiring 108 new ones.

While it plans to acquire 62 new fighters, including 38 F-35As and 24 F-15EXs, the Air Force plans to give up half its A-10s, leaving just 54 of the iconic armored attack jets. The decision ensures the Warthogs remain until 2030.

The Air Force's A-10 decision came late and details are not yet set, officials said. Three A-10 squadrons will remain, with one Active-duty squadron at Moody Air Force Base, Ga., scheduled for shutdown in 2029, and two others—a second Active-duty squadron at Moody and a Reserve squadron at Whiteman Air Force Base, Mo., holding out until 2030. Each squadron is expected to keep 18 Warthogs.

USAF leaders gave up after repeated attempts to divest older Block 20 F-22 Raptors failed to convince Congress. Not only do they now plan to keep those planes, holding the F-22 fleet steady at 184 jets, but they also will suspend retirements of F-15C/D fighters, retaining the remaining 42 aircraft after sending 74 to the boneyard in recent years.

2027 AIRCRAFT DIVESTMENTS

Type	Number
A-10	49
U-2	23
KC-135	20
F-15E	20
C-130H	16
T-6	14
F-16	6
T-38	1

The proposed 2027 Air Force budget request totals $338.8 billion, an all-time high that is 38 percent more than the approved 2026 funding of $246.3 billion.

"The Department of the Air Force's fiscal year 2027 budget request moves beyond the trade-off between modernization and readiness," Air Force Sec. Troy Meink said in an April 21 statement. "We are funding both as concurrent priorities to ensure the force is ready to fight tonight, tomorrow, next week, next year, and next decade."

Overall, the Air Force's plans to invest $30.7 billion in new aircraft, a modest 2 percent increase over its 2026 aircraft procurement budget of $30.1 billion. Included in that is $7.4 billion for 38 new F-35As, $1.1 billion to start production of an undeclared number of semi-autonomous Collaborative Combat Aircraft, and $3 billion for 24 F-15EXs. The 15 KC-46s would total $3.9 billion in cost.

The Air Force would also invest $3.2 billion for an unspecified number of B-21 Raider bombers, plus $2.9 billion for Raider research and development. If approved, that would be a total of $6.1 billion for the sixth-generation stealth bomber program.

If approved, the Air Force said the new plan would also retire:

- 20 KC-135 tankers, five more than the 15 new KC-46s being acquired
- 16 retiring C-130Hs, which are to be replaced eventually with an unspecified number of C-130J Super Hercules mobility aircraft.
- 15 training aircraft
- 20 older F-15Es
- 6 F-16s
- 14 T-6 Texans
- 1 T-38 Talon.

Future aircraft capabilities remain a focal point for Air Force planners, who want to spend $57.6 billion on research, development, test, and evaluation in 2027—up 27 percent over 2026 levels. If approved, their budget would include $5 billion to accelerate development of the sixth-generation F-47 fighter, a boost of $1.5 billion over 2026, and another $1.4 billion to continue to develop CCAs—roughly a $900 million increase.

Pass-Through Takes Smaller Share in '27

By Greg Hadley

The U.S. defense budget is among the most transparent military spending plans in the world, but that doesn't mean it's not rife with hidden meaning and secret programs. Indeed, for more than six decades, the Department of the Air Force budget has hidden billions of dollars that get funneled into secret programs in the Intelligence Community.

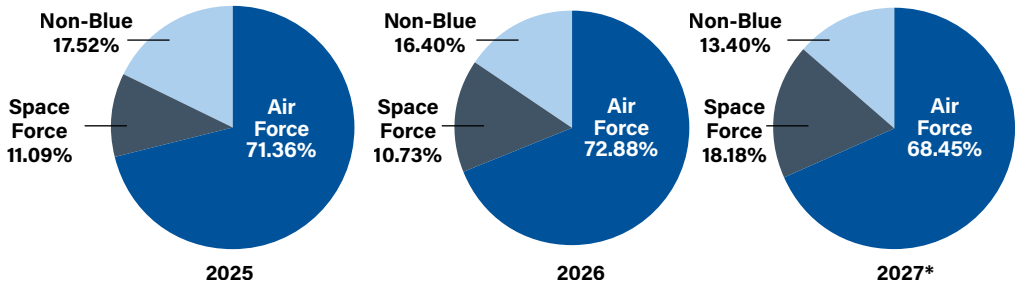
For 2027, so-called "pass through" accounts—money that funds other agencies and is never actually touched or used by the Air Force—will top $52.3 billion. That's 13.4 percent of the total department spending plan. Proportionally, the pass-through makes up a smaller share than in past years, when it has often exceeded 20 percent.

The Space Force, meanwhile, is growing so rapidly that it is poised to gain a larger share of the Department of the Air Force's pie—more than 18 percent in 2027, if the budget is approved as submitted.

Not counting pass-through funds, the Air Force and Space Force portions of the department's budget total $338.8 billion, split $267.7 billion for the Air Force and $71.1 billion for the Space Force.

Meanwhile, Space Force investment is soaring. As submitted, the USSF budget accounts for more than 18 percent of the DAF's topline, the highest level in its nearly seven-year history. Much of that is classified; the Space Force's classified spend would

SPACE FORCE GAINS BUDGET SHARE



reach $17.3 billion, or nearly a quarter of the service's topline total. That's nearly triple the $6.56 billion in classified spending in the 2026 budget.

The Air Force is likewise seeking a major injection of cash for its classified portfolio, with documents showing an increase from $48 billion in 2026 to nearly $57 billion for '27.

Together, the Air Force's and Space Force's classified budgets would jump nearly $9 billion, more than twice as much as the proposed growth in secret pass-through spending, which would be $4.1 billion.

Critics of the pass-through contend that continuing this practice leaves the impression that the department's budget is larger than it really is and has resulted over time in consistently short-changing Air Force investment accounts.

"With the Air Force's responsibilities growing exponentially in the Pacific and Europe, the Air & Space Forces Association believes Congress and the public must be able to make an apples-to-apples comparison of the investment they are making in the Air Force and Space Force's capabilities," AFA leaders wrote in a 2024 letter to Congress.

AIR

USAF Tests New Air-to-Air Missile

By Stephen Losey



Jonathan Tweedy

A Navy F/A-18F Super Hornet was photographed carrying an AIM-260 JATM missile during a test out of Eglin Air Force Base in Florida on May 13.

The military's secretive new air-to-air missile appears to have been publicly photographed for the first time during testing.

A missile matching previously released information and renders of the AIM-260 Joint Advanced Tactical Missile, or JATM, was photographed being carried by an F/A-18F Super Hornet on May 13, shortly after taking off from Eglin Air Force Base in Florida. Jonathan Tweedy, a Florida-based aviation photographer who posts on Instagram at @flightline_visuals and took the pictures, told Air & Space Forces Magazine he also photographed a second Super Hornet with an inert version of the JATM among the five planes that flew that day.

JATM, which is being built by Lockheed Martin and has been in development since 2018, is intended to be the successor to the AIM-120 AMRAAM, which is now the main radar-guided air-to-air missile used by the Air Force and Navy. Details on the new missile are classified, but JATM reportedly will be able to fly farther than the AMRAAM and can fit on existing missile rails and in the internal weapons bays of fighters. Testing has been ongoing at Eglin.

On May 13, an EA-18 Growler from VX-9, the Navy's air test and evaluation squadron nicknamed the Vampires, took off first, Tweedy told Air & Space Forces Magazine in a series of messages. It was followed by the Super Hornet with the live JATM and another with an inert JATM, both from VX-31, the Dust Devils test squadron. They were followed by another pair of Super Hornets, one from VX-9 and another from VX-31, he said.

Tweedy snapped a series of photos during their departure, shortly after 11 a.m. Central time and said at first he didn't realize what he had captured.

"I was more excited at the fact that I had caught VX-31 and VX-9 together," Tweedy said. "It wasn't until after I reviewed my photos that I noticed the [JATM] missile."

Tweedy said he checked his photos afterward and noticed one seemed to have a live missile, indicated by yellow bands. He wasn't sure what he had photographed, but judging by its size and the lack of fins on the missile's midsection, he knew it wasn't an AMRAAM. He sent the picture to a friend, who is

knowledgeable on military technology, who quickly identified it as a JATM.

Tweedy monitored air traffic control during the test flight and said he heard chatter indicating the fighters released their JATMs over the Gulf of Mexico.

The Air Force plans to spend $1.47 billion on R&D for JATM over the next five years, according to budget documents released in April. It also is spending nearly $369 million on procurement for JATM in fiscal 2026, as well as another $8.8 billion between fiscal 2027 and fiscal 2031.

AFSOC Pushes Forward with OA-1K

By Greg Hadley

With a shrinking fleet and growing operational demand, Air Force Special Operations Command sees the new OA-1K combat scout aircraft as key to a "new era," officials say.

Even as budget constraints threaten to limit the number of aircraft built, AFSOC is charging forward on the program, also known as Armed Overwatch. The command recently received its 18th airframe from contractor L3Harris, Commander Lt. Gen. Michael Conley told lawmakers. And ahead of the annual SOF Week conference that started May 18, a command official said the OA-1K will start operational testing later this year, then likely fly in large-scale exercises in 2027.

"We're kind of transitioning and pivoting—the program has matured to the point where we can actually start to demonstrate capability, so it's really reaching an exciting point in the program where we can actually start to see the benefits and the fruits of the labor up to this point," Lt. Col. Robert Wilson, AFSOC's Armed Overwatch requirements branch chief, told reporters May 15.

Combat deployments are coming in the next few years, Wilson said, though he declined to offer a definitive timeline.

Both Conley and Wilson made the case that the OA-1K, dubbed the Skyraider II, can be a "Swiss Army knife" for the joint force—not only capable of conducting multiple missions, but easily transportable. Crews will be able to break down the modified crop duster and put it on a transport aircraft for quick deployments.

"With rapid disassembly and reassembly, OA-1K can be loaded into mobility aircraft like a C-5 or C-17 for rapid worldwide deployment, supporting missions around the world at a moment's notice," Wilson said. "And importantly, we're talking a matter of hours, instead of the days or weeks that it would have otherwise required to fly around the world."

Wilson said AFSOC has tested the capability in a hangar and plans to load a Skyraider into a cargo aircraft later this year as part of operational testing. He said the process requires a "handful of maintainers" and described it as taking "hours," but did not provide exact details on how many personnel are needed and how long it takes.

After reassembly, the plane's two crew members are trained to conduct "functional check flights" before flying missions, Wilson said.

Several OA-1Ks can fit on a larger transport aircraft. Air Force airlifters can already transport helicopters for all the services, but for fixed-wing aircraft, "this really is a unique capability," Wilson said.

It's an important one, because the OA-1K maxes out at about 250 mph with a range of 1,500 miles.

"OA-1K represents a new era for AFSOC, with the flexibility to support not only counterterrorism-like missions, but also crisis and contingency response, competition with more advanced adversaries, and even aspects of full-on conflict," Wilson said.

Conley has made the case before that special operators will find "novel" ways to use the OA-1K once it is in the fleet, and both he and Wilson said the platform is modular enough to employ future payloads and weapons. L3Harris has already pitched its low-cost cruise missile as a possibility for the aircraft, and Conley indicated AFSOC is interested.

"It could do exquisite [signals intelligence], collect intel, and also be armed with up to 6,000 pounds of payload, whether that's Hellfires, rockets, maybe some small cruise missiles that we're working on," he told members of the Senate Armed Services Committee.

U.S. Special Operations Command, which is procuring the OA-1K, has trimmed its planned purchase from 75 down to 53 airframes, citing resource constraints. AFSOC, as the "capability sponsor," is still pushing for the stated requirement of 75, Wilson said.



Staff Sgt. Erika Chapa

Air Force Special Operations Command OA-1K Skyraider IIs await preflight inspections on the Will Rogers Air National Guard Base flight line, Oklahoma City, March 31.

General Atomics CCA Returns to Flight

By Greg Hadley and Stephen Losey

The YFQ-42A Collaborative Combat Aircraft has resumed flight-testing after a six-week pause that began when one of the drones crashed in early April.

General Atomics Aeronautical Systems, which builds the YFQ-42A, announced the return to flight May 21 and said a safety review conducted by the Air Force and GA determined the crash was caused by an "autopilot miscalculation for the weight and center of gravity of the aircraft."

The aircraft was destroyed in the crash near an airport in the California desert owned by General Atomics, though no one was hurt. Multiple YFQ-42As have been built as part of low-rate production.

The firm updated the drone's software, and flights have resumed. During the safety pause, work on the program continued with ground testing and other activities.

The YFQ-42A's autopilot software is separate from the mission autonomy software Shield AI and Collins Aerospace are developing for the CCA program. The autopilot is part of the flight autonomy software, which is responsible for the basics of flying the aircraft, while the mission autonomy software is the "AI pilot" that governs the flight software and executes specific maneuvers based on basic directions from a human operator.

The Air Force envisions its CCA program as a fleet of semi-autonomous drones to fly alongside and take direction from a manned fighter and its pilot.

For the first "increment" of the program, the service is considering the YFQ-42A and the YFQ-44A, built by Anduril. Both are envisioned as strike platforms, though future increments could perform electronic warfare, intelligence, surveillance, and reconnaissance, or more.

The YFQ-42's return to flight comes as the Air Force is closing in on a decision about which drone it will move into production—officials say they will make their choice in fiscal 2026, which ends Sept. 30.

The Air Force released a statement that said it and General Atomics' response to the YFQ-42A's crash shows the strategy of accepting risk in the acquisition and testing phase, instead of in operations, is the right approach.



Courtesy photo

A General Atomics YFQ-42A Collaborative Combat Aircraft takes off during flight testing. Following an April crash, GA updated its CCA software and testing resumed.

"The CCA program was and is set up to learn, even when the learning comes from 'failing forward,'" said Col. Timothy Helfrich, portfolio acquisition executive for fighters and advanced aircraft. "We pushed the envelope, identified a risk, learned from the data, and have cleared the YFQ-42A to return to flight. Even when flight testing on the YFQ-42 was temporarily paused, the program was not."

During GA's flight pause, the Air Force conducted an experimental exercise with Anduril's YFQ-44A. As part of that exercise, airmen from the Experimental Operations Unit (EOU)—not engineers or test pilots—flew the drone from Edwards Air Force Base in California in multiple sorties.

Helfrich pointed to the EOU exercise as an example of technology maturation and risk-reduction activities on the CCA program that continued during the YFQ-42A's pause.

"Because of this momentum and our resilient, multi-vendor approach, overall CCA progress never missed a beat," Helfrich said.

SPACE FORCE

Space Force Accelerates On-Orbit Refueling

By Courtney Albon

As the Space Force makes plans for two on-orbit refueling and maneuver demonstrations in 2027—and closely watches similar government and commercial endeavors—the service official overseeing the effort says he want to take these capabilities from demo to operations in short order.

Both of the upcoming demonstrations will fly on the Space Force's USSF-23 mission, which is targeted for launch early next year. For the refueling effort, the service is working with the Defense Innovation Unit (DIU) and the Air Force Research Laboratory (AFRL) to demonstrate the ability for a commercial servicing vehicle—in this case Astroscale's Provisioner spacecraft—to mate with and refuel a spacecraft, then refuel itself at a pre-positioned fuel depot, and then return to the original spacecraft to refuel it a second time. AFRL developed the Tetra 5 satellite that will be used for the mission, and DIU is leading the tanker effort with contractor Orbit Fab providing the depot. The second effort is focused on maneuver, and specifically the ability to tug a spacecraft to different locations within the same orbit. Starfish Space's Otter vehicle will serve as the tug for this mission and will mate with a nonoperational Space Force satellite.

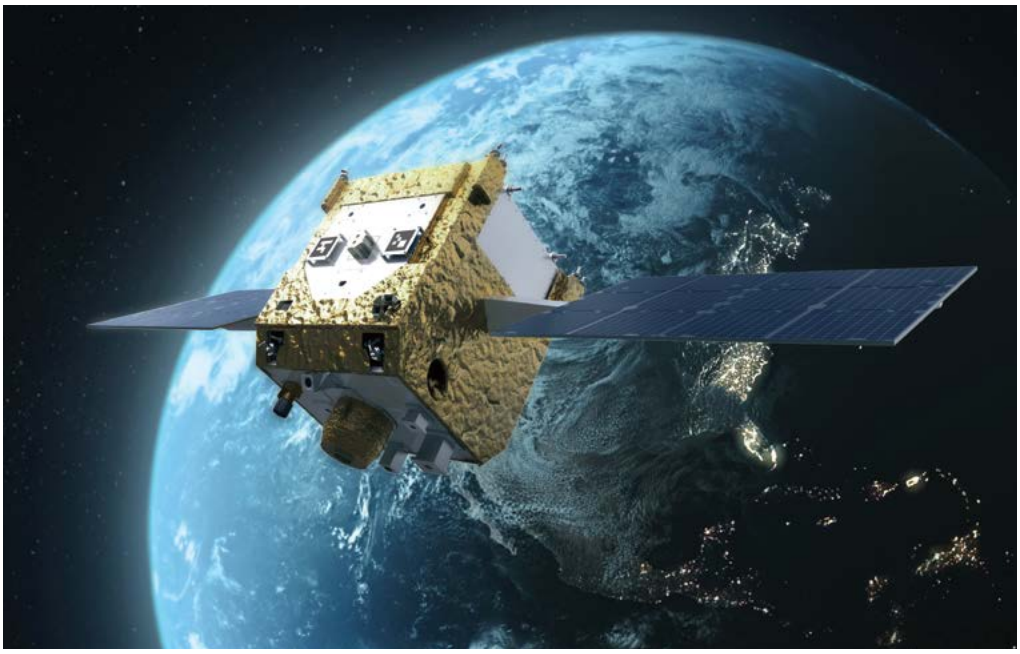
The demonstrations are meant to inform the Space Force's road map for on-orbit servicing and refueling, helping it close the loop on questions around the feasibility and affordability of these capabilities and the operational impact of satellite life extension. They will also help the service craft a longer term plan for how to build an in-space logistics architecture.

But the missions have near-term implications, too, according to the director of Space Systems Command's servicing, mobility,

and logistics office, Col. Scott Carstetter. He told reporters May 20 he hopes to be able to leverage the experimental satellites for operations once they've completed their initial demonstration activities.

"The first vehicle that we'll mate with is a nonoperational vehicle that we're going to move to a disposable orbit," Carstetter said. "And once we demonstrate that capability, then we can mate with operational satellites to conduct things like life extension and those sorts of things."

Later this summer, the Defense Advanced Research Projects Agency and Northrop Grumman subsidiary SpaceLogistics will launch a different robotic servicing spacecraft called the Mission Robotic Vehicle (MRV) to geosynchronous orbit.



Astroscale

An artist's rendering of Astroscale's APS-R "Provisioner" refueling satellite.

It will take MRV about a year to reach orbit via its electric propulsion system. Once it arrives, the vehicle will use robotic arms built by DARPA and the Naval Research Laboratory to install jetpack-like Mission Extension Pods built by SpaceLogistics on the satellites now low on fuel.

The company invited reporters to see the MRV on May 19 at its Sterling, Va., facility before it ships to Cape Canaveral Space Force Station, Fla., in the coming months. After it performs the contracted pod installations, the MRV, which can operate on orbit for at least 10 years, will be available to service other satellites in a variety of ways—repositioning a spacecraft, repairing it, or upgrading it with a new sensor.

Rob Hauge, president of SpaceLogistics, said the company has had conversations with several potential government and commercial customers about other operational missions it could perform once in orbit.

"We're spending a lot of time right now educating the government as well as industry on the capabilities of the MRV, so that they can start planning and thinking about what that capability could do for them," he said.

Carstetter said his office is closely watching the initial MRV operations as well as other upcoming demonstrations, whether government-led or commercially derived, and looking for opportunities to put those capabilities on contract.

"We'll be looking to set up some level of contracting that we'll be able to access those resources while they're on orbit if the need arises from our operational community," he said.

The Space Force didn't request funding for the servicing, mobility, and logistics office in its fiscal 2027 budget request. For now, Carstetter said, they're relying on prior-year funding to run the planned demonstrations and other efforts the office is managing. He said he expects that to change in the coming years as the service solidifies its plans to operationalize the capability.

The Space Force's RG-XX program will be the first in the Space Force to have a requirement for satellites to be refuelable. The program is still refining its acquisition approach for refueling and is weighing whether to pursue a dedicated vehicle or a contrac

USSF Lays Out New Officer Career Path

By Todd South

Guardian officers must master their job specialty but also have a strong all-around understanding of the service and the joint force, the Space Force detailed in a new officer career document.

The Officer Career Development Path, released May 8, lays out a 20-year "career delta" path showing how newly commissioned officers can chart their way to success regardless of their chosen specialty.

"First and foremost, Guardian officers are leaders and planners," Chief of Space Operations Gen. B. Chance Saltzman said in a release accompanying the new development path. "Prevailing in the contested space domain requires officers to have experience across space disciplines, mission command, and joint planning."

Guardians have flexibility in how they climb the ranks; the release stresses that instead of a "rigid sequence," USSF officers will progress according to performance and experience.

The holistic approach to career development follows on the work the service has done with its new officer training course, which saw its first 84 graduates in August 2025. The service has now graduated a total of 300 officers from OTC, held at Peterson Space Force Base, Colo., a Space Force spokesman said.

Saltzman told Air & Space Forces Magazine at the time that the service took "ownership" of its officer training with a fresh approach, not based on other military branches, which can focus tightly on a job specialty.

"We designed the training course the way the Space Force needs it to be done to meet Space Force needs," Saltzman said then. "We're too small to really specialize and gain the benefits. … We don't have the same scale; our officers have to do a lot more."

The Space Force had 9,985 total Guardians in fiscal 2025. Nearly half, or 4,649, were officers.

The yearlong course starts with fundamentals training, includ-

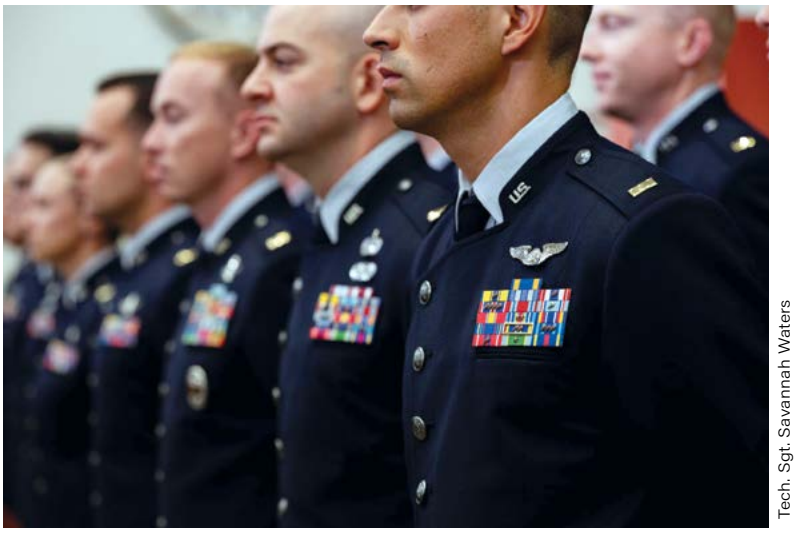
ing joint doctrine, Space Force doctrine, leadership, and planning skills. That's followed by stints immersing Guardians in each of the service's major career fields: cyber, intelligence, space operations, and acquisition.

The goal, Saltzman and other leaders say, is to develop "Guardians first, specialists second."

The new officer career path doubles down on that push by calling career-broadening assignments, such as instructor, recruiting, or talent management, "essential" to develop the force.

"Officers will be expected to seek opportunities to broaden their understanding of the Space Force by applying for career broadening/special duty positions that align to the skills and experiences gained at that point in their career," according to the document.

Retired Space Force Col. Charles Galbreath, now with the Mitchell Institute Spacepower Advantage Center of Excellence, said that including career broadening as part of the foundational development of the service's officers is a "step toward normalizing the Space Force officer progression with those of the other services."



Tech. Sgt. Savannah Waters

U.S. Space Force officer trainees lined up at an Officer Training School graduation in December 2025.

Joint billets give officers a "better sense of how space integrates with other services into joint operations," Galbreath said.

As the service continues to grow, more of those joint jobs will be available for Guardians, Galbreath said, noting that Lt. Gen. Steven P. Whitney now serves as the director of force structure, resources, and assessment on the Joint Staff in the Pentagon.

While not exhaustive, the career-broadening opportunities extend beyond joint billets, and the list is long:

- Officer Instructor & Recruiter Special Duty
- Education with Industry
- Space Test Course
- Weapons Instructor Course
- Regional Space Advisor
- Intermediate Level Education; Senior Level Education
- Acquisition Exchange Program
- Deployments
- Special Experience Exchange Program
- Joint Assignments
- Junior Officer Cryptologic Career Program
- Junior Officer Geospatial Program
- Legislative Liaison
- Advanced Studies Groups
- Computer Network Operations Developmental Program
- Expeditionary Warfare School
- Space Intelligence Intern Program
- Advanced Academic Degree

LEADER DEVELOPMENT

For Guardians who choose to pursue a career in force modernization, which includes acquisition and developmental engineering, the framework gives insight into how they can time their careers and assignments to be competitive for promotions.

The Space Force plans to hold an annual board to select Guardians for the force modernization track, which Guardians can learn about from their senior leadership and mentors, according to the document.

Another unique feature of the Space Force, Galbreath noted, is that roughly half of its officer billets are associated with acquisition due to the highly technical nature of the service's mission.

Specific guidance in the framework spells out how time outside of an officer's job specialty might impact their eligibility and future leadership opportunities, according to the release.

The document also notes that all officers will start their careers in full-time status, though they may have the option to work part time, depending on what's available and their qualifications.

The Space Force is unique among the services in that it does not have a Guard or Reserve, and full-time and part-time Guardians are all in one component. While other services allow individuals to enlist or be commissioned, complete their training, and immediately join the Guard or Reserve, at least for now, the USSF mandates that its officers start full-time.

READINESS

New KC-46 Vision System Slips to '28

By Matthew Cox

The Air Force says it has formed a plan with Boeing to get key upgrades deployed across the KC-46 tanker fleet faster—but the service acknowledged it won't start fielding the refueler's upgraded vision system until 2028.

USAF announced the "multipronged" agreement with Boeing to rectify critical issues with the KC-46 that senior leaders said must be resolved before the Air Force will sign a new contract to buy 75 additional tankers.

The plan, which also involves upgraded contractor logistical support, will significantly increase KC-46 availability by 2030, officials claim.

Fielding of the new Remote Vision System 2.0—the camera and video system boom operators use to refuel other aircraft will take place as KC-46s come in for depot-level maintenance. The strategy shortens the retrofit timeline from 13 years to seven years.

The announcement also states that RVS 2.0 will "begin fielding in early 2028." Last fall, the Air Force projected that the RVS 2.0 would be ready for fielding by summer 2027.

RVS has been an issue for the KC-46 for years now. In certain lighting conditions, the boom operator using the current RVS is

unable to see the receptacle clearly, risking damage to the receiving plane if the boom scrapes against that aircraft. Originally, officials said the upgraded RVS 2.0—which includes better cameras, color video, and increased depth perception—would be ready by 2023. That timeline has slipped several times now.

Air Force Lt. Gen. David Tabor, deputy chief of staff for plans and programs, told Rep. Donald Norcross (D-N.J.) at a May 13 congressional hearing that RVS 2.0 retrofits would be delivered in early summer 2027, but the system won't be installed on new production KC-46s until the "second quarter of fiscal 2028."

An Air Force spokesperson clarified the new fielding schedule in a statement describing the RVS 2.0 schedule as "largely stable relative to last year's briefed baseline with a minor adjustment to the RVS 2.0 certification timeline from [fourth quarter fiscal 2027] to [first quarter fiscal 2028], which naturally sequences fielding into early 2028."



Courtesy photo

A KC-46 Pegasus refuels an F-22 Raptor over the Mojave Desert, while an F-16 awaits its turn in March.

PARTS AND LOGISTICS

The new Air Force-Boeing plan also includes a five-year "performance-based logistics agreement" to better support the aerial-refueling subsystem and other key components, the announcement states. The original boom telescoping actuator had to be redesigned after it was found to cause the boom to become "stiff" and prevent it from refueling certain aircraft, such as the A-10 Thunderbolt II, that cannot produce enough thrust to keep the boom in place during refueling.

"Reliability and parts availability of the aerial-refueling subsystem collectively represent the largest detractors of KC-46 availability," the announcement states.

INCREASED AVAILABILITY

The KC-46 plan is needed to improve the fleet's readiness—despite being relatively new, the Pegasus has struggled in that area. It had a 62 percent mission capable rate in 2024, the last year the Air Force publicly released aircraft readiness rates.

"Though it is performing admirably, the [KC-46] fleet still faces readiness challenges, requiring daily heroics from the crews on the ground to address those challenges," William Bailey, acting assistant secretary of the Air Force for acquisition, technology, and logistics, acknowledged during the May 13 congressional hearing.

The new readiness improvement initiative between the Air Force and Boeing "is expected to provide a near-term availability boost of approximately 6 percent and provide a long-term aircraft availability increase of over 20 percent by 2030," Bailey said.

IRAN

Epic Fury's Epic Cost: $29B

By Chris Gordon

The cost of operations against Iran has risen to $29 billion, a senior Pentagon official told lawmakers May 12, a $4 billion increase from the Department of Defense's last public estimate two weeks previously.

The figure was provided by Jules "Jay" Hurst III, the Pentagon's acting comptroller and chief financial officer. Hurst said the cost estimate is not yet comprehensive—in part because it does not include the cost of damaged bases—and is still being evaluated.

"The joint staff team and the comptroller team are constantly looking at that estimate," Hurst told House members. "Now we think it's closer to $29 [billion]. That's because of updated repair and replacement of equipment costs, and also just general operational costs to keep people in theater."

Hurst offered the estimate during back-to-back hearings before the House and Senate appropriations defense subcommittees, where he testified on the Pentagon's $1.5 trillion budget request for fiscal 2027, alongside Secretary of Defense Pete Hegseth and Chairman of the Joint Chiefs of Staff Air Force Gen. Dan Caine. In an earlier April 29 hearing before the House Armed Services Committee, Hurst and Hegseth provided a lower cost estimate, saying the operations against Iran had cost around $25 billion, mostly in munitions. That figure also included operations and maintenance and "equipment replacement," Hurst said at the time.

U.S. airstrikes on Iran began on Feb. 28. Before the U.S. and Iran agreed to a ceasefire on April 7, the U.S. struck over 13,000 targets and intercepted 1,700 Iranian missiles and drones, Caine told reporters.

The U.S. has conducted limited airstrikes since the ceasefire and has imposed a naval blockade on Iranian ports since April 13. Over the course of the conflict, hundreds of combat aircraft have been employed, as well as over 20 warships, including three aircraft carriers—one of which has now left the region—and an amphibious assault ship. Over 100 aircraft are helping enforce the ongoing blockade, according to U.S. Central Command. Around two dozen B-1B Lancer and B-52 Stratofortress bombers used in strikes against targets in Iran are still based in England, and some of the aircraft have flown training sorties since the ceasefire.

The Pentagon is not factoring the cost to repair its bases in the Middle East, Hurst has said. Over a dozen U.S. military facilities in the region have been attacked, with significant damage in

some locations. Radars, aircraft, buildings, and other infrastructure have been damaged or destroyed, according to satellite imagery and people familiar with the matter. Pressed by lawmakers, Hurst said there are too many uncertainties to make a judgment, including what military presence the U.S. will maintain in the region in the future.

"We have a lot of unknowns there," Hurst told the Senate subcommittee. "We don't know what our future posture is going to be. We don't know how we construct those bases. We don't know what part our allies or partners can pay into the cost. And so we don't have a good estimate for that."

More than 400 troops have been injured, largely in Iranian attacks on bases during the conflict. Thirteen Americans have been killed in action, and one Soldier died in what the Pentagon said was a noncombat incident.



USAF

A U.S. Air Force KC-135 Stratotanker refuels a B-52H Stratofortress during Operation Epic Fury, March 20.

Dozens of U.S. aircraft have also been severely damaged or destroyed either on the ground or by hostile or friendly fire, including two dozen MQ-9 Reapers, four F-15E Strike Eagles, one A-10 Thunderbolt II, an E-3 Sentry AWACS, and multiple KC-135 Stratotankers.

U.S. forces also intentionally blew up two MC-130 Commando II aircraft and Special Operations helicopters after the MC-130s got stuck in Iran on a makeshift runway during a mission to save the weapons systems officer of an F-15E that was shot down by Iran. Both aviators were rescued.

The full extent of damage to some aircraft is not publicly known, including the damage to a U.S. Air Force F-35 Lightning II that was hit by Iranian fire and damage to multiple tankers struck by shrapnel at Prince Sultan Air Base, Saudi Arabia.

"Repair of aircraft is something that's very hard to calculate. We want to do a full diagnosis of the aircraft before we estimate that cost," Hurst said. "That's included. That's what we have right now. But it's an estimate, especially for repair costs, and so that could change over time."

The Pentagon is expected to send a request for supplemental funding to Congress, but has been cagey on how much money it will request and when, prompting bipartisan frustration from lawmakers.

"When it's relevant and required, we'll share it," Hegseth said.

Rep. Ken Calvert (R-Calif.), the top Republican on the House subcommittee, told Hegseth that "sooner is better than later." Rep. Betty McCollum (D-Minn.), the subcommittee's top Democrat, requested a detailed breakdown of the costs of the war.

Senate Armed Services Committee Ranking Member Sen. Jack Reed (D-R.I.) said May 12 during an event hosted by the Defense Writers Group that the Pentagon has yet to provide lawmakers with a detailed cost breakdown.

"We have no information. It's a ballpark figure," Reed said of the Pentagon's cost estimate. "We're being asked to put up $1.5 trillion and a supplemental, and they can't explain what they've done with the money we give them. It's preposterous, but that's what they're doing."

The Pentagon has expended thousands of pricey precision munitions during the conflict, including more than 1,000 JASSM air-launched cruise missiles and more than 1,000 Tomahawk cruise missiles, according to U.S. officials, open-source estimates, and an analysis from the Center for Strategic and International Studies. The U.S. has also used 1,000 Patriot interceptors, and hundreds of other THAAD, SM-3, and SM-6 interceptors, according to the think tank.

RESCUE

We'll Bring You Home: USAF's Unwritten Contract with Every Combat Pilot

By Matthew Cox and Stephen Losey

When a U.S. F-15E Strike Eagle was shot down over Iran and its pilot and weapons systems officer ejected into unfriendly territory in early April, rescue personnel immediately sprang into action. Crews focused on where the Airmen went down, listening for signals and looking for evidence that they had survived, and rescue helicopters swarmed and scanned for their possible landing sites.

When Airmen eject, the mission is clear: America leaves no warrior behind. Airmen are trained to survive, evade, resist, and escape the enemy, and everyone from ground crew to rescue personnel and commanders are committed to doing everything necessary—and possible—to bring downed Airmen home.

For two former Airmen in particular, the roughly 48 hours between the shootdown and the rescue of the second Airman brought back memories—sometimes uncomfortable—of trying to survive after being shot down in the former Yugoslavia in the 1990s. Former Air Force Capt. Scott O'Grady and retired Air Force Gen. David L. Goldfein each ejected from an F-16 during 1990s conflicts with Serbia, O'Grady in 1995, and Goldfein in 1999.

In the 27 years since then, throughout near continuous wars, no other American Airmen had found themselves in similar straits until April 2026. And during that time, attitudes, investment, and planning for future combat search and rescue has undergone periodic reassessments as Air Force planners consider the future of warfare and the challenges of rescuing downed Airmen under fire.

RESCUING DUDE 44

Within hours of the F-15's April 3 shootdown, Air Force com-

bat search and rescue forces mustered 21 military aircraft and dozens of Airmen, flying into Iran for a daring daylight mission to rescue the jet's pilot, call sign DUDE 44A. Miles away, weapons systems officer DUDE 44B was unable to come out of hiding and could only watch as his crewmate caught a ride out of trouble.

Now came the hard part. Over the next day and a half, as DUDE 44B—the WSO—continued to hide, Iranian TV broadcasters announced a bounty for his capture and U.S. and Iranian operators scrambled to get to him first.

The joint force team that ultimately secured his safety, directed by the Joint Special Operations Command, included Air Force A-10 attack jets, HC-130 combat rescue airlifters, and HH-60W rescue helicopters, plus other aircraft. Resistance and other difficulties ensued. By the time the operation was done, two MC-130s and two Army MH-6 helicopters would become stranded in soft earth and have to be destroyed and an A-10 would be struck by anti-aircraft fire and have to be ditched, though in friendly territory.



Alejandro Peña/Alaska National Guard

U.S. Air Force HH-60W Jolly Green II helicopter aircrew assigned to the Alaska Air National Guard hoist a simulated downed pilot during a full mission profile training exercise at Malemute Drop Zone, in Alaska, March 31.

All that added up to a material loss of at least $300 million, and possibly far more. But they'd saved the life of DUDE 44B.

Reflecting on the rescue later, Chairman of the Joint Chiefs of Staff Gen. Dan Caine praised the rescuers for their tenacity, grit, and courage and said their heroism proved "yet again that the United States of America and our joint force will always place more value in humans than we ever will in hardware."

'IT'S A RACE'

When Goldfein learned the F-15E had been shot down over Iran in April, he could imagine what the DUDE44 Airmen were going through. Almost exactly 27 years earlier, on May 2, 1999, Goldfein's F-16 collided with a surface-to-air missile over Serbia. Before long, he was descending through the sky, his plane gliding to the ground beneath him and his parachute opening overhead.

"It's a race, right?" Goldfein said. "The race is on between who gets to them first. It was the same in my situation."

O'Grady also knew the feeling. Recalling the recent shootdown just days after it happened, O'Grady said he looked to heaven for the Airmen's rescue. "I prayed for them, for their safety, and for their health and their lives," he said.

O'Grady's F-16 was shot down 47 months to the day before Goldfein's, on June 2, 1995, by a Soviet-made SA-6 surface-to-air missile fired by Serbian troops during the Bosnian war.

"Missile impact was very violent—it came with very little warning," O'Grady remembered. The aircraft split in two. "I thought I was dead. But I still reached the ejection handle. I came out actually parallel with the horizon. Debris was flying all around me."

Burning jet fuel seared his clothes and skin. His parachute opened in slow motion, the seconds feeling like minutes as he made his descent.

"I literally could see the greeting party and their troop carrier and two other vehicles matching my drift rate across the ground," O'Grady said. "I knew they weren't just driving up the highway. They were driving up to try to reach me when I landed."

O'Grady found a hide site almost as soon as he hit the ground. "You go right to your training on what you need to do," he said. Serb forces swarmed the area, treading within "6 feet from me." He shut off his radio so it couldn't give him away and managed to evade capture for the next six days.

"What people don't realize is that downed pilots or aircrew members become political pawns," O'Grady said. As media reports the story, people back home hang on every bit of news. Capturing an American is a big win for a smaller military, and adversaries have learned over the years how to manipulate media coverage and public angst, as they seek to use captured service members to even their odds against the mighty United States.

In the 1993 Battle of Mogadishu, Army Master Sgt. Gary Gordon and Sgt. 1st Class Randy Shughart were killed after fast-roping down out of a helicopter to defend its surviving pilot, Chief Warrant Officer Mike Durant, against enemy gunfire. Americans watched in horror as the slain Delta Force Soldiers were dragged through the city's streets. Durant was captured and held prisoner for 11 days. The disaster would ultimately lead to the withdrawal of American forces from Somalia just five months later.

"What kind of impact did it have when … their mutilated bodies—naked and stripped—were dragged in front of the cameras?" O'Grady asked. "That had an impact of an image in every single household in America that then had a propaganda impact on the will and the heart to stay in the fight."

The stakes in an operation soar when an American pilot goes down, others agree. Retired Air Force Col. Brandon Losacker spent his career as an HH-60G Pave Hawk weapons officer and CSAR team member and suggested the entire outcome of Operation Epic Fury might have tilted had the rescue missions to save the pilot and WSO DUDE failed.

"CSAR is a strategic mission," he said. "Imagine the world that we would be in right now if our CSAR and the SOF personnel recovery missions had failed, and the Iranians had our downed crew. What would that have done to the President's decision space? We would be in a totally different world."

SACRED TRUST

Goldfein's rescue was a quicker and—for a while at least—somewhat quieter operation than the F-15 crew's recovery. He was on the ground for a few hours, dodging both landmines and Serbian patrols, and recalled that Serb forces didn't know exactly where he was until the extraction effort began.

But once they did, he said, "it got pretty exciting." Two pararescuemen and a combat controller jumped out of an HH-60 Pave Hawk to grab Goldfein, who had emerged dirty and exhausted

from his creek bed cover. As the sun rose on that early May morning, they hustled the pilot into their helicopter as "the enemy opened fire and started trying to take us out."

This is where rescue crews' dedication comes into play, Goldfein said. "If you're in a helicopter in the daytime over enemy territory, you're pretty vulnerable."

To this day, he celebrates each May 2 by sending bottles of Scotch to the units that helped save him. But more than that, he became close friends with his rescuers, in some cases helping them through challenges of their own, such as post-traumatic stress and substance abuse problems.

Likewise, O'Grady remains close to the 61 Marines who participated in his rescue, saying they "became my instant brothers."

O'Grady's six days on the ground were long and slow. His wingman hadn't seen his parachute open and as the days ticked by, some U.S. forces began to doubt he had survived the strike.

"You have to have something that you want to live for, you have to have a belief, and you have to have trust," O'Grady said. "For me, that belief came in my faith. What I wanted to live for was my family and to return to them, and the trust was I knew my brothers in all service branches, both men and women and most importantly, the American people, were not going to forget me. They were going to make sure I came home."

In every case, from O'Grady's to Goldfein's to DUDE 44, the rescues went far beyond one service, involving the entire joint force and even CIA engagement in the case of DUDE 44.

In Iran, the CIA helped with an intricate misdirection play to throw Iranian personnel off the trail while the rescue and extraction was underway, while special operations forces held off Iranians closing in on the downed WSO on the ground. Space Force Guardians and intelligence analysts gathered data and worked to verify the emergency beacon they were tracking was in the pilot's hands, not someone else's.

"It's not surprising at all to me that all of government stopped what it was doing, and applied whatever they could to the team," Goldfein said. The rescue was a national effort.

Goldfein said it took him time to fully understand all that had gone into extracting him from the combat theater. "Until I got back and got a chance to talk to several different groups, I had no idea how many organizations across government were all focused that night on helping get me home," Goldfein said. "It's just who we are."

Even now, 27 years later, Goldfein continues to discover new contributors to his rescue. "I met someone in the airport, no lie, about a month ago, who walked up to me and said 'Are you Gen. Goldfein?' I said, 'Yeah, but I've got a new call sign, just Dave now.' [And he said,] 'I was the boom operator on the KC-135 during your rescue. I refueled the whole team of aircraft that was up there, for the whole night, getting you out.'"

CSAR IN THE FUTURE

New technology made a difference for DUDE 44, including bespoke technology that enabled the rescue team to pick up the WSO's beating heart from miles away. "Every rescue advances the technology, the tactics, and the procedures," Goldfein said. "I had some firsts, in terms of technology, on mine."

But the losses endured in the second DUDE 44 rescue could be too great if numerous pilots were down at the same time. In the Vietnam era, shootdowns were common, and rescues were comparatively frequent, though hundreds of the prisoners in North Vietnam's notorious Hanoi Hilton prison were Airmen who weren't able to hide long enough to evade capture.

"There's not a commander in the world that doesn't want combat rescue sitting on the end of the ramp waiting to go for their guys," said retired Col. Russell Cook, former commander of the 347th Rescue Wing

But those capabilities are hard-won, O'Grady said. "There are special skill sets that are needed, and special capabilities that other units are not necessarily going to dedicate themselves to as that's their primary mission," he added. "These CSAR guys are willing to put it all on the line to go save someone else's life, and that's their joy, their mission, and their purpose."

Yet in recent years, questions have lingered about whether the U.S. would be able to pull off such rescues in a conflict against a well-defended foe such as China. In the Pacific, where distances are magnified and helicopters might lack the range and survivability to safely extract downed crewmembers, some openly questioned whether CSAR missions might still be possible.

Indeed, the Air Force moved to curtail its fleet of new HH-60W Jolly Green II combat rescue helicopters for that very reason. The service originally planned to buy 113 new HH-60Ws from Lockheed Martin's Sikorsky division to replace its aging Pave Hawk rescue helicopters, but in 2023 cut that total to 85. Leaders argued at the time they needed to investigate unmanned, autonomous and other alternative aircraft for the rescue mission.

Congress, however, pushed back, funding the acquisition of 14 more aircraft over the following two years. Today, the fleet numbers 89 production aircraft, with two more on the way.

Even thinking about giving up that capability strains O'Grady's comprehension. "Why would you ever want to get rid of that and give that mission to somebody that's not focused on that being their mission, [that] don't have the proficiency and the skill sets and the assets and the equipment and the tools necessary to get that mission successfully accomplished?" he wondered.

Goldfein, who went on to become the Air Force Chief of Staff and had firsthand experience juggling the priorities that can pit one capability against another in the fight for resources, said the future Air Force will need a variety of CSAR capabilities to match the different threat environments rescues might face.

In a highly contested rescue, such as in Iran, the Air Force may need a bigger, more robust force than it would in a less-contested place, Goldfein said. The Air Force needs to have a comparable range of options, potentially including uncrewed rescue aircraft that could swoop into an uncontested spot to pick up a waiting aviator almost like a taxi service.

Yet not all technology is helpful. Social media has enabled crowdsourced data and the sharing of photos, videos, fake imagery, along with names, locations, and more. Iranian state media leveraged American social media platforms to share photos of the wreckage and video of rescue of rescue operations in a bid to rally bounty hunters to find the Americans first.

"The question becomes, how do you roll [advancements like rapid social media information sharing] into your tactics, techniques, and procedures and your technology going forward?" Goldfein said. "There's a lot of creative ways you can make that an advantage, while at the same time it certainly presents a challenge."

Speed will only become a greater factor over time. At least one Airman evaded capture for three weeks in Vietnam in the 1970s, a scenario that seems hard to believe today.

"From the moment someone ejects over enemy territory, … every second counts—not every minute, every second counts," Goldfein said. "What you want is all the tools readily available, a team that's highly trained, a communications system that's robust and secure. That's not the time to start building your team, because a life depends on the team that you've already built."



Military Human Spaceflight is Key to Future U.S. Space Superiority

Artemis II launched in April for a historic loop around the Moon and back, with three NASA astronauts and a Canadian Space Agency astronaut aboard. The author makes the case for why Space Force Guardians should take on human spaceflight in the future.

NASA/Bill Ingalls

By Col. Kyle Pumroy, USSF (Ret.)

The United States and China are competing in a modern-day space race with generational strategic consequences at play, both in space and on Earth. And at this moment in time, China—not the United States—is positioned to dominate. To change that future trajectory, the United States must commit the time, actions, and resources needed to prevail.

Unlike the space race of the 1960s, when President John F. Kennedy committed the nation to "landing a man on the Moon and returning him safely to the earth" before the decade was over, this contest has no defined finish line. Instead, it will be defined by enduring competition for long-term strategic positional advantage in space. The winner will be the nation that can execute and defend its objectives across the full span of space operations—to include sustaining unimpeded human transportation and logistics lines from low-Earth orbit to cislunar space; controlling critical resources at the lunar poles; and establishing secure habitats and reliable power systems to support long-duration missions on the lunar surface.


MITCHELL INSTITUTE
Policy Paper
Military Human Spaceflight: A Key Component to U.S. Space Superiority
Key Points

Col. Kyle Pumroy, USSF (Ret.) is a Senior Resident Fellow for Space Studies at AFA's Mitchell Institute for Aerospace Studies. Download the entire report at *http://MitchellAerospacePower.org*

The first player to secure these conditions will define the rules and norms of humankind's space economy, space exploration, and space security interests. Collectively, securing these interests will play a major role in positioning the leader of the space race as a dominant figure on Earth and beyond.

China's record on Earth is informative. Its belligerent use of hard power to assert territorial dominance over its neighbors projects a future that puts at risk U.S. interests in space. While the 1967 Outer Space Treaty (OST) prohibits claims of lunar sovereignty and militarizing the Moon, China's military-led space program and plans for Moon bases are inconsistent with the treaty's provisions. Moreover, China's record of ignoring treaty agreements suggests the United States cannot count on self-constraint. While upholding the OST should be the United States' desire and priority, pragmatically, it must prepare otherwise. That points to wielding the ability to deploy Guardians into space, with Title 10 military authorities, to credibly enforce norms and standards.

Developing a military human spaceflight program is therefore necessary to establish and secure U.S. strategic positional advantage in space, especially on the Moon. History demonstrates that whenever terri-



NASA

The Moon as seen from the Orion spacecraft during the Artemis II mission in April. The Space Force is the logical military branch to establish manned military capability in space, the author argues, whether those interests are on the Moon or beyond.

torial conquest, the potential for economic gain, and national interests overlap, hard power matters.

CHINA'S MILITARY PROGRAMS

China has displayed remarkable discipline in meeting its space exploration and habitation objectives. Over the 30 years between 1992 and 2022, China achieved all its stated human spaceflight goals within or close to objective timelines, including operating a crewed spacecraft, mastering rendezvous and docking, and building a space station.

China's success traces to a consistent national vision and objectives. As described by China's former General Director of lunar exploration missions, Ye Peijian, "The cosmos is an ocean, the Moon is the Diaoyu Islands. …If we can go, but don't go, future generations would condemn us. Once others … have occupied, no matter how much you wanted to go you couldn't." Expressed more plainly, China views success in the space race as a means to control territory and corresponding logistics routes—a modern day Silk Road through space.

China's progress is evident: China has continuously retained at least four Taikonauts—its word for astronauts—on its Tiangong space station since June 2022; leadership plans to double the space station's physical size by 2035, enabling it to double its crew to eight Taikonauts. China is also pushing forward with a credible plan to put Taikonauts on the Moon by 2030.

Importantly, China's Taikonauts are not civilians operating under a civilian-led program, as are NASA astronauts from the United States; they are members of the Chinese military operating under military authorities.

U.S. NATIONAL SECURITY INTERESTS

America's current manned spaceflight program, in contrast to China's, has been defined by inconsistency for decades; objectives for lunar and Mars missions have come and gone. Under the direction of current NASA Administrator Jared Isaacman, however, a renewed focus appears to be taking hold. During NASA's Ignition event in March 2026, Isaacman portrayed space exploration within the context of great power competition; he also unveiled a multiphased Moon base strategy. He affirmed his commitment to maintaining human presence in low-Earth orbit.

Isaacman's focus is helpful, but without a national security element at the core, funding human spaceflight becomes a matter of national prestige alone, making it easy to dismiss as a luxury rather than a necessity. This argues for a new national strategy in which competition in space is seen as it is: a competition whose strategic implications stretch far into the future.

China's ambitions for LEO and lunar space stations exclusively inhabited and executed by military Taikonauts demonstrates their vision and gives them a comparative edge. By contrast, U.S. interest in space ranges from high-end science projects and tourism to business opportunities—not security.

As an example of the floundering vision and American ambivalence toward space exploration, the U.S.-led International Space Station is slated to be decommissioned in 2030. America's only operational option for supporting moderate-to-long-duration human spaceflight will close before any alternative is fielded.

U.S. objectives to return humans to the Moon likewise lack focus. President George W. Bush announced in 2004 that the United States would return to the Moon by 2020, but in the 22 years since that declaration, the lunar landing date has shifted time and again. Indeed, from 2010 to 2016, it wasn't even a firm policy objective. The first Trump administration attempted to reinvigorate Moon exploration with an objective for a lunar landing in 2024, but President Joe Biden let that slip to "mid-2027" and it has since been delayed further to "by 2028."

While the recent successes of the Artemis II mission demon-

strated progress, significant mission complexity must yet be resolved in the next two years to enable the planned Moon landing with Artemis IV. The program continues to rely on complicated space shuttle-era technologies that are difficult to control and susceptible to unplanned errors. The complexity and fragility of the Artemis lunar missions make uncertain both the timeline and ability to achieve current goals.

Yet, President Kennedy's goal setting in 1962 led to the successful landing of Apollo 11 in 1969—an incredible achievement in an era of slide rules. America can succeed in space given sufficient focus, funding, and commitment.

Space today is an ungoverned expanse without laws or norms. That means the most present and powerful players will wield the greatest power, ultimately dictating norms and legal-political frameworks to everyone else. Human presence is therefore an essential element of national strength.

Without a change in strategy, the predictable future is Chinese dominance of lunar resources and access, protected and defended by military Taikonauts. Consequently, the U.S. will be left conceding to China's desired norms and standards for lunar habitation and resource access.

In the context of history, the contest to institute norms and standards in newly inhabited regions is well established. However, because such experiences are so distant from current memory, they seem abstract and part of a bygone era. While the United States hopes for peaceful habitation of space and an alignment of values, history shows that when global powers expand economic and territorial interests, hard military power emerges as a necessity to dissuade malfeasance and protect national priorities. U.S. Space Force senior leaders must, therefore, be ready to provide options to national leadership for the application of military power in space. And, just as on Earth, where some military objectives can be fulfilled remotely, others require the unique skills and engagement of human operators. There is a difference between destroying a machine and holding a human life at risk. As the saying goes, "satellites do not have mothers."

For the United States to contest China's positional advantage, it will need to advance human spaceflight as a national security imperative; the presence of Title 10 military forces can encourage both national and commercial spaceflight and settlements to proceed with the confidence of knowing they have national military power to protect them.

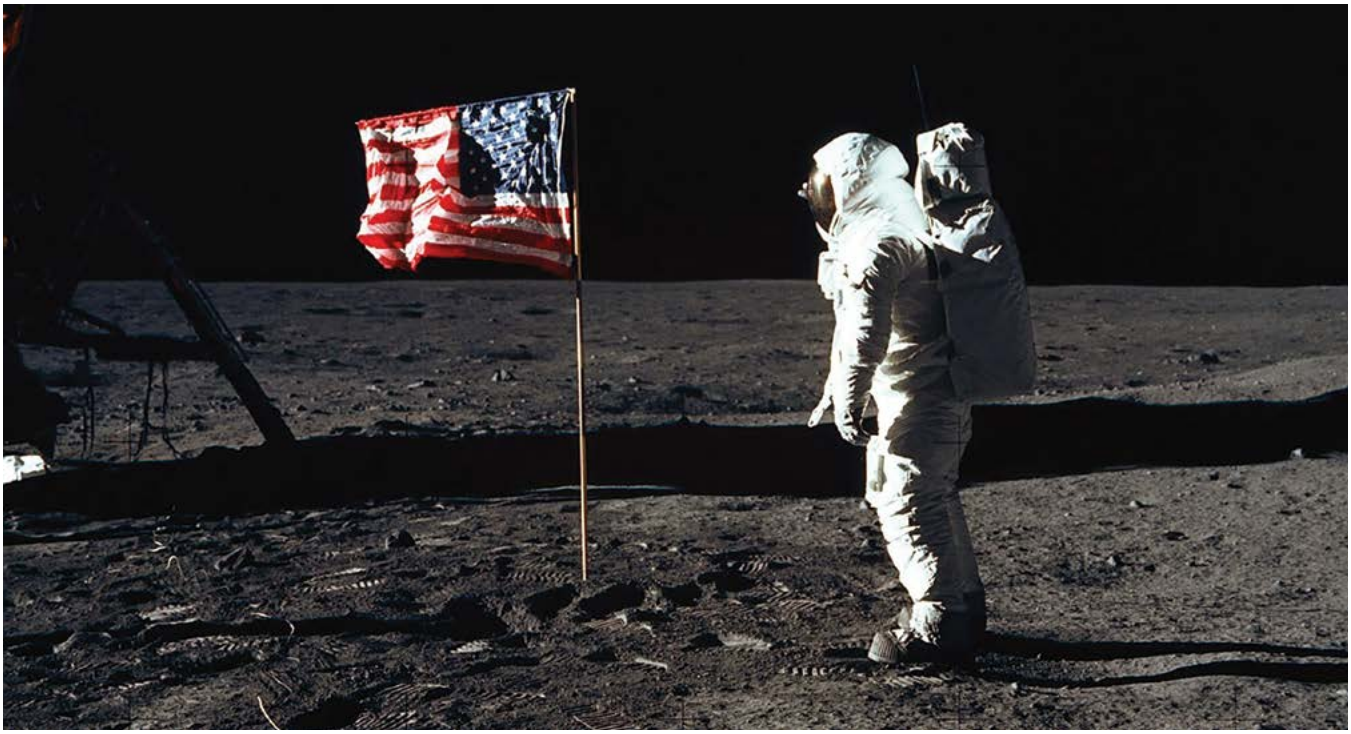
Should norms come into dispute, for instance between competing nations over access and rights to mineral deposits on the Moon, diplomatic resolution is the first step. But, should diplomacy fail, the nation best able to enforce its will wins. Because China's space habitation program is a military effort, its ability to transition to a military posture is clear; the U.S. needs a similar capability. NASA, by definition and charter, lacks the training, technology, and legal authority necessary in such circumstances.

STRATEGIC VISION AND SPACE SUPERIORITY

The President's Executive Order on Ensuring American Space Superiority includes significant directives to outpace Chinese space superiority advantages. It defines American superiority in space as "contributing substantially to the Nation's strength, security, and prosperity." The unique value of the order is that it creates a national space policy aligned to instruments of national spacepower (NASA, the Department of Commerce, and the Department of War) in support of national objectives.

For the executive order's objectives to be effective and enduring, these space-facing organizations must prioritize space superiority missions, build collaborative relationships, and mutually support goal-oriented research and operational programs.

While the EO cites the importance of excelling in manned spaceflight, the order does not explicitly recognize the Pentagon as a partner in these efforts, perpetuating the separation



NASA

America's victorious race to the Moon culminated with the lunar landing on July 20, 1969. NASA astronaut and Air Force Col. Buzz Aldrin planted the American flag on the lunar surface. In future competition, a military presence on the Moon or beyond could be necessary to ensure future freedom of operations in cislunar space and beyond.



NASA

NASA astronaut and Artemis II Pilot Victor Glover scans the lunar landscape as his Orion spacecraft flies past 4,067 miles from the Moon's surface.

between military and civil presence in space.

NASA's Isaacman acknowledged this shortcoming in February, stating "NASA's mission and national security are inseparable."

A military human spaceflight program must pragmatically aim to achieve the strategic flexibility to protect American human flight and habitation interests in space. The Space Force will need the resourcing, manpower, and authorities to match the demands of the mission, while at the same time ensuring that the U.S. maintains an edge in remote capabilities. Developing Guardians for human spaceflight must not compete with resources and competencies needed to develop remote systems to counter Chinese space activities in the near-term.

HUMAN MILITARY ROLES IN SPACE

Examples of nearer-term missions for a military human spaceflight program to study, experiment with, and develop requirements for include medical evacuation and rescue from space and in-domain persistence and resiliency operations.

Although medical evacuation and rescue is not expressly a military function, the high-risk aspect of space rescue and the transferability of such specialized, low-density skills to future Title 10 space missions make it an important core competency. The basic mental, physical, and tactical skills needed to conduct rescues in space will define baseline skills for future missions in orbit and on the Moon.

The recent Chinese Shenzhou-20 incident, in which a crew delayed their reentry to Earth's atmosphere due to a damaged return capsule, is indicative of the limited options available when systems fail in space. China was able to use the arriving crew's capsule to overcome the issue, but had there been a medical emergency prior to the new crew's arrival, another solution would have been needed.

The mission to rescue humans, provide medical assistance in a micro-gravity environment, and adapt in highly dynamic, life-or-death situations is suited for humans, not machines. Such a program would also encourage spacefaring nations to adopt technical standards established by the United States to ensure interoperability, a key part of establishing leadership and norms of behavior in space.

Another area for military expertise in space is how humans contribute to operational flexibility to fight through a contested space environment.

China has invested heavily in counter-space capabilities designed to disrupt remotely commanded space systems by attacking command links and disrupting ground stations. Guardians on a military space station could conceivably maintain constant space domain awareness of a national security threat and make decisions immediately as threat criteria are met. Additionally, these warfighters could maintain persistent access to space superiority weapons and send timely commands to systems untethered from Satellite Control Networks. Leveraging this degree of persistence is unachievable today through terrestrial control.

Whether these concepts evolve into future mission requirements or not, the analysis and development necessary to develop capabilities and vet these concepts could take decades. The Space Force can start now by sending Guardian astronauts to space stations to research and test military capabilities and concepts.

Additionally, setting a standard of continuous military space station habitation is another show to the world that the United States is committed to remaining the strongest space-faring nation through sustained presence. A military spaceflight imperative gives the industrial base the predictability it needs to advance and speed capability development. A strong human spaceflight industrial base is crucial in maintaining global leadership in the modern-day space race and future lunar habitation.

Another space requirement could be something like the U.S. Navy's Seabees. In the days following Pearl Harbor, civilian employees of Pan American Airways on Wake Island in the

Pacific lacked training and authority when asked to help fortify and defend the island. While these civilians initially repulsed the Japanese landing force, after 12 days of fighting they were ultimately either killed or captured, after which they were sent to POW camps.

Learning from that experience, the Navy created the Seabees, a militarized construction force armed with Title 10 legal authorities, that could build and defend infrastructure in combat zones. Rather than wait for a crisis, the Space Force, as the military service responsible for space, should begin to develop the complex skills, tools, and concepts necessary for the mission. As the sole military service building space-minded warfighters who understand the complexities of orbital dynamics, microgravity, multibody problems on orbit, the interplay of electromagnetic energy on space objects in motion, and the extreme space weather and habitation environment, only the Space Force can take this on. The Space Force is likewise the only service entirely focused on achieving U.S. space superiority, and, as such, it is USSF's prerogative to maintain the safety, security, and stability of the domain. If that requires warfighters to physically protect critical interests in space, those warfighters must fully understand the domain; the space environment is far too complex to be someone's side gig.

SPACE TEST COURSE GRADUATES

Vice Chief of Space Operations Shawn Bratton said in January that putting Guardians in space is on the service's "to-do list."

"Do we need to put human Guardians in space?" he asked. "It would be tragic if that didn't happen someday. ...We owe work on that." The bulk of the U.S. Space Force's resources and attention today still belongs to near-term mission requirements, especially space control. But over the long term, the service must develop plans for a human spaceflight program, including sending a limited number of Guardian astronauts to space annually so that Guardians can concurrently learn from ground control operations, which support spaceflight and space station activities.

The U.S. Space Force's Space Test Course (STC), an element of the Department of the Air Force's Test Pilot School, trains adaptive test leaders and critical thinkers to understand the space environment and its implications in developing new technology. A small number of Guardian STC graduates could complete astronaut training and ultimately assume seats on spacecraft and space stations. Among their specialized requirements would be the skills necessary to deter and defend space assets against belligerent actions meant to dislodge, disrupt, or destroy U.S. space capabilities.

Cultivating this new discipline also requires ground control experience for Guardians to learn the intricate Command and Control (C2) requirements for human spaceflight. Career broadening opportunities exist today in which a few Guardians serve as liaisons with NASA to gain this experience; more Guardians should serve with NASA to hone these skills.

Similarly, the Space Force should create opportunities to embed Guardians within commercial organizations to better understand their human spaceflight operations, either through employment or fellowships. These partners must be seen as critical national security enablers supporting the development of military skills, tools, and concepts.

RECOMMENDATIONS

For the Space Force to meet its mandate to conduct Title 10 operations in defense of U.S. interests in space, Guardians will eventually have to be physically present in the domain.

The following recommendations can advance this emerging requirement:

1. The Assistant to the President for National Security Affairs (APNSA) must direct the development of initial requirements and tasks for a military human spaceflight program in the space security strategy as assigned in the Executive Order, Ensuring American Space Superiority. The action would provide a forcing function to bridge gaps between civil and military space and establish an enduring national security imperative for space.

2. The U.S. Space Force should develop a military human spaceflight program in subsequent versions of its Objective Force road map. First, inclusion brings persistence over time, setting an expectation for the multi-decade vision to maintain course. The Space Force's action would preclude other military services from creating such a program.

3. The U.S. Space Force should establish a year-long or longer STC follow-on program in which select Guardians can design experiments and personally conduct test campaigns in space to build momentum toward longer-term space superiority advantages, train Guardians, and codify the skills, tools, and concepts necessary for Title 10 operations in space. Academics related to such a program can and should be included in the STC curriculum in the near term.

4. As the U.S. Space Force doubles its personnel, it must also increase STC student throughput and infrastructure. The STC must produce enough graduates to field a follow-on spaceflight program as well as man test squadrons.

5. The U.S. Space Force should expand the current NASA career broadening program and allow for an additional number of Guardians to spend an assignment embedded with NASA. Similar opportunities with commercial space launch and commercial space station companies should also be explored.

6. Congressional funding for NASA should be sufficient to foster the agency's support for the U.S. Space Force in establishing a military human spaceflight program. This NASA priority should be second only to the Artemis Moon missions. As a partner organization with established expertise, NASA must also provide opportunities ranging from astronaut training to seats on Artemis missions as determined by U.S. Space Force requirements analysis.

7. Congress should fund an STC follow-on spaceflight program in which Guardians have routine access to civil or commercial spaceflight opportunities. This program could act as the cornerstone from which a multi-decade program is built and ensure the strategic flexibility of national human spaceflight endeavors. This program must be additive and should not be offset by existing Space Force programs.

8. Congress must either fund commercial space station residency opportunities or authorize the purchase of a Space Force-dedicated space station in the National Defense Authorization Act out-years. This program would serve as a credible stage in developing military spaceflight tools, skills, and concepts. Nothing compares to in-domain, firsthand experience to inform the development of future military requirements. This step also sends a strong message about the commitment of the United States to maintain space superiority.

Human spaceflight is crucial to developing the future space economy and extraterrestrial exploration. This core capability will grow and evolve in a competitive environment that currently holds few rules. Should the People's Liberation Army build a space Silk Road, the influence and relative control the United Stated currently enjoys will become obsolete in the eyes of the world. The United States must act now to achieve a spacepower vision that embraces human spaceflight.

ALMANAC 2026

About this Edition

For more than 50 years, our annual Almanac of the Air Force (and since 2020, the Space Force) has compiled data on the people, weapons, programs, and budgets of the Air Force, Space Force, and Department of Defense. We draw data from multiple sources, including Air Force and Space Force Public Affairs, Department of Defense documents, Congress and reports to Congress, Major Commands, and more.

This comprehensive, unclassified review of Air Force and Space Force data depends on the cooperation of the military services, and we gratefully acknowledge that support. We would be remiss, however, if we did not acknowledge that some data was withheld this year:

- Mission Capable Rates for USAF aircraft
- Pilot Training Hours
- Aircraft Inventory by Major Commands
- Average age of aircraft by Major Command
- Demographics—Sex, ethnicity, race, and education—for general officers in the Active Air Force and Space Force
- Demographics—Sex, ethnicity, race, and education—for all ranks in the Air National Guard.

Color-coded strips at the bottom of each page can help to navigate the many sections of this Almanac.



Adobe Stock image; illustration by Eric Lee /staff

AIR&SPACE FORCES
airandspaceforces.com



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DEPARTMENT OF THE AIR FORCE

The Department of the Air Force includes the Air Force & Space Force.

SECRETARY OF THE AIR FORCE

Troy E. Meink



UNDERSECRETARY OF THE AIR FORCE

Matthew L. Lohmeier



SECRETARIAT

- ★★★ Director of Staff
- ★★ Inspector General
- ★★ Legislative Liaison
- ★ Public Affairs
- POL Acquisition, Technology & Logistics
- POL Auditor General
- POL Chief Information Officer
- POL Financial Management & Comptroller
- POL General Counsel
- POL Installations, Environment & Energy
- POL International Affairs
- POL Management
- POL Manpower & Reserve Affairs
- POL Space Acquisition & Integration
- SES Administrative Assistant
- SES Chief Data & AI Officer
- SES Principal Cyber Advisor
- SES Small Business Programs



Chief of Staff of the Air Force
Gen. Kenneth S. Wilsbach



Vice Chief of Staff of the Air Force
Gen. John D. Lamontagne



Chief Master Sergeant of the Air Force
CMSgt. David R. Wolfe





Chief of Space Operations
Gen. B. Chance Saltzman



Vice Chief of Space Operations
Gen. Shawn N. Bratton



Chief Master Sergeant of the Space Force
CMSgt. John F. Bentivegna

AIR STAFF

- ★★★ Manpower, Personnel & Services (A1)
- ★★★ Intelligence, Surveillance, & Reconnaissance (A2)
- ★★★ Operations (A3)
- ★★★ Logistics, Engineering, & Force Protection (A4)
- ★★★ Air Force Futures (A5/7)
- ★★★ Warfighter Communications & Cyber Systems (A6)
- ★★★ Plans & Programs (A8)
- ★★★ Strategic Deterrence & Nuclear Integration (A10)
- ★★ Chief of Chaplains
- ★★★ Surgeon General
- ★★ Judge Advocate General
- ★ Chief of Safety
- SES Studies, Analyses & Assessments
- SES Chief Scientist
- SES Program Assessment & Evaluation
- SES History & Museums

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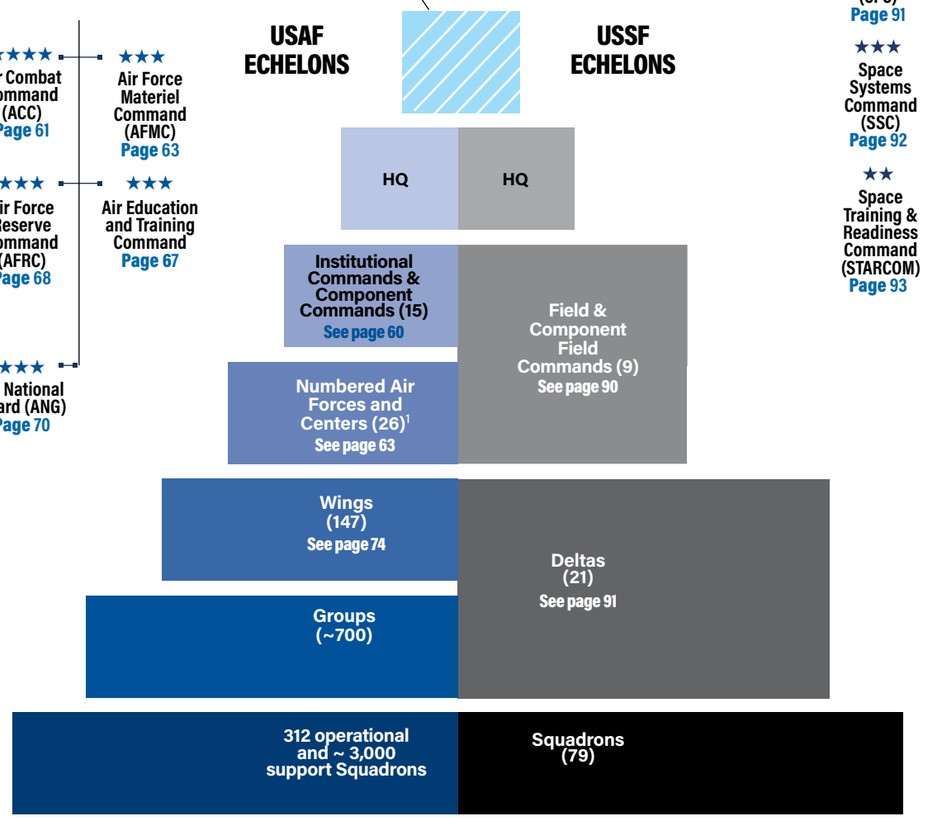
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SECRETARY OF THE AIR FORCE



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- ★ Space Forces in Europe and Africa (SPACEFOREUR-AF)
- ★★ Space Forces North (SPACEFOR-NORTH)
- ★★★ Space Forces Space (SPACEFOR-SPACE) (S4S)

SPACE STAFF

- SES Deputy Chief of Space Operations for Personnel (S1)
- SES Deputy Chief of Space Operations for Cyber & Data
- ★★★ Deputy Chief of Space Operations for Operations (S3/4/6/7/10)
- ★★ Deputy Chief of Space Operations for Intelligence (S2)
- ★★★ Chief Strategy & Resourcing Officer (S5/8)
- ★★★ Assistant CSO for Future Concepts & Partnerships
- ★ Director of Staff

KEY INDICATES POSITION AND RANK

- POL Political Appointee
- SES Senior Executive Service (career)
- Colonel
- ★ Brigadier General
- ★★ Major General
- ★★★ Lieutenant General
- ★★★★ General

[1]For a list of NAF-equivalent centers, see AFMC listing on p. 63.
[2]AFCENT is officially a "Named Air Force"
[3]Also supports Unified Combatant Commands
[4]AFNORTH and AFSPACE are service components of 1st Air Force (CONR-1AF)

DAF TOTAL FORCE END STRENGTH

(As of Sept. 30, 2025)

FISCAL YEAR	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
USAF ACTIVE DUTY									Estimate	Requested
Officers	62,640	63,902	64,245	64,873	64,941	60,744	60,508	61,437	62,581	62,700
Enlisted	258,978	263,976	265,369	265,658	263,480	253,904	251,412	253,612	259,170	263,700
Cadets	4,262	4,223	4,176	4,103	4,003	4,050	4,038	4,070	4,117	4,000
Total USAF Active Duty	**325,880**	**332,101**	**333,790**	**334,634**	**332,424**	**318,698**	**315,958**	**319,119**	**325,868**	**330,400**
USSF ACTIVE DUTY										
Officers			84	3,656	4,220	4,424	4,574	4,649	4,776	6,012
Enlisted			1	2,907	3,841	4,455	4,872	5,336	5,681	6,783
Total USSF Active Duty			**85**	**6,563**	**8,061**	**8,879**	**9,446**	**9,985**	**10,457**	**12,795**
CIVILIAN PERSONNEL										
Civilian personnel excluding technicians	135,879	139,536	140,848	147,434	142,293	161,448	165,638*	168,937*	157,531	162,890
ANG technicians	21,705	17,502	14,970	10,994	14,143	10,179	12,296	9,321	11,077	10,980
AFRC technicians	7,648	7,714	9,027	7,224	5,793	5,342	5,212	4,888	6,455	6,450
Indirect hire	4,202	4,190	3,694	3,728	3,973	3,549	3,909	3,909	**	**
Total Civilian Personnel	**169,434**	**168,942**	**168,539**	**169,380**	**166,202**	**180,518**	**187,071****	**183,146****	**175,063****	**180,320****
AIR NATIONAL GUARD										
Selected Reserve Officers	15,401	15,495	15,990	16,377	16,253	16,238	16,124	16,090	16,240	15,623
Selected Reserve Enlisted	92,068	91,702	91,424	92,106	88,731	88,736	87,481	89,030	90,060	91,777
Total ANG	**107,469**	**107,197**	**107,414**	**108,483**	**104,984**	**104,974**	**103,605**	**105,120**	**106,300**	**107,400**
AIR FORCE RESERVE COMMAND										
Selected Reserve Officers	13,716	14,042	14,458	14,947	14,988	14,838	14,926	14,844	14,281	14,176
Selected Reserve Enlisted	54,987	55,347	54,598	55,623	53,060	51,378	50,753	50,621	52,019	53,224
Total AFRC Selected Reserve	68,703	69,389	69,056	70,570	68,048	66,216	65,679	65,465	66,300	67,400
Individual Ready Reserve Officers	6,593	7,631	7,631	7,631	7,340	7,379	7,419	7,458	7,498	7,538
IRR Enlisted	21,801	20,683	20,683	20,683	21,196	23,099	23,056	22,696	22,172	21,543
Total IRR	28,394	28,314	28,314	28,314	28,536	30,478	30,475	30,154	29,670	29,081
Total AFRC	**97,097**	**97,703**	**97,370**	**98,884**	**96,584**	**96,694**	**96,154**	**95,619**	**95,970**	**96,481**
Total Ready Reserve	**204,566**	**204,567**	**204,784**	**207,367**	**201,568**	**201,668**	**199,759**	**200,739**	**202,270**	**203,881**

*Requested amounts

**Not available by press time.

Sources: President's Budget Request, Defense Manpower Data Center

DAF ACTIVE DUTY MALE/FEMALE: 1990-2025

(As of Sept. 30, 2025)

	1990	2000	2010	2019	2020	2021	2022	2023	2024	2025
CADETS										
Female	553	658	966	1,176	1,194	1,182	1,196	1,203	1,197	1,145
%	12.7	15.4	21.2	27.9	28.6	28.8	29.9	29.7	29.6	28.1
Male	3,817	3,617	3,592	3,047	2,982	2,921	2,807	2,847	2,841	2,925
%	87.3	84.6	78.8	72.2	71.4	71.2	70.1	70.3	70.4	71.9
Total	**4,370**	**4,275**	**4,558**	**4,223**	**4,176**	**4,103**	**4,003**	**4,050**	**4,038**	**4,070**
ENLISTED										
Female	60,803	55,011	50,946	54,205	55,239	55,644	55,297	53,973	53,393	53,707
%	14	19.2	19.3	20.5	20.8	20.9	21	20.9	20.8	21.2
Male	374,385	231,620	212,491	209,771	210,130	210,014	208,183	204,386	202,891	199,905
%	86	80.8	80.7	79.4	79.2	79.1	79	79.1	79.2	78.8
Total	**435,188**	**286,631**	**263,437**	**263,976**	**265,369**	**265,658**	**263,480**	**258,359**	**256,284**	**253,612**
OFFICER										
Female	13,331	11,819	12,363	13,932	14,325	14,671	15,040	15,468	15,973	16,575
%	13.3	17.1	18.7	21.8	22.3	22.6	23.2	23.7	24.5	25.1
Male	86,714	57,204	53,838	49,970	49,920	50,202	49,901	49,700	49,109	49,511
%	86.7	82.9	81.3	78.2	77.7	77.4	76.8	76.3	75.5	74.9
Total	**100,045**	**69,023**	**66,201**	**63,902**	**64,245**	**64,873**	**64,941**	**65,168**	**65,082**	**66,086**
Grand Total	**539,603**	**359,929**	**334,196**	**332,101**	**333,790**	**334,634**	**332,424**	**327,577**	**325,404**	**323,768**

Includes Air Force and Space Force

Sources: Defense Manpower Data Center

ACTIVE DUTY AIR & SPACE END STRENGTH: 1907-TODAY

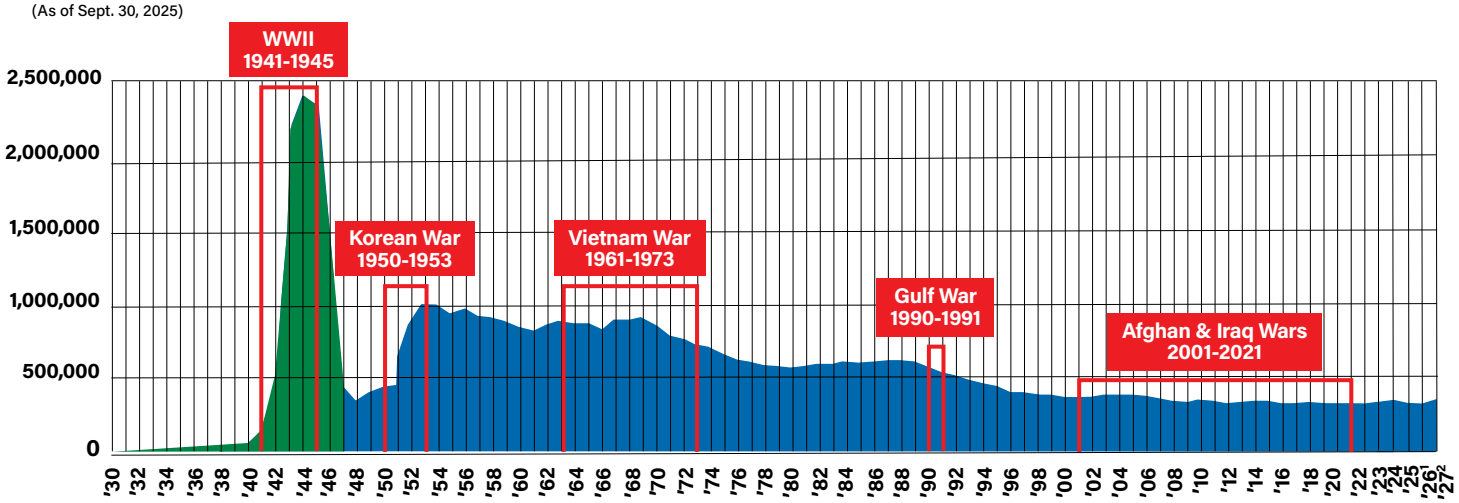
(As of Sept. 30, 2025)

YEAR	NUMBER	YEAR	NUMBER	YEAR	NUMBER	YEAR	NUMBER
1907	3	1937	19,147	1967	897,494	1997	377,385
1908	13	1938	21,089	1968	904,850	1998	367,470
1909	27	1939	23,455	1969	862,353	1999	360,590
1910	11	1940	51,165	1970	791,349	2000	355,654
1911	23	1941	152,125	1971	755,300	2001	353,571
1912	51	1942	764,415	1972	725,838	2002	368,251
1913	114	1943	2,197,114	1973	691,182	2003	375,062
1914	122	1944	2,372,292	1974	643,970	2004	376,616
1915	208	1945	2,282,259	1975	612,751	2005	353,696
1916	311	1946	455,515	1976	585,416	2006	348,953
1917	1,218	1947	305,827	1977	570,695	2007	333,495
1918	195,023	1948	387,730	1978	569,712	2008	327,379
1919	25,603	1949	419,347	1979	559,455	2009	333,408
1920	9,050	1950	411,277	1980	557,969	2010	334,196
1921	11,649	1951	788,381	1981	570,302	2011	333,370
1922	9,642	1952	983,261	1982	582,845	2012	332,918
1923	9,441	1953	977,593	1983	592,044	2013	330,694
1924	10,547	1954	947,918	1984	597,125	2014	316,332
1925	9,670	1955	959,946	1985	601,515	2015	311,357
1926	9,674	1956	909,958	1986	608,199	2016	317,883
1927	10,078	1957	919,835	1987	607,035	2017	322,787
1928	10,549	1958	871,156	1988	576,446	2018	329,880
1929	12,131	1959	840,435	1989	570,880	2019	332,101
1930	13,531	1960	814,752	1990	535,233	2020	329,797
1931	14,780	1961	821,151	1991	510,432	2021	334,634
1932	15,028	1962	884,025	1992	470,315	2022	332,424
1933	15,099	1963	869,431	1993	444,351	2023	333,944
1934	15,861	1964	856,798	1994	426,327	2024	325,404
1935	16,247	1965	824,662	1995	400,409	2025	325,034
1936	17,233	1966	887,353	1996	389,001	2026*	331,900
						2027**	343,600

From 1907-1946, these Airmen were part of the U.S. Army. See p. 82 on organizational history.
*Enacted
**Requested

ACTIVE DUTY AIR & SPACE END STRENGTH: 1930-TODAY

(As of Sept. 30, 2025)



1—Enacted 2—Requested

ACTIVE DUTY BY REGION, 1970-2025

(As of Sept. 30, 2025)

REGIONS	1990	2000	2010	2019	2020	2021	2022	2023	2024	2025
U.S. and Territories	418,027	291,260	277,123	276,090	277,818	303,007	277,184	279,004	268,535	272,349
Europe	69,296	32,901	30,963	27,649	27,762	29,896	28,548	28,954	28,699	28,606
East Asia, Pacific	33,558	22,030	12,649	20,698	20,644	22,053	21,105	20,966	20,760	20,675
Africa, Mideast, S. Asia	376	8,972	891	2,076	2,032	2,162	2,093	2,087	1,887	1,929
Western Hemisphere	2,356	345	339	440	436	454	389	459	408	394
Other	11,620	146	12,231	1,096	1,105	1,183	1,097	1,109	1,185	1,181
TOTAL*	**535,233**	**355,654**	**334,196**	**328,049**	**329,797**	**358,755**	**330,416**	**332,579**	**321,474**	**327,159**

*Not including cadets. Includes Space Force beginning in 2023. Source: Department of the Air Force.

USAF ACTIVE DUTY DEMOGRAPHICS: SEX, ETHNICITY, RACE, EDUCATION

As of Sept. 30, 2025, except where noted with (*).

Sources: Ranks O-1 through O-6 provided by the Department of the Air Force.
[X]O-7 to O-10 and "All Officers" data is as of Sept. 30, 2024, from the 2024 Demographics Profile of the Military Community. [X]All data for 0-7 to 0-10 was not provided. **Advanced degree

ENLISTED RANKS	E-1	%	E-2	%	E-3	%	E-4	%	E-5	%	E-6	%	E-7	%	E-8	%	E-9	%	Enlisted Total*	%
SEX																				
Female	1,693	18.8	2,017	20.7	10,320	21.6	14,717	21.9	10,863	21.1	6,614	17.5	4,793	20.7	1,214	23.9	531	21.8	52,762	20.8
Male	7,310	81.2	7,744	79.3	37,504	78.4	52,527	78.1	40,531	78.9	31,137	82.5	18,400	79.3	3,871	76.1	1,902	78.2	200,926	79.2
Declined to Respond	22	0.2	4	0.0	84	0.2	270	0.4	531	1.0	798	2.1	675	2.9	176	3.5	109	4.5	2,669	1.1
Hispanic or Latino	2,563	28.5	2,985	30.6	12,676	26.5	15,814	23.5	10,173	19.8	6,140	16.3	3,380	14.6	677	13.3	321	13.2	54,729	21.6
Not Hispanic or Latino	6,418	71.3	6,772	69.4	35,064	73.3	51,160	76.1	40,690	79.2	30,813	81.6	19,138	82.5	4,232	83.2	2,003	82.3	196,290	77.4
RACE																				
American Indian or Alaska Native	145	1.6	162	1.7	702	1.5	767	1.1	425	0.8	269	0.7	152	0.7	41	0.8	20	0.8	2,683	1.1
Asian	424	4.7	531	5.4	3,248	6.8	4,132	6.1	2,582	5.0	1,493	4.0	833	3.6	167	3.3	55	2.3	13,465	5.3
Black or African American	1,927	21.4	2,140	21.9	10,930	22.8	13,338	19.8	8,784	17.1	5,470	14.5	3,386	14.6	816	16.0	459	18.9	47,250	18.6
Declined to Respond	23	0.3	29	0.3	244	0.5	819	1.2	1,243	2.4	1,429	3.8	1,240	5.3	352	6.9	242	9.9	5,621	2.2
Identified More Than One Race	630	7.0	650	6.7	3,261	6.8	4,383	6.5	2,888	5.6	1,989	5.3	1,138	4.9	219	4.3	92	3.8	15,250	6.0
Native Hawaiian or Other Pacific Islander	152	1.7	134	1.4	813	1.7	1,060	1.6	693	1.3	509	1.3	408	1.8	89	1.8	35	1.4	3,893	1.5
White	5,702	63.3	6,115	62.6	28,626	59.9	42,745	63.6	34,779	67.7	26,592	70.4	16,036	69.1	3,401	66.9	1,530	62.9	165,526	65.2
HIGHEST EDUCATIONAL ACHIEVEMENT																				
No High School Diploma or GED	38	0.4	36	0.4	123	0.3	36	0.1	8	0.0	0	0.0	0	0.0	0	0.0	0	0.0	241	0.1
High School Diploma/GED	7,727	85.8	7,706	78.9	30,578	63.9	12,918	19.2	307	0.6	18	0.0	2	0.0	0	0.0	0	0.0	59,256	23.4
Some College	264	2.9	1,150	11.8	7,389	15.5	44,823	66.7	33,187	64.6	12,259	32.5	2,160	9.3	0	0.0	0	0.0	101,232	39.9
Associate Degree	17	0.2	8	0.1	451	0.9	3,946	5.9	11,933	23.2	15,828	41.9	8,262	35.6	1,335	26.3	371	15.2	42,151	16.6
Bachelor's Degree	5	0.1	12	0.1	869	1.8	3,201	4.8	5,188	10.1	7,996	21.2	9,829	42.4	2,249	44.2	1,010	41.5	30,359	12.0
Master's Degree	4	0.0	2	0.0	85	0.2	292	0.4	664	1.3	1,575	4.2	2,911	12.6	1,483	29.2	1,032	42.4	8,048	3.2
Ph.D. or Professional Degree	0	0.0	0	0.0	5	0.0	13	0.0	9	0.0	21	0.1	25	0.1	18	0.4	20	0.8	111	0.0
Unknown	948	10.5	847	8.7	8,324	17.4	2,015	3.0	98	0.2	54	0.1	4	0.0	0	0.0	0	0.0	12,290	4.8

OFFICER RANKS	O-1	%	O-2	%	O-3	%	O-4	%	O-5	%	O-6	%	O-7 to O-10*	%	All Officers*	%
TOTAL	**7,494**		**7,332**		**21,234**		**12,873**		**9,038**		**3,237**		**242**		**60,508**	
SEX																
Female	2,165	28.9	2,082	28.4	5,542	26.1	3,382	26.3	1,874	20.7	565	17.5	32		15,039	24.9
Male	5,329	71.1	5,250	71.6	15,692	73.9	9,491	73.7	7,164	79.3	2,672	82.5	210		45,469	75.1
ETHNICITY																
Declined to Respond	1,452	19.4	1,501	20.5	3,987	18.8	1,421	11.0	1,906	21.1	320	9.9	X			
Hispanic or Latino	936	12.5	869	11.9	2,164	10.2	1,059	8.2	576	6.4	176	5.4	X			
Not Hispanic or Latino	5,106	68.1	4,962	67.7	15,083	71.0	10,393	80.7	6,556	72.5	2,741	84.7	X			
RACE																
American Indian or Alaska Native	37	0.5	29	0.4	106	0.5	72	0.6	53	0.6	16	0.5	X		315	0.5
Asian	603	8.0	510	7.0	1,342	6.3	829	6.4	469	5.2	113	3.5	X		3,674	6.1
Black or African American	555	7.4	510	7.0	1,453	6.8	935	7.3	462	5.1	206	6.4	X		3,949	6.5
Declined to Respond	346	4.6	419	5.7	1,552	7.3	767	6.0	617	6.8	211	6.5	X		3,902	6.4
Identified More Than One Race	515	6.9	468	6.4	971	4.6	443	3.4	222	2.5	75	2.3	X		2,485	4
Native Hawaiian or Other Pacific Islander	35	0.5	52	0.7	133	0.6	70	0.5	49	0.5	12	0.4	X		359	0.6
White	5,403	72.1	5,344	72.9	15,677	73.8	9,757	75.8	7,166	79.3	2,604	80.4	207	85.5	45,824	75.7
HIGHEST EDUCATIONAL ACHIEVEMENT																
Bachelor's Degree	4,678	62.4	5,325	72.6	11,673	55.0	3,561	27.7	449	5.0	0	0.0	X		25,737	42.5
Master's Degree	536	7.2	970	13.2	5,967	28.1	6,583	51.1	6,821	75.5	2,443	75.5	X			
Ph.D. or Professional Degree	13	0.2	26	0.4	2,320	10.9	2,656	20.6	1,748	19.3	792	24.5	X		31,012**	51.3
Unknown or Other	2,267	30.3	1,011	13.8	1,274	6.0	73	0.6	20	0.2	2	0.1	X		3,759	5.7



Katie Archibald

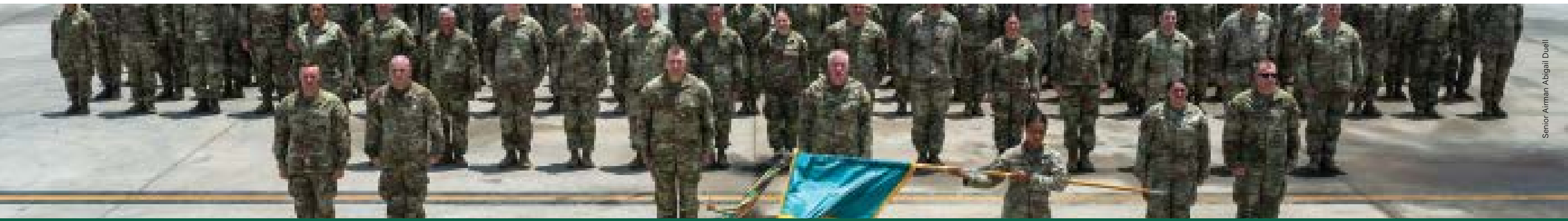
AIR FORCE RESERVE DEMOGRAPHICS: SEX, ETHNICITY, RACE, EDUCATION

(As of Sept. 30, 2025)

Source: Data provided by Air Force Reserve Command

*Includes pending identifications.

ENLISTED RANKS	E-1	%	E-2	%	E-3	%	E-4	%	E-5	%	E-6	%	E-7	%	E-8	%	E-9	%	Enlisted Total	%	AFRC Officer +Enlisted Total	%
TOTAL	**631**		**552**		**3,901**		**9,550**		**9,567**		**11,303**		**8,907**		**2,645**		**911**		**47,967**		**61,741**	
SEX																						
Female	298	47.2	204	37.0	1,289	33.0	2,988	31.3	2,869	30.0	2,822	25.0	2,393	26.9	760	28.7	219	24.0	13,842	28.9	17,603	28.5
Male	333	52.8	348	63.0	2,612	67.0	6,562	68.7	6,698	70.0	8,481	75.0	6,514	73.1	1,885	71.3	692	76.0	34,125	71.1	44,138	71.5
ETHNICITY																						
Declined to Respond or Blank Response	590	93.5	478	86.6	3,470	89.0	5,352	56.0	3,971	41.5	3,346	29.6	1,791	20.1	336	12.7	52	5.7	19,386	40.4	22,447	36.4
Hispanic or Latino	22	3.5	33	6.0	171	4.4	1,291	13.5	1,561	16.3	1,887	16.7	1,332	15.0	382	14.4	112	12.3	6,791	14.2	7,814	12.7
Not Hispanic or Latino	19	3	41	7.4	260	6.7	2,907	30.4	4,035	42.2	6,070	53.7	5,784	64.9	1,927	72.9	747	82.0	21,790	45.4	31,480	51.0
RACE																						
American Indian or Alaska Native	13	2.1	7	1.3	54	1.4	93	1.0	67	0.7	103	0.9	74	0.8	18	0.7	4	0.4	433	0.9	503	0.8
Asian	55	8.7	36	6.5	368	9.4	797	8.3	609	6.4	535	4.7	309	3.5	66	2.5	104	11.4	2,879	6.0	3,590	5.8
Black or African American	245	38.8	193	34.9	1,433	36.7	2,741	28.7	2,173	22.7	2,082	18.4	1,364	15.3	334	12.6	26	2.9	10,591	22.1	11,527	18.7
Declined to Respond, Identification Pending, or Blank	3	0.5	6	1.1	17	0.4	125	1.3	240	2.5	437	3.9	389	4.4	167	6.3	56	6.1	1,440	3.0	2,189	3.5
Identified More Than One Race	28	4.4	16	2.9	182	4.7	485	5.1	446	4.7	524	4.6	305	3.4	74	2.8	21	2.3	2,081	4.3	2,507	4.1
Native Hawaiian or Other Pacific Islander	12	1.9	11	2.0	37	0.9	126	1.3	164	1.7	160	1.4	138	1.5	34	1.3	10	1.1	692	1.4	778	1.3
White	275	43.6	283	51.3	1,810	46.4	5,183	54.3	5,868	61.3	7,462	66.0	6,328	71.0	1,952	73.8	690	75.7	29,851	62.2	40,647	65.8
HIGHEST EDUCATIONAL ACHIEVEMENT																						
No High School Diploma or GED	1	0.2	533	96.6	0	0.0	11	0.1	27	0.3	30	0.3	24	0.3	1	0.0	0	0.0	627	1.3	630	1.0
High School Diploma/GED	621	98.4	0	0.0	3,639	93.3	3,698	38.7	537	5.6	189	1.7	16	0.2	1	0.0	0	0.0	8,701	18.1	8,717	14.1
Some College	9	1.4	17	3.1	113	2.9	4,363	45.7	6,084	63.6	5,760	51.0	2,722	30.6	28	1.1	5	0.5	19,101	39.8	19,175	31.1
Associate Degree	0	0.0	1	0.2	25	0.6	391	4.1	1,195	12.5	2,613	23.1	2,931	32.9	1,196	45.2	319	35.0	8,671	18.1	8,737	14.2
Bachelor's Degree	0	0.0	0	0.0	99	2.5	904	9.5	1,434	15.0	2,101	18.6	2,302	25.8	910	34.4	326	35.8	8,076	16.8	12,740	20.6
Master's Degree	0	0.0	1	0.2	22	0.6	168	1.8	279	2.9	593	5.2	884	9.9	481	18.2	253	27.8	2,681	5.6	9,651	15.6
Ph.D. or Professional Degree	0	0.0	0	0.0	3	0.1	10	0.1	10	0.1	15	0.1	25	0.3	26	1.0	8	0.9	97	0.2	2,064	3.3
Unknown	0	0.0	0	0.0	0	0.0	5	0.1	1	0.0	2	0.0	3	0.0	2	0.1	0	0.0	13	0.0	27	0.0
OFFICER RANKS	**O-1**	**%**	**O-2**	**%**	**O-3**	**%**	**O-4**	**%**	**O-5**	**%**	**O-6**	**%**	**O-7**	**%**	**O-8**	**%**	**O-9**	**%**	**Officer Total**	**%**		
TOTAL	**624**		**627**		**2,777**		**4,623**		**4,006**		**1,035**		**54**		**27**		**1**		**13,774**			
SEX																						
Female	149	23.9	221	35.2	887	31.9	1,150	24.9	1,017	25.4	314	30.3	14	25.9	9	33.3	0	0.0	3,761	27.3		
Male	475	76.1	406	64.8	1,890	68.1	3,473	75.1	2,989	74.6	721	69.7	40	74.1	18	66.7	1	100.0	10,013	72.7		
ETHNICITY																						
Declined to Respond	238	38.1	259	41.3	894	32.2	869	18.8	734	18.3	67	6.5	0	0.0	0	0.0	0	0.0	3,061	22.2		
Hispanic or Latino	69	11.1	63	10.0	250	9.0	343	7.4	227	5.7	65	6.3	4	7.4	2	7.4	0	0.0	1,023	7.4		
Not Hispanic or Latino	317	50.8	305	48.6	1,633	58.8	3,411	73.8	3,045	76.0	903	87.2	50	92.6	25	92.6	1	100.0	9,690	70.3		
RACE																						
American Indian or Alaska Native	1	0.2	6	1.0	9	0.3	27	0.6	22	0.5	5	0.5	0	0.0	0	0.0	0	0.0	70	0.5		
Asian	41	6.6	42	6.7	177	6.4	231	5.0	179	4.5	39	3.8	2	3.7	0	0.0	0	0.0	711	5.2		
Black or African American	78	12.5	81	12.9	263	9.5	259	5.6	199	5.0	51	4.9	3	5.6	2	7.4	0	0.0	936	6.8		
Declined to Respond, Identification Pending or Blank	17	2.7	17	2.7	113	4.1	272	5.9	261	6.5	64	6.2	4	7.4	1	3.7	0	0.0	749	5.4		
Identified More Than One Race*	21	3.4	25	4.0	130	4.7	132	2.9	97	2.4	21	2.0	0	0.0	0	0.0	0	0.0	426	3.1		
Native Hawaiian or Other Pacific Islander	6	1.0	7	1.1	21	0.8	26	0.6	23	0.6	3	0.3	0	0.0	0	0.0	0	0.0	86	0.6		
White	460	73.7	449	71.6	2,064	74.3	3,676	79.5	3,225	80.5	852	82.3	45	83.3	24	88.9	1	100.0	10,796	78.4		
HIGHEST EDUCATIONAL ACHIEVEMENT																						
No High School Diploma or GED	1	0.2	0	0.0	1	0.0	0	0.0	1	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	0.0		
High School Diploma/GED	1	0.2	9	1.4	3	0.1	3	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	16	0.1		
Some College	15	2.4	25	4.0	24	0.9	10	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	74	0.5		
Associate Degree	9	1.4	29	4.6	24	0.9	3	0.1	1	0.0	0	0.0	0	0.0	0	0.0	0	0.0	66	0.5		
Bachelor's Degree	455	72.9	373	59.5	1,560	56.2	1,679	36.3	590	14.7	7	0.7	0	0.0	0	0.0	0	0.0	4,664	33.9		
Master's Degree	126	20.2	137	21.9	892	32.1	2,303	49.8	2,634	65.8	803	77.6	50	92.6	24	88.9	1	100.0	6,970	50.6		
Ph.D. or Professional Degree	17	2.7	54	8.6	272	9.8	622	13.5	771	19.2	224	21.6	4	7.4	3	11.1	0	0.0	1,967	14.3		
Unknown	0	0.0	0	0.0	1	0.0	3	0.1	9	0.2	1	0.1	0	0.0	0	0.0	0	0.0	14	0.1		



Senior Airman Abigail Duell

USAF ACTIVE DUTY ENLISTED PERSONNEL BY AF SPECIALTY CODE (AFSC)

(As of Sept. 30, 2025)

AFSC		MALE	FEMALE	TOTAL	M/F%
1A1	Career Enlisted Aviator Manager	867	5,902	6,769	
1A8	Airborne ISR	1,360	352	1,712	79/21
1B0	Cyber Warfare Operations Supt	11	2	13	95/15
1B4	CW Ops	948	42	990	96/4
1C0	Aviation Resource Mgmt	991	901	1,892	52/48
1C1	Air Traffic Control	2,059	498	2,557	81/19
1C3	C2 Ops	1,091	521	1,612	68/62
1C5	C2 Battle Mgmt Ops	1,044	418	1,462	71/29
1C7	Airfield Mgmt	614	282	896	69/31
1C8	Radar, Airfield, and Weather Sys	916	101	1,017	90/10
1D7	Defensive Cyber Ops	17,488	2,379	19,867	88/12
1H0	Aerospace Physiology	159	106	265	60/40
1N0	Intelligence	2,638	1,209	3,847	69/31
1N1	Imagery Analysis	1,523	553	2,076	73/27
1N2	SIGINT	1,415	457	1,872	76/24
1N3	Cryptologic Linguist Apprentice	2,031	895	2,926	69/31
1N4	Network Intel Analysis	2,428	740	3,168	77/23
1N7	HUMINT Spc	96	26	122	79/21
1N8	Targeting Analyst	388	126	514	76/24
1P0	Aircrew Flight Equip	1,973	563	2,536	78/22
1S0	Safety	283	89	372	76/24
1T0	SERE Specialist	653	10	663	99/1
1U1	RPA Pilot Manager	11	-	11	100/0
1W0	Weather	1,997	558	2,555	78/22
1Z1	Pararescue	695	1	696	100/0
1Z2	Combat Control	561	-	561	100/0
1Z3	TACP	1,204	1	1,205	100/0
1Z4	Special Recon	133	2	135	99/1
2A0	Avionics	954	110	1,064	90/10
2A2	SOF/PR Integrated Comm/Nav/Mission Sys	17	3	20	85/15
2A3	Fighter/RPA Maint	53	2	55	96/4
2A5	Airlift/Special Mission Aircraft Maint	131	5	136	96/4
2A6	Aircraft Sys	63	8	71	89/11
2A7	Aircraft Metals Technology	5,343	547	5,890	91/9
2A9	Bomber/Spc Integrated Comms/Nav/Mission Sys	5,389	478	5,867	92/8
2F0	Fuels	2,954	313	3,267	90/10
2G0	Logistics Plans	425	293	718	59/41
2M0	Missile and Space Sys Maint	1,584	99	1,683	94/6
2P0	Precision Measurement Equipment Lab	696	87	783	89/11
2R2	Maint Mgmt	980	493	1,473	67/33
2S0	Materiel Mgmt	3,774	2,271	6,045	62/38
2T0	Traffic Mgmt	1,061	648	1,709	62/38
2T1	Ground Transportation	1,859	336	2,195	85/15
2T2	Air Transportation	3,316	889	4,205	79/21
2T3	Vehicle Mgmt	2,739	434	3,173	86/14
2W0	Munitions Maint	6,175	1,114	7,289	85/15
2W1	Aircraft Armament Sys	5,832	1,222	7,054	83/17
2W2	Nuclear Weapons	642	56	698	92/8
3E0	Civil Engineer	2,687	98	2,785	97/3
3E1	Heating	1,430	34	1,464	98/2
3E2	Pavements and Construction Equip	1,496	37	1,533	98/2
3E3	Structural	1,409	113	1,522	93/7
3E4	Water and Fuel Systems	1,565	166	1,731	90/10
3E5	Engineering	614	184	798	77/23
3E6	Ops Mgmt	330	162	492	67/33
3E7	Fire Protection	2,973	116	3,089	96/4
3E8	Explosive Ordnance Disposal	1,535	39	1,574	98/2
3E9	Emergency Mgmt	461	216	677	68/32
3F0	Personnel	2,160	2,468	4,628	47/53
3F1	Services	1,988	1,599	3,587	55/45
3F2	Education and Training	799	549	1,348	59/41
3F3	Manpower	301	137	438	69/31
3F4	Equal Opportunity	78	100	178	44/56
3F5	Administration Manager	2,013	1,773	3,786	53/47
3N0	Public Affairs	638	488	1,126	57/43
3N1	Regional Band	247	71	318	78/22
3N2	Premier Band - The USAF Band	129	40	169	76/24
3N3	USAF Academy Band	49	7	56	88/12
3P0	Security Forces	20,070	5,815	25,885	78/22
4A0	Health Services Mgmt	1,135	1,226	2,361	48/52
4A1	Medical Materiel	479	420	899	53/47
4A2	Biomedical Equip	438	86	524	84/16
4B0	Bioenvironmental Eng	596	306	902	66/34
4C0	Mental Health Svc	332	550	882	38/62
4D0	Diet Therapy	89	68	157	57/43
4E0	Public Health	336	546	882	38/62
4H0	Cardiopulmonary Lab	154	199	353	44/56
4J0	Physical Medicine	145	137	282	51/41
4N0	Aerospace Medical Svc	2,991	2,977	5,968	50/50
4N1	Surgical Technologist	267	305	572	47/53
4P0	Pharmacy	264	332	596	44/56
4R0	Diagnostic Imaging	346	371	717	48/52
4T0	Medical Lab	426	384	810	53/47
4V0	Optometry	123	99	222	55/45
4Y0	Dental	818	1,128	1,946	42/58
5J0	Paralegal	386	531	917	42/58
5R0	Religious Affairs	310	255	565	55/45
5S0	Space Sys Ops (USSF)	1	-	1	100/0
6C0	Contracting	1,251	373	1,624	77/23
6F0	Financial Mgmt and Comptroller	1,329	770	2,099	63/37
7S0	Special Investigations	813	208	1,021	80/20
8A2	Enlisted Aide	25	38	63	40/60
8A3	Protocol	32	23	55	58/42
8B0	Military Training Instructor	477	168	645	74/26
8B1	Military Training Leader	306	177	483	63/37
8B2	Academy Military Training NCO	80	31	111	72/28
8B3	AFROTC Training Instructor	130	40	170	77/23
8C0	Airman and Family Readiness Center NCO	62	35	97	64/36
8F0	First Sergeant	981	356	1,337	73/27
8G0	Premier Honor Guard	176	36	212	83/17
8G1	USAF Installation Honor Guard Prgm Mgr	53	10	63	84/16
8H0	Airman Dorm Leader	196	74	270	73/27
8I0	Superintendent	91	32	123	74/26
8I1	Inspections Coordinator	74	17	91	81/19
8I2	Complaints Resolution Coordinator	8	3	11	73/27
8K0	Software Development Specialist	1	-	1	100/0
8L5	Air Advisor Advanced	1	-	1	100/0
8P0	Courier	75	11	86	87/13
8P1	Defense Attaché	88	27	115	77/23
8R0	Enlisted Accessions Recruiter	1,169	395	1,564	75/25
8R2	Second-Tier Recruiter	522	106	628	83/17
8R3	Third-Tier Recruiter	313	69	382	82/18
8S0	Missile Facility Mgr	156	4	160	98/2
8S2	Combat Crew Comms	3	1	4	75/25
8T0	Professional Military Education (PME) Instructor	344	210	554	63/37
8T1	Enl PME Instructional Sys Designer	15	12	27	56/44
8T2	Airman Development Advisor	48	42	90	53/47
8U0	Unit Deployment Mgr	61	19	80	76/24
8W0	Weapons Safety Mgr, Wing Level	112	9	121	93/7
9A0	Enl Amn, Disqualified for Reasons Beyond Ctrl	121	64	185	65/35
9A1	Enl Amn, Disqualified for Reasons Within Ctrl	67	36	103	65/35
9A2	Enl Airman Awaiting Discharge, Separation, or Retired for Reasons Within Ctrl	33	8	41	81/19
9A3	Enl Awaiting Dis, Sep, or Ret for Reasons Beyond Ctrl	15	7	22	68/32
9A5	Enl Amn Temporarily Ineligible for Retraining, Disqualified for Reasons Beyond Ctrl	42	31	73	58/42
9C0	Chief Master Sergeant of the Air Force	1	-	1	100/0
9D1	AF Developmental Senior Enlisted Positions	6	2	8	75/25
9D2	Key Developmental Senior Enlisted Positions	23	9	32	72/28
9E0	Command Chief Master Sergeant	184	43	227	81/19
9E1	Command Chief Executive Assistant	1	3	4	25/75
9F0	First Term Enlisted Course NCOIC	1	-	1	100/0
9G1	Group Senior Enl Leader	243	66	309	79/21
9H0	Academic Faculty Inst	1	-	1	100/0
9I0	Futures Airman	3	-	3	100/0
9J0	Prisoner	5	-	5	100/0
9L0	Interpreter/Translator	43	19	62	69/31
9L1	Intl Affairs Spc	1	-	1	100/0
9M0	MEPCOM Sr Enl Advisor	1	-	1	100/0
9M2	Intl Health Spc	1	-	1	100/0
9M4	Chief, Medical Enl Force	11	6	17	65/35
9S1	Scientific Applications Spc	465	21	486	96/4
9T0	Basic Enl Amn	2,821	723	3,544	80/20
9T1	Officer Trainee	111	87	198	56/44
9T2	Pre-Cadet Assignee	294	93	387	76/24
9T4	AF Institute of Tech or Ed With Industry Enl Students	2	-	2	100/0
9T5	Basic Special Warfare Enlisted Airman	88	-	88	100/0
9V0	Key Developmental Joint Enlisted Position	4	1	5	80/20
9Z0	Special Warfare Mission Support on HAF Staff	1	-	1	100/0
9Z2	Special Warfare Mission Support Supt	9	2	11	81/19

USAF ACTIVE DUTY OFFICER PERSONNEL BY AF SPECIALTY CODE (AFSC)

(As of Sept. 30, 2025)

AFSC		M/F %	TOTAL
10C	Ops Cmdr	91/9	341
11B	Bomber Pilot	93/7	497
11E	Experimental Test Pilot	97/3	156
11F	Fighter Pilot	95/5	2,389
11G	Generalist Pilot	59/41	246
11H	Helicopter Pilot	88/12	668
11K	Trainer Pilot	89/11	1,160
11M	Mobility Pilot	87/13	3,700
11R	Recon/Surveillance/EW Pilot	93/7	544
11S	Spc Ops Pilot	91/9	1,159
11T	Student Pilot	100/0	2
11U	RPA Pilot	100/0	4
12B	Bomber Combat Systems Officer (CSO)	84/16	496
12E	Experimental Test CSO	94/6	31
12F	Fighter CSO	85/15	365
12G	Generalist CSO	89/11	114
12H	Rescue CSO	76/24	58
12K	Trainer CSO	82/18	148
12M	Mobility CSO	95/5	41
12R	Recon/Surveillance/EW CSO	83/17	655
12S	Spc Ops CSO	80/20	539
12U	RPA	83/17	157
13A	Astronaut	75/25	4
13B	Air Battle Mgr	77/23	1,200
13H	Aerospace Physiologist	46/54	96
13M	Airfield Ops	70/30	280
13N	Nuclear and Missile Ops	77/23	1,309
13O	Multi-Domain Warfare Officer	100/0	1
13S	Space Ops	67/33	15
14F	Info Ops	53/47	152
14N	Intelligence	66/34	3,068
15A	Operations Research Analyst	77/23	505
15W	Weather and Environmental Svcs	72/28	407
16F	Regional Affairs Strategist	85/15	397
16G	AF Ops Staff Officer	84/16	426
16K	Software Development Officer	100/0	1
16P	Political-Military Affairs Strategist	80/20	225
16R	Planning and Programming	82/18	279
17C	Cyberspace Warfare Ops Cmdr	67/33	9
17D	Warfighter Comms Ops	79/21	1,850
17S	Cyberspace Effects Ops	91/9	710
17W	Warfighter Comm. and IT Systems	100/0	23
17Y	Cyber Effecs and Warfare Ops	96/4	27
18A	Attack RPA Pilot	94/6	1,427
18E	Experimental Test RPA Pilot	94/6	16
18G	Generalist RPA Pilot	92/8	109
18R	Recon RPA Pilot	92/8	325
18S	Special Ops RPA Pilot	92/8	401
19Z	Special Warfare	99/1	520
20C	Logistics Cmdr	90/10	156
21A	Aircraft Maint	72/28	1,177
21M	Munitions and Missile Maint	83/17	302
21R	Logistics Readiness	64/26	1,241
30C	Support Cmdr	78/22	194
31P	Security Forces	84/16	603
32E	Civil Eng	83/17	797
35B	Band	89/11	18
35P	Public Affairs	40/60	320
38F	Force Support Officer	47/53	1,273
40C	Medical Cmdr	56/44	85
41A	Health Services Admin	57/43	979
42B	Physical Therapist	62/38	217
42E	Optometrist	58/42	99
42F	Podiatric Surgeon	64/36	14
42G	Physician Asst	57/46	467
42N	Audiology/Speech Pathologist	31/69	32
42P	Clinical Psychologist	46/54	255
42S	Clinical Social Worker	34/66	261
42T	Occupational Therapist	52/48	23
43B	Biomedical Scientist	50/50	115
43D	Dietitian	11/89	28
43E	Bioenvironmental Eng	70/30	237
43H	Public Health Officer	56/44	158
43P	Pharmacist	62/38	218
43T	Biomedical Lab	49/51	132
44A	Chief, Hospital/Clinic Svcs	58/42	78
44B	Preventive Medicine	46/54	28
44D	Pathologist	56/44	61
44E	ER Services Physician	67/33	338
44F	Family Physician	59/41	481
44G	General Practice Physician	63/37	75
44J	Clinical Geneticist	100/0	3
44K	Pediatrician	38/62	279
44M	Internist	68/32	419
44N	Neurologist	65/35	43
44O	Physician	51/49	72
44P	Psychiatrist	67/33	180
44R	Diagnostic Radiologist	81/19	166
44S	Dermatologist	51/49	35
44T	Radiotherapist	40/60	5
44U	Occupational Medicine	80/20	15
44Y	Critical Care Medicine	73/27	51
44Z	Allergist	42/58	26
45A	Anesthesiologist	77/33	207
45B	Orthopedic Surgeon	81/19	103
45E	Ophthalmologist	69/31	49
45G	Obstetrician and Gynecologist	22/78	147
45N	Otorhinolaryngologist	60/40	48
45P	Physical Medicine Physician	100/0	1
45S	Surgeon	62/38	306
45U	Urologist	60/40	30
46A	Nursing Admin	18/82	147
46F	Flight Nurse	43/57	270
46N	Clinical Nurse	30/70	1,982
46P	Mental Health Nurse	78/22	48
46S	Operating Room Nurse	42/58	185
46Y	Adv Practice RN	32/68	463
47B	Orthodontist	60/40	25
47D	Oral and Maxillofacial Pathologist	50/50	4
47E	Endodontist	66/33	29
47G	Dentist	61/39	617
47H	Periodontist	51/49	45
47K	Pediatric Dentist	50/50	16
47P	Prosthodontist	66/34	44
47S	Oral and Maxillofacial Surgeon	83/17	48
48A	Aerospace Medicine Physician Spc	75/25	119
48G	General Med Officer, Flight Surgeon	71/39	62
48O	Aeromedical Physician	100/0	1
48R	Residency Trained Flight Surgeon	76/34	255
48V	Pilot Physician	100/0	0
51J	Judge Advocate	59/41	1,256
52R	Chaplain	91/9	601
60C	Sr Materiel Leader-Upper Echelon	82/18	17
61C	Chemist/Nuclear Chemist	64/36	61
61D	Physicist/Nuclear Eng	81/19	168
62E	Development Eng	87/13	1,540
62S	Materiel Leader	100/0	7
63A	Acquisition Mgr	80/20	1,895
63G	Sr Materiel Leader-Lower Echelon	92/8	66
63S	Materiel Leader	86/14	149
64P	Contracting	71/29	772
65F	Financial Mgmt	71/29	504
65W	Cost Analysis	84/16	49
71S	Spc Investigations	56/44	380
80C	Cmdr, Cadet Squadron, USAF Academy	67/33	45
81C	Instructor, Officer Training School	76/24	58
81D	ROTC Detachent Commander and Professor of Aerospace Studies	50/50	274
81L	Education and Training Leader	75/25	44
81T	Instructor	74/26	853
82A	Academic Program Mgr	70/30	54
83R	Recruiting Svc	68/32	201
85G	USAF Honor Guard	75/25	4
86M	Ops Mgmt	73/27	22
86P	C2	68/32	19
87G	Wing IG	89/11	99
87I	Director, Wing Inspections	91/9	22
87Q	Director, Complaints Resolution	63/37	19
88A	Aide-de-camp	64/36	33
88B	Protocol Officer	60/40	20
88C	Sexual Assault Response Coordinator	36/64	25
88I	Innovation Officer	0/100	1
88M	USAF Medical Pinnacle Position	100/0	3
88Y	Pathfinder	100/0	1
90G	General Officer	87/13	220
91C	Cmdr	87/13	126
91E	Wing Cmdr Equiv	79/21	19
91W	Wing Cmdr	92/8	254
92F	Foreign Area Officer Trainee	77/23	39
92J	Non-Designated Lawyer	60/40	10
92M	Health Prof Scholarship Prgm Med Student	51/49	214
92P	Physician Assistant Student	13/87	8
92S	Student Officer Authorization	75/25	1,902
92T	Pilot Trainee	84/16	3,198
93P	Patient	72/28	7
96B	Disq Officer, Reasons Within Control	50/50	6
96D	Officer N/A for Use in Awarded AFSC for Cause	100/0	5
97E	Executive Officer	74/26	152
	Unknown/other		5,916
	TOTAL		**61,437**



1st Lt. Heather Cozad Staley

U.S. Air Force Master Sgt. Tyler Wekell, a loadmaster assigned to the 728th Airlift Squadron, prepares to load cargo onboard a C-17 Globemaster III aircraft in April at Joint Base Lewis-McChord, Wash. Wekell credits his civilian job as an Operations Transportation Safety Administrator for King County Metro for strengthening his safety mindset, attention to detail, and ability to manage risk in dynamic environments.

DAF ACTIVE DUTY PERSONNEL BY COMMAND

(As of Sept. 30, 2025)

USAF MAJOR COMMANDS	USAF	USSF	Civilian	Total
Air Combat Command	75,268	5	11,926	87,199
Air Education and Training Command	54,945	227	14,521	69,693
Air Force Global Strike Command	27,810	0	3,910	31,720
Air Force Materiel Command	17,772	8	70,049	87,829
Air Force Special Operations Command	12,483	1	1,065	13,549
Air Mobility Command	40,057	0	7,311	47,368
Pacific Air Forces	30,057	1	3,517	33,575
U.S. Air Forces Europe-Air Forces Africa	23,681	0	1,544	25,225
TOTAL	**282,073**	**242**	**113,843**	**396,158**
USSF FIELD COMMANDS	**USAF**	**USSF**	**Civilian**	**Total**
Combat Forces Command*	4	4,436	1,433	5,873
Space Systems Command	6	999	2,841	3,846
Space Training and Readiness Command	45	1,842	264	2,151
TOTAL	**55**	**7,277**	**4,538**	**11,870**
FIELD OPERATING AGENCIES	**USAF**	**USSF**	**Civilian**	**Total**
Air Force Agency for Modeling and Simulation	5	0	20	25
Air Force Audit Agency	0	0	478	478
Air Force Cost Analysis Agency	8	0	86	94
Air Force Flight Standards Agency	112	0	59	171
Air Force Historical Research Agency	0	0	44	44
Air Force Inspection Agency	91	0	29	120
Air Force Legal Operations Agency	513	0	181	694
Air Force Manpower Analysis Agency	136	0	156	292
Air Force Mortuary Affairs Operations	23	0	32	55
Air Force Office of Special Investigations	1,306	0	1,145	2,451
Air Force Operations Group	41	0	23	64
Air Force Personnel Center	628	0	1,588	2,216
Air Force Public Affairs Agency	200	0	45	245
Air Force Review Boards Agency	18	0	85	103
Air Force Safety Center	47	0	82	129
Air National Guard Readiness Center	39	0	690	729
DOD Cyber Crime Center	7	0	110	117
National Air and Space Intelligence Center	667	0	1,266	1,933
TOTAL	**3,841**	**0**	**6,119**	**9,960**
DIRECT REPORTING UNITS	**USAF**	**USSF**	**Civilian**	**Total**
Air Force District of Washington	2,839	0	1,262	4,101
Air Force Medical Command	3,981	0	161	4,142
Air Force Operational Test and Evaluation Center	289	0	227	516
Air Force Reserve Command	148	0	9,581	9,729
U.S. Air Force Academy	2,035	4	1,266	3,305
TOTAL	**9,292**	**0**	**12,497**	**21,793**
TOTAL	**295,261**	**4**	**136,997**	**439,781**
OTHER	**19,635**	**2,424**	**28,583**	**50,642**
TOTAL ACTIVE DUTY AND CIVILIAN	**314,896**	**9,947**	**165,580**	**490,423**

Source: Office of the Secretary of the Air Force; U.S. Office of Personnel Management; Defense Manpower Data Center
*The Office of Personnel Management lists the fiscal year total but doesn't give a specific day.
**This command was still named Space Operations Command at the end of fiscal 2025.

ACTIVE DUTY BY BASE: 2015 vs. 2025

(As of Sept. 30, 2025)

BASE	2015 TOTAL	2025 TOTAL	USAF 2025	USSF 2025	% Change
JB San Antonio-Lackland, Texas	16,190	15,464	15,287	177	-4.5
Ramstein AB, Germany	9,602	9,507	9,307	200	-1.0
JB Langley-Eustis, Va.	7,712	8,167	8,154	13	5.9
Hurlburt Field, Fla.	8,265	7,612	7,602	10	-7.9
Nellis AFB, Nev.*	9,152*	7,420	7,383	37	-18.9
Shaw AFB, S.C.	5,989	6,799	6,797	2	13.5
Travis AFB, Calif.	6,143	6,580	6,576	4	7.1
Kadena AB, Japan	6,368	6,089	6,013	76	-4.4
Eglin AFB, Fla.	4,974	6,021	5,934	87	21.0
Offutt AFB, Neb.	5,536	5,826	5,816	10	5.2
Wright-Patterson AFB, Ohio	5,608	5,825	5,513	312	3.9
Sheppard AFB, Texas	4,702	5,744	5,743	1	22.2
Osan AB, South Korea	5,465	5,625	5,550	75	2.9
Minot AFB, N.D.	5,500	5,557	5,557	0	1.0
JB Pearl Harbor-Hickam, Hawaii	5,152	5,506	5,302	204	6.9
JB Elmendorf-Richardson, Alaska	5,530	5,347	5,347	0	-3.3
Davis-Monthan AFB, Ariz.	5,898	5,321	5,312	9	-9.8
JB Andrews, Md.	5,908	5,234	5,057	177	-11.4
RAF Lakenheath, U.K.	4,333	5,145	5,119	26	18.7
Barksdale AFB, La.	5,214	5,091	5,091	0	-2.4
Holloman AFB, N.M.	3,899	5,023	5,022	1	28.8
JB McGuire-Dix-Lakehurst, N.J.	4,795	4,983	4,982	1	3.9
Cannon AFB, N.M.	4,649	4,893	4,892	1	5.2
Keesler AFB, Miss.	4,162	4,693	4,594	99	12.8
Moody AFB, Ga.	4,321	4,691	4,690	1	8.6
Aviano AB, Italy	3,750	4,676	4,675	1	24.7
Scott AFB, Ill.	4,639	4,644	4,642	2	0.1
Dyess AFB, Texas	4,448	4,417	4,417	0	-0.7
Seymour Johnson AFB, N.C.	4,081	4,416	4,416	0	8.2
Peterson SFB, Colo.**	3,488	4,411	2,495	1,916	26.5
RAF Mildenhall, U.K.	4,041	4,284	4,280	4	6.0
Hill AFB, Utah	3,654	4,197	4,197	0	14.8
Spangdahlem AB, Germany	3,942	3,944	3,938	6	0.1
Luke AFB, Ariz.	3,227	3,929	3,928	1	21.8
Whiteman AFB, Mo.	3,886	3,856	3,849	7	-0.8
JB Anacostia-Bolling, D.C.	2,067	3,824	3,580	244	85.0
Goodfellow AFB, Texas	3,467	3,808	3,714	94	9.8
Pentagon, Va.	3,967	3,648	3,081	567	8.0
MacDill AFB, Fla.	3,375	3,616	3,570	46	7.1
Kirtland AFB, N.M.	3,056	3,515	3,362	153	15.0
JB Charleston, S.C.	3,365	3,505	3,504	1	4.2
Yokota AB, Japan	2,956	3,475	3,461	14	17.6
Fort Meade, Md.	2,924	3,433	3,258	175	17.4
Tinker AFB, Okla.	4,349	3,413	3,412	1	21.5
Little Rock AFB, Ark.	4,207	3,396	3,396	0	-19.3
Fairchild AFB, Wash.	2,710	3,372	3,372	0	24.4
Malmstrom AFB, Mont.	3,157	3,343	3,325	18	5.9
Mountain Home AFB, Idaho	3,185	3,333	3,333	0	4.6
Beale AFB, Calif.	4,326	3,331	3,280	51	-23.0
Dover AFB, Del.	3,199	3,299	3,298	1	3.1
Ellsworth AFB, S.D.	3,043	3,237	3,237	0	6.4
Eielson AFB, Alaska	1,839	3,197	3,197	0	73.8
Maxwell AFB, Ala.	2,828	3,196	3,083	113	13.0
F.E. Warren AFB, Wyo.	3,066	3,150	3,150	0	2.7
Creech AFB	***	3,143	3,143	0	n/a
Tyndall AFB, Fla.	3,477	3,112	3,111	1	-10.5
JB Lewis-McChord, Wash.	3,406	3,084	3,083	1	-9.5
Misawa AB, Japan	2,448	2,895	2,859	36	18.3
JB San Antonio-Randolph, Texas	2,420	2,871	2,796	75	18.6
Edwards AFB, Calif.	2,653	2,860	2,838	22	7.8
JB San Antonio-Fort Sam Houston, Texas	1,315	2,860	2,860	0	117.5
McConnell AFB, Kan.	2,967	2,750	2,750	0	-7.3
Robins AFB, Ga.	3,433	2,678	2,669	9	-22.0
Vandenberg SFB, Calif.	2,536	2,612	1,801	811	3.0
Andersen AFB, Guam	2,013	2,430	2,429	1	20.7
Pope Field, N.C.	2,523	2,330	2,327	3	-7.6
Schriever SFB, Colo.	1,632	2,251	502	1,749	37.9
Kunsan AB, South Korea	2,493	2,210	2,210	0	-11.4
U.S. Air Force Academy, Colo.	2,084	2,204	2,143	61	5.8
Patrick SFB, Fla.**	1,715	1,845	1,600	245	7.6
Buckley SFB, Colo.	1,468	1,741	1,102	639	18.6
Columbus AFB, Miss.	1,497	1,725	1,716	9	15.2
Marine Corps Base Quantico, Va.	1,520	1,698	1,698	0	11.7
Grand Forks AFB, N.D.	1,587	1,678	1,646	32	5.7
Hanscom AFB, Mass.	1,424	1,662	1,568	94	16.7
Incirlik AB, Turkey	1,397	1,529	1,529	0	9.4
Laughlin AFB, Texas	1,339	1,435	1,435	0	7.2
Altus AFB, Okla.	1,254	1,318	1,318	0	5.1
Vance AFB, Okla.	1,210	1,291	1,291	0	6.7
Los Angeles AFB, Calif.	1,079	1,102	552	550	2.1
USAG Stuttgart, Germany	1,125	773	749	24	31.3

*Included Creech AFB.
**USSF personnel assigned to Cape Canaveral SFS are included with Patrick SFB; and those assigned to Cheyenne Mountain SFS are included with Peterson SFB.
***Part of Nellis AFB

DOD TOTAL FORCE END STRENGTH

(As of Sept. 30, 2025)
In thousands

Fiscal Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026 Estimate	2027 Requested
Active-Duty Military													
USAF	311	317	323	326	328	330	328	324	315	312	319	326	330
Army	491	475	476	476	484	481	487	465	449	445	455	460	469
Marine Corps	184	184	185	186	186	181	180	174	173	173	173	173	174
Navy	328	325	324	330	337	342	348	344	328	328	341	353	357
USSF							7	8	9	9	10	11	13
Full-time Guard and Reserve	76	76	75	79	83	87	90	90	91	n/a	n/a	n/a	n/a
Total	**1,390**	**1,378**	**1,382**	**1,397**	**1,422**	**1,421**	**1,439**	**1,405**	**1,377**	**1,267**	**1,298**	**1,323**	**1,343**
Selected Reserve													
Air National Guard	106	106	106	107	107	107	109	108	105	104	105	106	107
AFRC	68	69	69	69	69	69	71	68	66	66	65	66	67
Army National Guard	350	342	344	335	336	336	338	329	325	324	329	333	331
Army Reserve	199	198	194	189	191	189	184	176	177	173	170	172	172
Marine Corps Reserve	39	38	39	38	38	36	35	33	33	33	33	34	35
Navy Reserve	57	58	58	59	60	59	58	55	55	56	58	58	57
Total* **	**819**	**812**	**810**	**797**	**801**	**796**	**794**	**769**	**761**	**756**	**760**	**769**	**769**
Appropriated-Fund Civilian Full-time Equivalents													
DAF	166	167	167	170	172	170	173	177	177	178*	173	160	166
Army	206	195	191	189	190	251	250	218	228	185*	184	154	152
Navy/Marine Corps	199	204	206	209	218	220	205	217	217	215*	217	205	207
Defense Agencies	187	189	191	193	216	114	114	156	156	217*	215	198	201
Total	**758**	**755**	**756**	**761**	**796**	**755**	**762**	**779**	**779**	**795***	**789**	**717**	**726**

*Requested
***Total includes one estimate.
Sources: President's Budget Request, Defense Manpower Data Center

DOD ACTIVE DUTY BY ENLISTED/OFFICER AND SEX

(As of Sept. 30, 2025)

	DOD		DAF		ARMY		MARINE CORPS		NAVY		SPACE FORCE	
		%		%		%		%		%		%
CADET/MIDSHIPMAN												
Female	3,460	26.6	1,145	28.1	957	21.3	n/a	n/a	1,358	30.4	n/a	n/a
Male	9,555	73.4	2,925	71.9	3,527	78.7	n/a	n/a	3,103	69.6	n/a	n/a
ENLISTED												
Female	186,089	17.7	52,758	20.8	56,299	15.7	15,409	10.2	60,674	21.6	949	17.8
Male	863,420	82.3	200,854	79.2	301,712	84.3	136,325	89.8	220,142	78.4	4,387	82.2
OFFICER												
Female	49,691	21.1	15,609	25.4	18,383	20.0	2,300	10.7	12,433	22.3	966	20.8
Male	185,884	78.9	45,828	74.6	73,759	80.0	19,215	89.3	43,399	77.7	3,683	79.2
TOTAL ACTIVE DUTY	**1,285,084**		**319,119**		**454,637**		**173,249**		**341,109**		**9,985**	

Sources: Defense Manpower Data Center, Active Duty Military Personnel by Rank/Grade and Service; and Table of Active Duty Females by Rank/Grade and Service


Airman 1st Class Zeeshan Naeem

An F-35A Lightning II assigned to the 95th Fighter Squadron soars through the skies during exercise Checkered Flag 25-2 at Tyndall Air Force Base, Fla., May 14, 2025. This large-scale aerial exercise brings together advanced fighter and support aircraft to sharpen the tactical skills of pilots and maintainers alike, reinforcing their ability to deliver rapid, lethal combat airpower in support of global operations.

DOD ACTIVE DUTY MILITARY DEMOGRAPHICS BY SERVICE

(As of Sept. 2025)

	DOD		AIR FORCE		SPACE FORCE		ARMY		MARINE CORPS		NAVY	
TOTAL	**1,267,738**		**311,920**		**9,446**		**445,334**		**173,096**		**327,936**	
HIGHEST EDUCATIONAL ACHIEVEMENT		**%**		**%**		**%**		**%**		**%**		**%**
No High School Diploma or GED	1,311	0.1	192	0.1	3	0.0	555	0.1	56	0.0	505	0.2
High School Diploma/GED or Some College	820,416	64.7	162,613	52.1	2,785	29.5	283,620	63.7	144,895	83.7	226,503	69.1
Associate Degree	93,818	7.4	44,248	14.2	817	8.7	23,787	5.3	4,542	2.6	20,424	6.2
Bachelor's Degree	191,309	15.1	54,139	17.4	2,555	27.0	72,993	16.4	17,986	10.4	43,636	13.3
Advanced Degree	105,489	8.3	38,600	12.4	2,874	30.4	36,324	8.2	5,240	3.0	22,451	6.8
Unknown	55,395	4.4	12,128	3.9	412	4.4	28,061	6.3	377	0.2	14,417	4.4
ETHNICITY												
Hispanic or Latino	258,663	20.4	57,057	18.3	1,414	15.0	86,781	19.5	50,750	29.3	62,661	19.1
Not Hispanic or Latino	1,009,075	79.6	254,863	81.7	8,032	85.0	358,559	80.5	122,346	70.7	265,275	80.9
MARITAL STATUS												
Divorced	60,365	4.8	18,638	6.0	454	4.8	21,849	4.9	5,219	3.0	14,205	4.3
Married	603,495	47.6	164,472	52.7	5,425	57.4	209,278	47.0	67,711	39.1	156,609	47.8
Never Married	600,241	47.3	128,547	41.2	3,551	37.6	212,216	47.7	100,076	57.8	155,851	47.5
Other*	3,637	0.3	263	0.1	16	0.2	1,997	0.4	90	0.1	1,271	0.4
RACE												
American Indian or Alaska Native	13,810	1.1	2,825	0.9	63	0.7	3,346	0.8	2,295	1.3	5,281	1.6
Asian	50,059	3.9	16,378	5.3	685	7.3	4,991	1.1	6,324	3.7	21,681	6.6
Black or African American	229,352	18.1	49,226	15.8	826	8.7	96,268	21.6	20,315	11.7	62,717	19.1
Native Hawaiian or Other Pacific Islander	12,112	1.0	4,162	1.3	82	0.9	1,679	0.4	2,042	1.2	4,147	1.3
Multi-racial**	82,883	6.5	17,156	5.5	633	6.7	41,287	9.3	2,762	1.6	21,045	6.4
White	855,811	67.5	212,478	68.1	6,778	71.8	294,868	66.2	137,759	79.6	203,928	62.2
Other/Unknown	23,711	1.9	9,695	3.1	379	4.0	2,901	0.7	1,599	0.9	9,137	2.8
SEX* **												
Female	227,114	17.9	67,565	21.7	1,801	19.1	71,417	16.0	17,274	10.0	69,057	21.1
Male	1,040,618	82.1	244,355	78.3	7,645	80.9	373,917	84.0	155,822	90.0	258,879	78.9

*Includes annulled, widowed, and unknown.

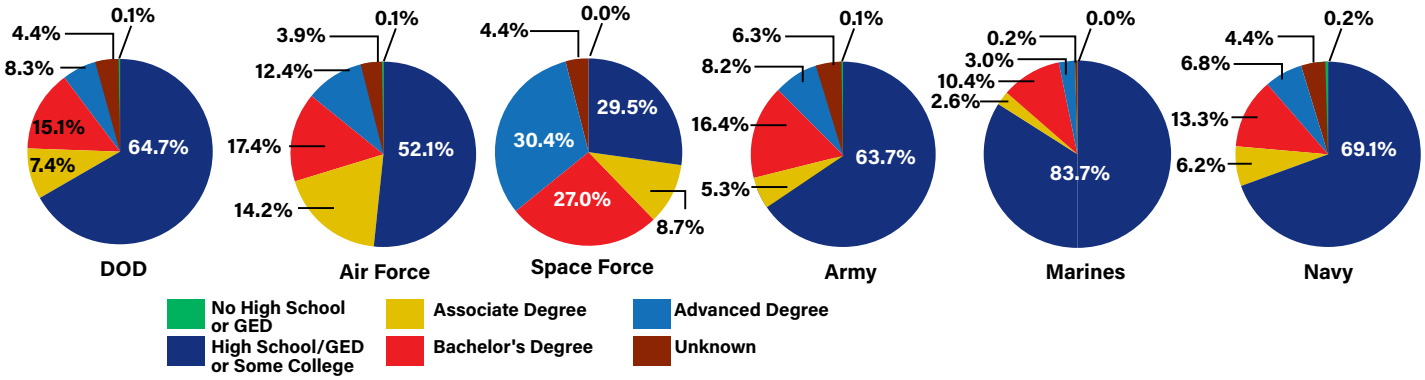
**A personnel system migration affected the Army's ability to report all information for some data fields. Information may vary considerably from prior years. The Army didn't previously report "Multi-racial."

***6 members of the Army were categorized as "unknown."

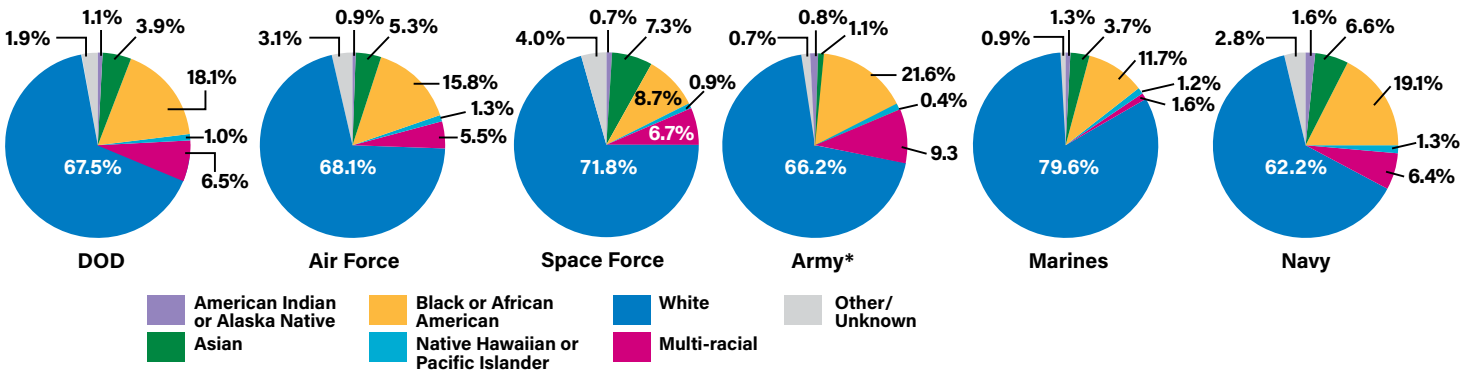
Source: 2025 Demographics Profile of the Military Community

DOD ACTIVE DUTY MILITARY DEMOGRAPHICS BY SERVICE

Education



Race



ANNUAL MILITARY BASIC PAY

(Effective April. 1, 2025)

GRADE	2	3	4	6	8	10	12	14	16	18	20	22	24	26	28	30
COMMISSIONED OFFICERS																
O-10	—	—	—	—	—	—	—	—	—	—	227,999	227,999	227,999	227,999	227,999	227,999
O-9	—	—	—	—	—	—	—	—	—	—	227,999	227,999	227,999	227,999	227,999	227,999
O-8	172,127	175,745	176,753	181,278	188,824	190,584	197,755	199,822	205,999	214,942	223,178	227,999	227,999	227,999	227,999	227,999
O-7	144,914	147,892	150,264	154,544	158,782	163,670	168,548	173,452	188,824	201,812	201,812	201,812	201,812	202,853	202,853	206,906
O-6	115,366	122,940	122,940	123,412	128,700	129,402	129,402	136,757	149,756	157,385	165,013	169,355	173,750	182,264	182,264	184,900
O-5	98,618	105,444	106,729	110,995	113,537	119,142	123,260	128,581	136,696	140,566	144,392	148,738	148,738	148,738	148,738	148,738
O-4	87,437	93,283	94,572	99,986	105,797	113,040	118,660	122,573	124,819	126,119	126,119	126,119	126,119	126,119	126,119	126,119
O-3	75,287	81,245	88,592	92,844	97,506	100,508	105,458	108,050	108,050	108,050	108,050	108,050	108,050	108,050	108,050	108,050
O-2	65,354	75,269	77,814	79,412	79,412	79,412	79,412	79,412	79,412	79,412	79,412	79,412	79,412	79,412	79,412	79,412
O-1	51,840	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669	62,669
COMMISSIONED OFFICERS WITH OVER 4 YEARS ACTIVE DUTY SERVICE OR MORE THAN 1,460 RESERVE POINTS AS AN ENLISTED MEMBER OR WARRANT OFFICER																
O-3E	—	—	88,592	92,844	97,506	100,508	105,458	109,645	112,043	115,315	115,315	115,315	115,315	115,315	115,315	115,315
O-2E	—	—	77,814	79,412	81,936	86,206	89,507	91,962	91,962	91,962	91,962	91,962	91,962	91,962	91,962	91,962
O-1E	—	—	62,669	66,920	69,397	71,924	74,408	77,814	77,814	77,814	77,814	77,814	77,814	77,814	77,814	77,814
WARRANT OFFICERS																
W-5	—	—	—	—	—	—	—	—	—	—	122,036	128,228	132,844	137,941	137,941	144,850
W-4	73,825	75,942	78,026	81,623	85,176	88,776	94,180	98,924	103,439	107,143	110,747	116,035	120,384	125,345	125,345	127,843
W-3	65,286	67,972	68,843	71,651	77,173	82,926	85,637	88,772	91,991	97,805	101,718	104,062	106,556	109,951	109,951	109,951
W-2	60,707	62,320	63,432	67,025	72,612	75,391	78,113	81,450	84,060	86,418	89,244	91,098	92,570	92,570	92,570	92,570
W-1	53,924	55,332	58,309	61,826	67,010	69,433	72,832	76,158	78,779	81,194	84,121	84,121	84,121	84,121	84,121	84,121
ENLISTED MEMBERS																
E-9	—	—	—	—	—	82,922	84,798	87,163	89,953	92,768	97,261	101,077	105,080	111,215	111,215	116,762
E-8	—	—	—	—	67,878	70,884	72,742	74,966	77,378	81,734	83,945	87,700	89,780	94,907	94,907	96,808
E-7	51,498	53,474	56,077	58,126	61,628	63,605	67,100	70,020	72,011	74,128	74,948	77,702	79,178	84,809	84,809	84,809
E-6	44,917	46,897	48,827	50,828	55,354	57,114	60,520	61,564	62,323	63,212	63,212	63,212	63,212	63,212	63,212	63,212
E-5	43,178	45,310	47,362	49,320	51,599	52,744	53,060	53,060	53,060	53,060	53,060	53,060	53,060	53,060	53,060	53,060
E-4	39,636	41,789	43,902	45,785	45,785	45,785	45,785	45,785	45,785	45,785	45,785	45,785	45,785	45,785	45,785	45,785
E-3	36,180	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376	38,376
E-2	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375	32,375
E-1 >4 mos	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886	28,886

Rates are rounded to the nearest dollar.
NOTE: Basic pay for an O-7 to O-10 is limited by Level II of the Executive Schedule in effect during Calendar Year 2026, which is $228,000 per year.
NOTE: Basic pay for O-6 and below is limited by Level V of the Executive Schedule in effect during Calendar Year 2026, which is $184,900 per year.
Source: Modified from the Defense Finance and Accounting Service's Monthly Military Basic Pay.

ANNUAL PAY FOR FEDERAL CIVILIANS

(Effective Jan. 1, 2026)

GRADE	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10	WITHIN GRADE AMOUNTS
GS-1	$22,584	$23,341	$24,092	$24,840	$25,589	$26,028	$26,771	$27,519	$27,550	$28,248	varies
GS-2	25,393	25,997	26,839	27,550	27,858	28,677	29,496	30,315	31,134	31,953	varies
GS-3	27,708	28,632	29,556	30,480	31,404	32,328	33,252	34,176	35,100	36,024	924
GS-4	31,103	32,140	33,177	34,214	35,251	36,288	37,325	38,362	39,399	40,436	1,037
GS-5	34,799	35,959	37,119	38,279	39,439	40,599	41,759	42,919	44,079	45,239	1,160
GS-6	38,791	40,084	41,377	42,670	43,963	45,256	46,549	47,842	49,135	50,428	1,293
GS-7	43,106	44,543	45,980	47,417	48,854	50,291	51,728	53,165	54,602	56,039	1,437
GS-8	47,738	49,329	50,920	52,511	54,102	55,693	57,284	58,875	60,466	62,057	1,591
GS-9	52,727	54,485	56,243	58,001	59,759	61,517	63,275	65,033	66,791	68,549	1,758
GS-10	58,064	59,999	61,934	63,869	65,804	67,739	69,674	71,609	73,544	75,479	1,935
GS-11	63,795	65,922	68,049	70,176	72,303	74,430	76,557	78,684	80,811	82,938	2,127
GS-12	76,463	79,012	81,561	84,110	86,659	89,208	91,757	94,306	96,855	99,404	2,549
GS-13	90,925	93,956	96,987	100,018	103,049	106,080	109,111	112,142	115,173	118,204	3,031
GS-14	107,446	111,028	114,610	118,192	121,774	125,356	128,938	132,520	136,102	139,684	3,582
GS-15	126,384	130,597	134,810	139,023	143,236	147,449	151,662	155,875	160,088	164,301	4,213

Does not include locality pay assigned by geographic area, such as 21.42% for Dayton, Ohio, and 33.94% for Washington, D.C.
Source: Office of Personnel Management

SENIOR EXECUTIVE SERVICE PAY

(Effective Jan. 1, 2026)

SES Pay System Structure	Minimum	Maximum
Certified SES performance appraisal system	$151,661	$228,000
Noncertified SES performance appraisal system	$151,661	$209,600

The Continuing Appropriations Act, 2026, continued the freeze on the payable pay rates for the Vice President and certain senior political appointees through Jan. 30, 2026, pending future congressional action.

What Goes Into Military Pay

Many factors go into military compensation, from pay grade (responsibility) and time in service (experience) to job skills and incentives. How two notional service members' compensation breaks down:

O-6 (Colonel)	PAY GRADE	E-6 (Tech. Sgt.)
91C (Commander)	Specialty Code	5S0 Space Systems Operations
26	Years in Service	10
Kadena Air Base, Okinawa, Japan	Duty station	Fort Meade, Md.
4	Dependents	No
$15,188.70	Basic Pay	$4,759.50
$0	Aviation Incentive Pay (maximum assuming sufficient flight hours)	$0
$3,238.74	Overseas Housing Allowance (Rental Allowance)	
$661.56	(Utility/Recurring Maintenance Allowance)	
$125.58	Cost of Living Allowance	
$328.48	Basic Allowance for Housing	$2,592.00
	Basic Allowance for Subsistence	$476.95
$19,543.06	Monthly total	$7,828.45
$243,516.72	Annualized Total	$93,941.40



Photo by Airman James Salellas



Photo by John Ayre

AVIATION INCENTIVE PAY

(Effective since Oct. 1, 2017)

Years of Service as Aviation Officer	Monthly Rate
Two or fewer	$150
More than two	$250
More than six	$700
More than 10	$1,000
More than 22	$700
Years of Service as Aviation Enlisted	**Monthly Rate**
Four of fewer	$225
More than four	$350
More than eight	$500
More than 14	$600

Source: Defense Finance and Accounting Service

HAZARDOUS DUTY INCENTIVE PAY

(Effective since Jan. 1, 2017)

Duty	Rate per month
Aircrew Members	$250
Parachute Duty, Static Line	$150
Parachute Duty, Military Free Fall	$225
Flight Deck Duty	$150
Demolition Duty	$150
Experimental Stress Duty	$150
Toxic Fuels (or Propellants) Duty	$150
Toxic Pesticides Duty	$150
Dangerous Viruses (or Bacteria) Lab Duty	$150
Chemical Munitions Duty	$150
Maritime Visit, Board, Search, Seizure (VBSS) Duty	$150
Polar Region Flight Operations Duty	$150
Weapons of Mass Destruction Civil Support (WMDCS) Team	$150

Source: Defense Finance and Accounting Service



Senior Airman Tallon Bratton

U.S. Air Force Airmen assigned to the 35th Fighter Generation Squadron load munitions onto an F-16 Fighting Falcon during the Annual Bomb Build and Loading Competition at Osan Air Base, Korea, in January. During the competition, Airmen load munitions while under a simulated chemical threat.

RANK INSIGNIA OF THE USAF & USSF

Air Force

Officer

O-1	 Second Lieutenant	W-1	 Warrant Officer W-1
O-2	 First Lieutenant	CW-2	 Chief Warrant Officer W-2
O-3	 Captain	CW-3	 Chief Warrant Officer W-3
O-4	 Major	CW-4	 Chief Warrant Officer W-4
O-5	 Lieutenant Colonel	CW-5	 Chief Warrant Officer W-5
O-6	 Colonel		
O-7	 Brigadier General		
O-8	 Major General		
O-9	 Lieutenant General		
O-10	 General		

Enlisted

E-1	Airman Basic No insignia		
E-2	 Airman		
E-3	 Airman First Class		
E-4	 Senior Airman		
E-5	 Staff Sergeant		
E-6	 Technical Sergeant		
E-7	 Master Sergeant	 First Sergeant	
E-8	 Senior Master Sergeant	 First Sergeant	
E-9	 Chief Master Sergeant	 First Sergeant	 Command Chief Master Sergeant
CMSAF	 Chief Master Sergeant of the Air Force		

Space Force

Officer

O-1	 Second Lieutenant
O-2	 First Lieutenant
O-3	 Captain
O-4	 Major
O-5	 Lieutenant Colonel
O-6	 Colonel
O-7	 Brigadier General
O-8	 Major General
O-9	 Lieutenant General
O-10	 General

Enlisted

E-1	 Specialist 1
E-2	 Specialist 2
E-3	 Specialist 3
E-4	 Specialist 4
E-5	 Sergeant
E-6	 Technical Sergeant
E-7	 Master Sergeant
E-8	 Senior Master Sergeant
E-9	 Chief Master Sergeant
CMSSF	 Chief Master Sergeant of the Space Force

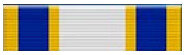
AWARDS AND DECORATIONS

Shown in order of precedence.


Medal of Honor (AF)


Air Force Cross


Defense Distinguished Service Medal


Distinguished Service Medal (AF)


Silver Star


Defense Superior Service Medal


Legion of Merit


Distinguished Flying Cross


Airman's Medal


Bronze Star Medal


Purple Heart


Defense Meritorious Service Medal


Meritorious Service Medal (AF)


Air Medal


Aerial Achievement Medal


Joint Service Commendation Medal


Air Force Commendation Medal


Joint Service Achievement Medal


Air Force Achievement Medal


Air Force Combat Action Medal


Presidential Unit Citation (AF)


Joint Meritorious Unit Award


Gallant Unit Citation


Meritorious Unit Award


Air and Space Outstanding Unit Award


Air and Space Organizational Excellence Award


Prisoner of War Medal


Combat Readiness Medal


Air Force Good Conduct Medal


Army Good Conduct Medal


Space Force Good Conduct Medal


Air Reserve Forces Meritorious Service Medal


Outstanding Airman of the Year Ribbon


Air and Space Recognition Ribbon


American Defense Service Medal


American Campaign Medal


Asiatic-Pacific Campaign Medal


European-African-Middle Eastern Campaign Medal


World War II Victory Medal


Army of Occupation Medal


Medal for Humane Action


National Defense Service Medal


Korean Service Medal


Antarctica Service Medal


Armed Forces Expeditionary Medal


Vietnam Service Medal


Southwest Asia Service Medal


Kosovo Campaign Medal


Afghanistan Campaign Medal


Iraq Campaign Medal


Inherent Resolve Campaign Medal


Global War on Terrorism Expeditionary Medal


Global War on Terrorism Service Medal


Korean Defense Service Medal


Armed Forces Service Medal


Humanitarian Service Medal


Military Outstanding Volunteer Service Medal


Remote Combat Effects Ribbon


Air and Space Campaign Medal


Nuclear Deterrence Operations Service Medal


Air and Space Overseas Ribbon-Short


Air and Space Overseas Ribbon-Long


Air and Space Expeditionary Service Ribbon


Air and Space Longevity Service Award Ribbon


Developmental Special Duty Ribbon


Air Force Basic Military Training Instructor Ribbon


Air Force Recruiter Ribbon


Armed Forces Reserve Medal


USAF NCO PME Graduate Ribbon


Basic Military Training Honor Graduate Ribbon

Continued from previous page


Small Arms Expert Marksmanship Ribbon


Philippine Defense Ribbon


Air and Space Training Ribbon


Philippine Independence Ribbon


Philippine Liberation Ribbon


ROK Presidential Unit Citation


Philippine Presidential Unit Citation


United Nations Service Medal


RVN Gallantry Cross with Palm


NATO Meritorious Service Medal


United Nations Medal


NATO Medal for Kosovo


NATO Medal for Yugoslavia


Article 5 NATO Medal-Active Endeavor


Article 5 NATO Medal-Eagle Assist


Non-Article 5 NATO Medal-ISAF*


Non-Article 5 NATO Medal-Balkans


Kuwait Liberation Medal, Kingdom of Saudi Arabia


Republic of Vietnam Campaign Medal


Republic of Korea Korean War Service Medal


Kuwait Liberation Medal, Government of Kuwait

*International Security Assistance Force

Devices


Bronze Star
For number of campaigns or operations, multiple qualifications, or an additional award of an authorized ribbon.


Silver Star
One silver star is worn in lieu of five bronze service stars.


Silver and Bronze Stars
When worn together on a single ribbon, silver stars are worn to wearer's right of a bronze star.


Bronze Oak Leaf Cluster
For second and subsequent awards.


Silver Oak Leaf Cluster
For sixth, 11th, etc., entitlements or in lieu of five bronze OLCs.


Silver and Bronze OLCs
Silver OLCs are worn to the wearer's right of the bronze OLCs on the same ribbon.


Valor Device
Denotes heroism above what is normally expected while engaged in direct combat with an enemy of the U.S., or an opposing foreign or armed force, with exposure to enemy hostilities and personal risk; not an additional award; only one per ribbon; worn to the wearer's right of OLCs on the same ribbon.


Arrowhead Device
Shows participation in assigned tactical combat parachute, glider, or amphibious assault landing; worn on campaign medals, Korean Service Medal, and Armed Forces and GWOT Expeditionary medals.


Combat Device
Denotes meritorious service or achievement performed under combat conditions.


Remote Device
Denotes hands-on employment of a weapons system, performed remotely without personal physical combat risk that had a direct and immediate effects on the outcome of an engagement or specific effects on a target.


Hourglass Device
Issued for the Armed Forces Reserve Medal in bronze for 10 years of service, silver for 20, and gold for 30.


Arctic Device
Worn on Air Force Overseas Ribbon-Short for service north of Arctic Circle; one per ribbon; worn to the wearer's right of OLCs.


Mobility Device
Worn with the Armed Forces Reserve Medal to denote Active Duty status for at least one day during a contingency; here with number of mobilizations.


Nuclear Device
Worn on the Nuclear Deterrence Operations Service Medal to indicate direct support.


Wintered Over Device
Worn on Antarctica Service Medal to denote staying on the Antarctic continent over the winter—bronze for one; gold, two; silver, three.


Plane Device
Worn on Army of Occupation Medal for 90 consecutive days in direct support of the Berlin Airlift, June 26, 1948, to Sept. 30, 1949.

USAF Specialty Berets

Airmen in seven USAF specialties are authorized to wear a colored beret along with the insignia of that particular field.


Combat Controller/ Special Tactics Officer


Pararescue/Combat Rescue Officer


Security Forces


Survival, Evasion, Resistance, and Escape


Tactical Air Command and Control
(Tactical Air Control Party crest)


Air Liaison Officer
(TACP flash and rank)


Weather Parachutist

SPENDING



USAF photo by Kyle Brasier

The annual defense budget is prepared by the Department of Defense, reviewed by the White House Office of Management and Budget, and then submitted to Congress. Yet it is Congress that has the final say. The House and Senate must pass annual policy (National Defense Authorization) and spending (Defense Appropriations) bills, then reconcile the differences.

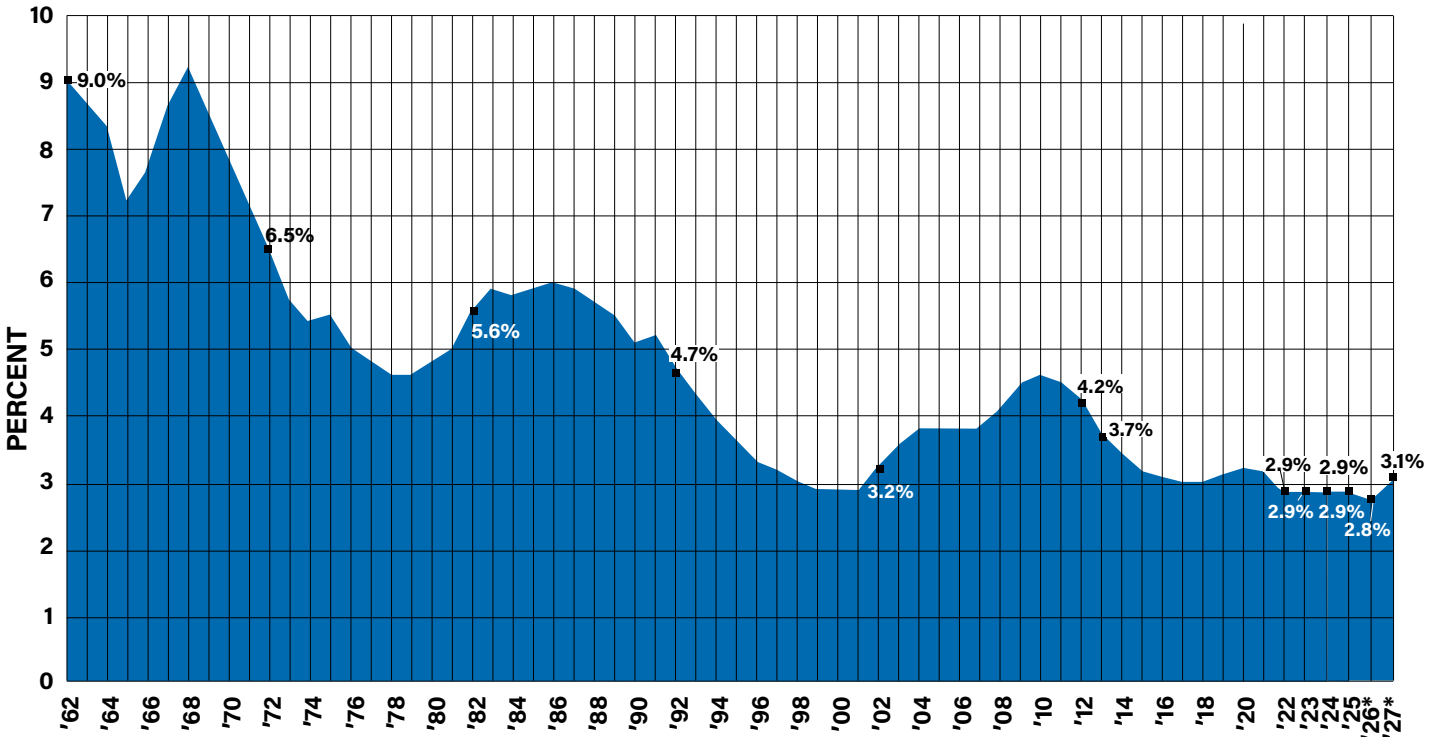
DOD BUDGET AUTHORITY ($ in billions)

	2018	2019	2020	2021	2022	2023	2024	2025	Enacted 2026	Requested* 2027
Base Budget	$600.0	$616.0	$633.0	$703.7	$742.2	$815.9	$842.3	$850.1	$1,009.1	$1,450.0
With Supplementals	671.0	688.0	723.0	704.7	776.6	851.7	909.6	861.9	n/a	n/a

Source: 2027 Budget Overview Book

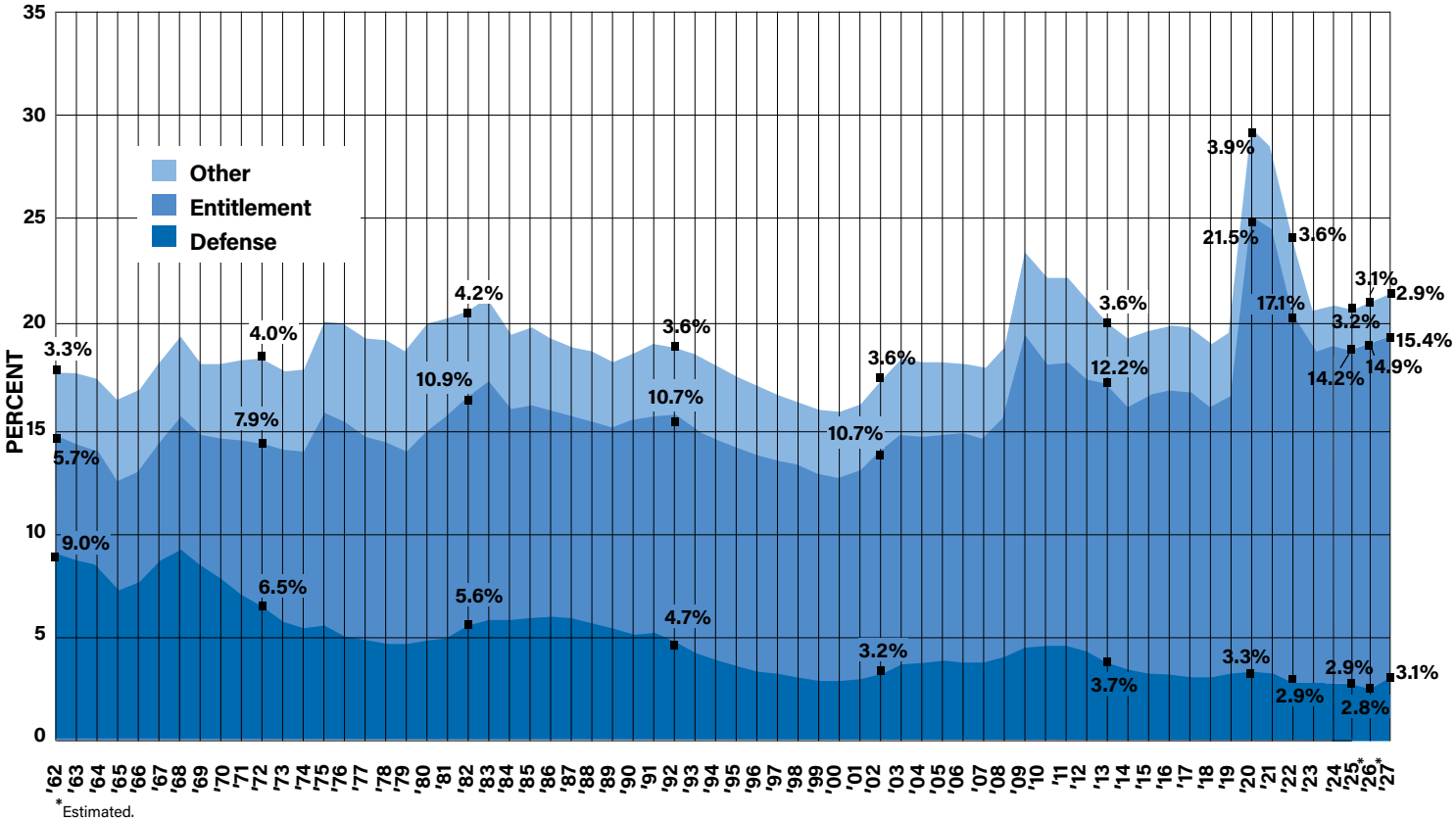
DOD SPENDING AS SHARE OF GROSS DOMESTIC PRODUCT (GDP)

Percent by Fiscal Year



Source: Budget of the U.S. Government, Fiscal Year 2026, Historical Tables
*Based on estimate.

TOTAL U.S. GOVERNMENT SPENDING AS A SHARE OF GDP



*Estimated.
Source: Budget of the U.S. Government, Fiscal Year 2027, Historical Tables

TOTAL U.S. GOVERNMENT SPENDING AS A SHARE OF GDP

YEAR	DEFENSE	ENTITLEMENTS	OTHER
1962	9%	5.7%	3.3%
1963	8.7	5.5	3.5
1964	8.3	5.6	3.6
1965	7.2	5.3	3.8
1966	7.6	5.3	4
1967	8.6	5.7	4.1
1968	9.2	6.4	4
1969	8.4	6.3	3.5
1970	7.8	6.7	3.7
1971	7.1	7.4	3.9
1972	6.5	7.9	4
1973	5.7	8.2	3.9
1974	5.4	8.5	3.9
1975	5.5	10.3	4.4
1976	5	10.3	4.8
1977	4.8	9.7	4.9
1978	4.6	9.7	5
1979	4.6	9.3	4.8
1980	4.8	10.1	5.1
1981	5	10.5	4.8
1982	5.6	10.9	4.2
1983	5.9	11.3	4.1
1984	5.8	10	3.8
1985	5.9	10.2	3.8
1986	6	9.9	3.6
1987	5.9	9.7	3.4
1988	5.7	9.6	3.4
1989	5.5	9.5	3.3
1990	5.1	10.3	3.4
1991	5.2	10.4	3.5
1992	4.7	10.7	3.6
1993	4.3	10.5	3.7
1994	3.9	10.5	3.6
1995	3.6	10.4	3.6
1996	3.3	10.4	3.4
1997	3.2	10.2	3.3
1998	3	10.2	3.2
1999	2.9	9.9	3.1
2000	2.9	9.8	3.2
2001	2.9	10	3.3
2002	3.2	10.7	3.6
2003	3.6	11	3.7
2004	3.8	10.8	3.7
2005	3.8	10.8	3.7
2006	3.8	10.9	3.6
2007	3.8	10.7	3.5
2008	4.1	11.4	3.5
2009	4.5	15.1	4
2010	4.6	13.4	4.4
2011	4.5	13.7	4.2
2012	4.2	12.6	3.8
2013	3.7	12.2	3.5
2014	3.4	12.5	3.3
2015	3.2	13.3	3.2
2016	3.1	13.5	3.2
2017	3	13.5	3.1
2018	3	12.8	3.1
2019	3.2	13.3	3.1
2020	3.3	21.8	4.3
2021	3.2	21.5	3.9
2022	2.9	17.1	3.6
2023	2.9	14.2	3.3
2024	2.9	14.5	3.3
2025	2.9	14.2	3.2
2026*	2.8	14.9	3.1
2027*	3.1	15.4	2.9

*Estimate
Source: Budget of the U.S. Government, Fiscal Year 2027, Historical Tables

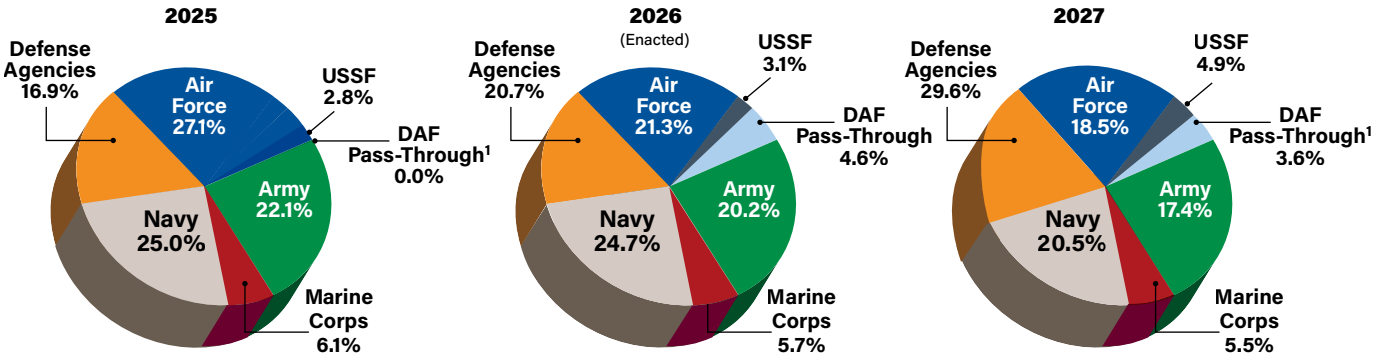
DOD BUDGET BY SERVICE, INCLUDING PASS-THROUGH

($ in millions)

	Actual		Enacted		Requested	
	2025	%	2026	%	2027	%
Department of the Air Force	$260,556	30.2%	$292,844	29.0%	$391,119	27.0%
USAF	233,201	22.1	214,658	21.3	267,728	18.5
USSF	23,857	2.8	31,659	3.1	71,069	4.9
Pass-Through*	n/a	n/a	46,527	4.6	52,322	3.6
Army	190,100	22.1	203,704	20.2	252,302	17.4
Department of the Navy	268,334	31.1	306,650	30.4	377,525	26.5
Navy	215,377	25.0	248,885	24.7	297,197	20.5
Marine Corps	52,957	6.1	57,765	5.7	80,327	5.5
Defense Agencies	145,528	16.9	208,913	20.7	429,055	29.6
Total	$861.9		$1,009.1		$1,450.0	

May not add due to rounding.
*Pass-through includes classified, non-DAF programs represented in the department's budget.

DOD BUDGET SHARES: 2025 vs. 2026 vs. 2027



Totals may not add due to rounding.

1—Pass-through includes classified, non-DAF programs represented in the department's budget.

DOD BUDGET SHARES BY MILITARY DEPARTMENT

($ millions)

									Enacted	Requested
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
DAF*	$190,359	$196,066	$206,691	$204,574	$223,553	$249,897	$263,054	$260,556	292,844	391,119
%	28.3	28.3	29	29	28.8	29.3	28.9	30.2	29.0	27.0
Army	$178,260	$181,166	$184,195	$174,040	$183,512	$201,366	$206,104	$190,100	203,704	252,302
%	26.5	26.1	26.2	24.7	23.6	23.6	22.7	22.1	20.2	17.4
Navy/Marine Corps	$190,489	$197,778	$209,383	$206,936	$223,231	$246,584	$262,744	$265,667	303,644	377,525
%	28.3	28.5	29.8	29.4	28.7	29.0	28.9.3	30.8	30.1	26.0
Defense Agencies	$113,853	$117,991	$122,955	$119,184	$146,336	$153,858	$177,729	$145,528	$208,913	$429,055
%	16.9	17	17.5	16.9	18.8	18.1	19.5	16.9	20.7	29.6
Total	$672,960	$693,001	$723,224	$704,734	$776,632	$851,706	$909,631	$861,852	$1,009,106	$1,450,000

*Includes Pass-Through funds that pass directly to other agencies, and are not used by or for the DAF.

DOD BUDGET BY SPENDING CATEGORY

									Enacted	Requested
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Military Personnel	$136.0	$144.7	$149.9	$162.8	$166.8	$174.0	$176.4	$185.5	$196.9	$205.1
O&M	199.7	231.4	237.2	283.6	294.5	318.5	323.2	339.2	354.8	430.6
Procurement	107.1	133.8	129.1	140.7	145.1	162.8	200.9	174.1	291.2	413.1
RDT&E	71.8	94.1	103.6	105.9	118.5	139.4	148.1	141.9	209.4	343.7
Military Construction	6.4	8.8	9.9	7.1	13.4	16.7	17.0	17.1	22.7	26.8
Family Housing	1.2	1.6	1.5	1.4	1.5	2.3	2.0	2.1	1.9	4.4
Revolving Funds & Other	1.5	1.9	2.3	2.1	2.3	2.2	2.0	1.9	4.2	26.3
Total	$523.70	$687.8	$633.3	$703.7	$742.2	$815.9	$909.6	$861.9	$1,009.1	$1,450.0

Base budget; 2021 and later includes war funding; does not include Ukraine or disaster assistance; current $ in billions
Source: President's Budget Request

DAF BUDGET BY SPENDING CATEGORY

						Enacted*	Actual	Enacted	Requested
	2019	2020	2021	2022	2023	2024	2025	2026	2027
Military Personnel	$37.4	$39.4	$42.8	$44.4	$46.5	$47.7	$49.3	46.2	48.7
O&M	51.2	53.4	65.5	69.9	76.0	77.8	81.5	82.3	101.5
Procurement	43.2	43.3	47.8	49.5	58.1	61.0	61.1	46.0	73.3
RDT&E	40.6	45.3	46.2	52.8	61.4	65.8	65.5	65.6	98.2
Military Construction	2.0	2.4	1.3	3.5	4.6	4.0	3.4.**	5.5	11.2
Family Housing	0.4	0.4	0.4	0.4	0.6	0.6	n/a	0.6	1.3
Working Capital Fund	0.1	0.2	0.4	0.5	0.1	0.1	0.3	0.1	4.4
Total	**$174.8**	**$184.5**	**$204.5**	**$221.0**	**$247.3**	**$257.0**	**$261.7**	**$246.3**	**$338.7**
						Enacted*	Actual	Enacted	Requested
% Change	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**
Military Personnel	7.8%	5.3%	8.6%	3.7%	4.7%	2.6%	3.4%	-6.3%	5.4%
O&M	2.1	4.3	22.7	6.7	8.7	2.4	4.8	1.0	23.3
Procurement	3.5	0.2	10.4	3.6	17.4	5.0	0.2	-24.7	59.3
RDT&E	40.1	11.6	2.0	14.3	16.3	7.2	0.5	0.2	49.7
Military Construction	-10.6	20	45.8	169.2	31.4	-13.0	-15	61.8	103.7
Family Housing	17.9	0.0	0.0	0.0	50.0	0.0	n/a	0.00***	116.7
Working Capital Fund	16.4	100.0	100.0	25.0	-80.0	0.0	200.0	-66.7	4,300.00
Total	**1.8%**	**5.5%**	**10.8%**	**8.1%**	**11.9%**	**3.9%**	**1.8%**	**-5.9%**	**37.5%**

Source: President's Budget Request
Base budget in $ billions; includes war funding in 2021 and later.

*The Pentagon did not publish all customary budget materials.
**Includes family housing.
***Compared to 2024.

TOTAL OBLIGATIONAL AUTHORITY VS. PASS-THROUGH

($ in billions)

									Requested
	2019	2020	2021	2022	2023	2024	2025	2026	2027
DAF	$156.8	$168.1	$168.2	$180.8	$205.8	$213.1	$213.1	$246.3	$338.8
Pass-Through	37.8	39.0	37.3	41.4	43.9	44.6	45.4	46.5	52.3
Total	**194.6**	**207.1**	**205.5**	**222.3**	**249.7**	**257.7**	**258.8**	**292.8**	**391.1**
Pass-Through %	**19.4%**	**18.8%**	**18.2%**	**18.6%**	**17.6%**	**17.30%**	**17.5%**	**15.9%**	**13.4%**

Source: Presidents's Budget Request



EQUIPMENT

AIRCRAFT TOTAL ACTIVE INVENTORY (TAI)

(As of Sept. 30, 2025)

	ACTIVE	ANG	AFRC	TOTAL FORCE	AVG. AGE
BOMBER					
B-1B Lancer	45	0	0	45	37.40
B-2A Spirit	20	0	0	20	28.75
B-52H Stratofortress	58	0	18	76	62.80
Total	**123**	**0**	**18**	**141**	**49.86**
FIGHTER/ATTACK					
A-10C Thunderbolt II	74	43	46	163	43.37
F-15	3	72	0	75	30.09
F-15E Strike Eagle	217	0	0	217	32.42
F-15EX	6	7	0	13	2.50
F-16	484	296	46	826	33.85
F-22A Raptor	164	20	0	184	19.01
F-35A Lightning II	430	70	0	500	4.92
Total	**1,378**	**508**	**92**	**1,978**	**25.44**
SPECIAL OPERATIONS FORCES					
AC-130J Ghostrider	30	0	0	30	6.23
CV-22B Osprey	53	0	0	53	11.84
MC-130	58	7	0	65	36.05
Total	**141**	**7**	**0**	**148**	**21.34**
ISR/BM/C3					
E-3G Sentry (AWACS)	16	0	0	16	44.91
E-4B NAOC	4	0	0	4	50.38
EC-130	6	2	0	8	50.02
MQ-9A Reaper	158	24	0	182	7.20
RC-135	26	0	0	26	62.47
RQ-4B Global Hawk	9	0	0	9	13.40
TC-135W (trainer)	2	0	0	2	62.30
U-2S Dragon Lady	31	0	0	31	41.58
WC-130J Hercules	0	0	10	10	23.45
WC-135R	3	0	0	3	61.55
Total	**255**	**26**	**10**	**291**	**21.33**

	ACTIVE	ANG	AFRC	TOTAL FORCE	AVG. AGE
TANKER					
HC-130J Combat King II	18	15	6	39	8.00
KC-46A	72	12	12	96	4.27
KC-135	157	156	62	375	62.71
Total	**247**	**183**	**80**	**510**	**47.53**
TRANSPORT					
C-5M Super Galaxy	36	0	16	52	37.40
C-12	30	0	0	30	48.17
C-17A Globemaster III	146	50	26	222	22.16
C-21A Learjet	19	0	0	19	39.50
C-32	4	0	0	4	26.00
C-37	16	0	0	16	23.47
C-40	4	3	4	11	20.65
C-130H Hercules	101	126	42	269	31.23
LC-130H Hercules	0	10	0	10	39.05
Total	**356**	**189**	**88**	**633**	**29.32**
HELICOPTER					
HH-60	47	23	7	77	29.93
MH-139	17	0	0	17	1.87
TH-1H Iroquois (trainer)	28	0	0	28	43.53
UH-1N Iroquois	61	0	0	61	52.59
Total	**153**	**23**	**7**	**183**	**36.96**
TRAINER					
T-1A Jayhawk	43	0	0	43	30.38
T-6A Texan II	442	0	0	442	18.98
T-7A	3	0	0	3	1.10
T-38	490	0	0	490	57.84
UV-18B Twin Otter	3	0	0	3	50.96
Total	**981**	**0**	**0**	**981**	**38.93**
GRAND TOTAL	**3,634**	**936**	**295**	**4,865**	**31.75**

ICBMs IN SERVICE OVER TIME

(As of Sept. 30, 2025)

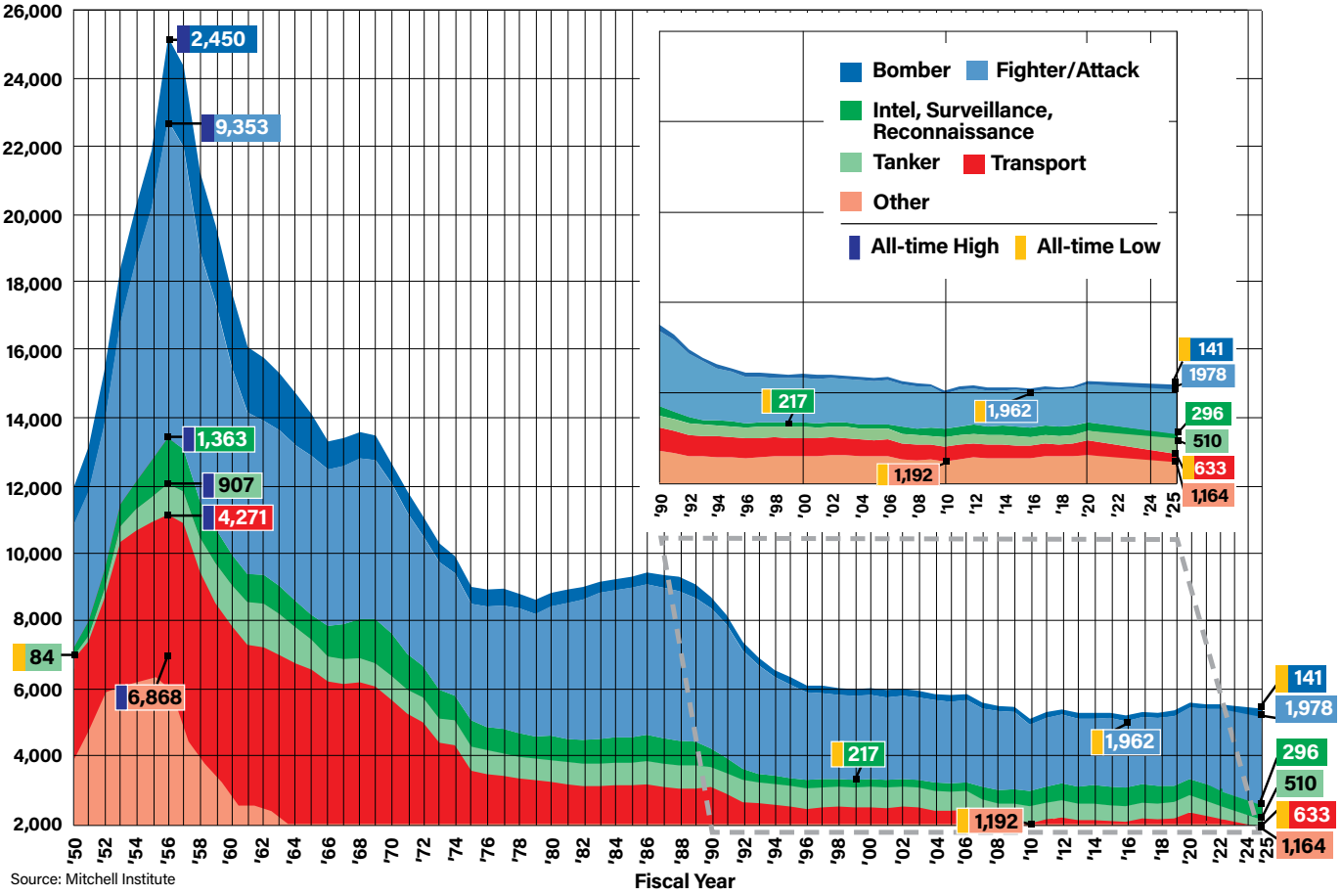
TYPE OF SYSTEM	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Minuteman III	450	450	450	450	406	400	400	400	400	400	400	400	400
Total ICBMs	**450**	**450**	**450**	**450**	**406**	**400**	**400**	**400**	**400**	**400**	**400**	**400**	**400**



Senior Master Sgt. Beth Holliker

U.S. Air Force F-16 Fighting Falcons, assigned to the Ohio National Guard's 180th Fighter Wing, conduct an "Elephant Walk" as the final exercise during an Air Combat Command Combat Readiness Inspection, April 26 in Swanton, Ohio. Combat Readiness Inspections are designed to test a unit's capabilities, effectiveness, and efficiency.

USAF AIRCRAFT INVENTORY, FY50-25 TOTAL ACTIVE AIRCRAFT



Source: Mitchell Institute

TOTAL NUMBER OF ACTIVE DUTY AIRCRAFT IN SERVICE OVER TIME

(As of Sept. 30, 2025)

ACTIVE	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Bomber	141	141	140	140	139	139	140	140	123	123	123	124	123
Fighter/Attack	1,287	1,273	1,252	1,257	1,280	1,309	1,338	1,352	1,476	1,456	1,452	1,430	1,378
Aerial Targets*	**	**	**	60	25	17	23	32	39	43	66	73	n/a
Special Ops Forces	122	124	144	132	138	135	144	154	139	143	139	142	141
ISR/BM/C3	394	444	437	434	441	432	428	422	471	439	338	311	260
Tanker	243	244	239	236	234	215	238	289	264	235	241	230	247
Transport	413	410	381	384	363	356	361	366	366	358	357	357	356
Helicopter	138	137	157	160	131	154	159	159	155	158	158	139	153
Trainer	1,118	1,171	1,157	1,170	1,177	1,157	1,156	1,155	1,153	1,180	1,077	1,026	981
Gliders	47	24	30	24	34	24	24	24	23	n/a	25	n/a	n/a**
Total Active Duty	**3,927**	**3,968**	**3,997**	**3,962**	**3,954**	**3,944**	**4,015**	**4,100**	**4,213**	**4,158**	**4,008**	**3,759**	**3,639**

* QF-16 Aerial Targets replaced QF-4 Phantoms from FY15. **Previous years' QF-4 data not available. FY25 data not available.

ANG													
Bomber	0	0	0	0	0	0	0	0	0	0	0	0	0
Fighter/Attack	630	585	611	577	575	575	577	594	593	583	536	503	508
Special Ops Forces	4	4	4	4	4	1	0	0	0	0	2	2	7
ISR/BM/C3	86	88	91	89	93	78	59	59	35	55	29	29	26
Tanker	187	185	184	181	181	185	181	164	188	188	187	194	183
Transport	223	207	207	212	210	208	208	319	191	191	191	194	189
Helicopter	17	17	17	17	17	17	23	23	18	18	18	31	23
Total ANG	**1,147**	**1,086**	**1,114**	**1,080**	**1.080**	**1,064**	**1,048**	**1,159**	**1,025**	**1,035**	**963**	**953**	**936**

AFRC													
Bomber	18	18	18	18	18	18	18	18	18	18	18	18	18
Fighter/Attack	95	104	111	111	109	109	109	109	109	109	105	94	92
Special Ops Forces	4	0	0	0	0	0	00	0	0	0	0	0	0
ISR/BM/C3	11	10	10	10	10	10	10	10	10	10	0	0	10
Tanker	71	68	68	72	72	72	74	73	75	75	80	80	80
Transport	147	145	139	101	91	96	98	140	98	98	96	89	88
Helicopter	15	15	15	15	15	15	15	16	16	16	16	10	7
Total AFRC	**361**	**360**	**361**	**327**	**315**	**320**	**324**	**366**	**326**	**326**	**315**	**291**	**295**
TOTAL FORCE	**5,435**	**5,414**	**5,472**	**5,369**	**5,349**	**5,328**	**5,387**	**5,625**	**5,564**	**5,519**	**5,286**	**5,003**	**4,870**

MAJOR USAF PROGRAMS (RDT&E)

($ in millions)

PROGRAM							
BOMBER	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
B-1B	17.316	150.566	273.552	330.619	166.428	69.399	83.712
B-2A	44.02	72.351	418.178	572.048	667.383	409.514	212.024
B-2B	-	-	-	-	-	-	-
B-21							
B-52	1,019.13	888.158	1,478.65	1,664.64	1,263.81	936.56	849.67
FIGHTER/ATTACK	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
A-10	-	-	-	-	-	-	-
F-15E	138.345	229.946	322.889	149.269	170.063	171.118	157.118
F-15EX	54.875	117.715	133.274	143.358	238.081	249.897	358.474
F-16	107.714	229.857	527.739	385.075	303.374	201.385	176.253
F-22	733.581	813.987	950.375	986.192	840.331	807.847	768.015
F-35	45.444	32.203	47.388	49.303	50.266	51.221	52.258
F-35 C2D2	1,099.33	960.621	1,128.75	1,600.57	1,638.24	1,481.48	1,298.00
NGAD	-	-	-	-	-	-	-
F-35 Advance Procurement	-	-	-	-	-	-	-
HELO	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
HH-60W	31.646	40.474	87.881	123.794	82.274	72.897	60.13
MH-139	14.679	5.900	7.046	0.000	0.000	0.000	0.000
ICBM	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
Minuteman III Squadrons	57.201	69.11	79.313	126.059	129.266	112.665	91.819
LGM-35A Sentinel	-	-	-	-	-	-	-
MMIII Fuze Modernization	0.000	3.252	-	-	-	-	-
Minuteman III Modifications	-	-	-	-	-	-	-
ISR/BM/C3	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
Air and Space Operations Center	63.091	99.217	158.871	176.616	182.682	167.158	169.819
DCGS	99.749	81.033	85.365	68.672	70.588	67.858	69.727
CRC	1.938	-	-	-	-	-	-
E-3	-	-	-	-	-	-	-
E-7	586.729	1,097.26	-	-	-	-	-
ABMS	595.537	870.876	1,040.95	987.350	937.208	872.539	865.275
E-4B	52.362	55.095	50.873	21.830	2.695	2.744	2.799
Compass Call	115.978	0.000	66.514	67.348	73.638	85.033	84.668
MQ-9	6.581	-	-	-	-	-	-
RQ-4	6.171	-	-	-	-	-	-
RC-135	-	-	-	-	-	-	-
U-2 Mods	-	-	-	-	-	-	-
MOBILITY	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
C-5	25.825	33.32	76.233	72.819	96.468	139.534	251.576
C-17	11.874	103.465	178.13	101.198	101.246	103.234	135.48
C-32	-	-	-	-	-	-	-
C-130J	34.261	18.684	16.628	11.964	12.239	12.469	12.721
KC-135	9.678	-	121.742	106.043	87.791	-	-
KC-46	76.296	130.175	543.788	334.249	92.265	14.378	10
PAR (VC-25B)	419.617	594.557	555.195	179.441	33.476	34.104	34.794
VC-25A	-	-	-	-	-	-	-
MUNITION	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
AIM-9	33.701	85.449	98.861	126.802	123.251	121.751	62.965
AIM-120	51.898	50.539	53.277	54.716	55.787	56.847	57.998
JASSM	190.71	226.116	133.092	76.912	21.075	21.467	21.901
SDB1	-	-	-	-	-	-	-
SDB2	29.047	24.575	25.497	25.885	26.375	26.877	27.421
JDAM	-	-	-	-	-	-	-
SiAW	-	-	-	-	-	-	-
LRASM	-	-	-	-	-	-	-
AGM-114 Hellfire	-	-	-	-	-	.	-
ARRW	-		-	-	-	-	-
LRSO	-	-	-	-	-	-	-
SOF	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
CV-22B	25.549	31.544	45.699	21.443	20.674	21.066	21.493
HC-130/MC-130	42.849	76.188	34.164	26.73	26.401	25.369	25.882
TRAINERS	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
T-6	-	-	-	-	-	-	-
T-7A	-	-	-	-	-	-	-
T-38	-	-	-	-	-	-	-
T-1	-	-	-	-	-	-	-

Source: President's Budget Request

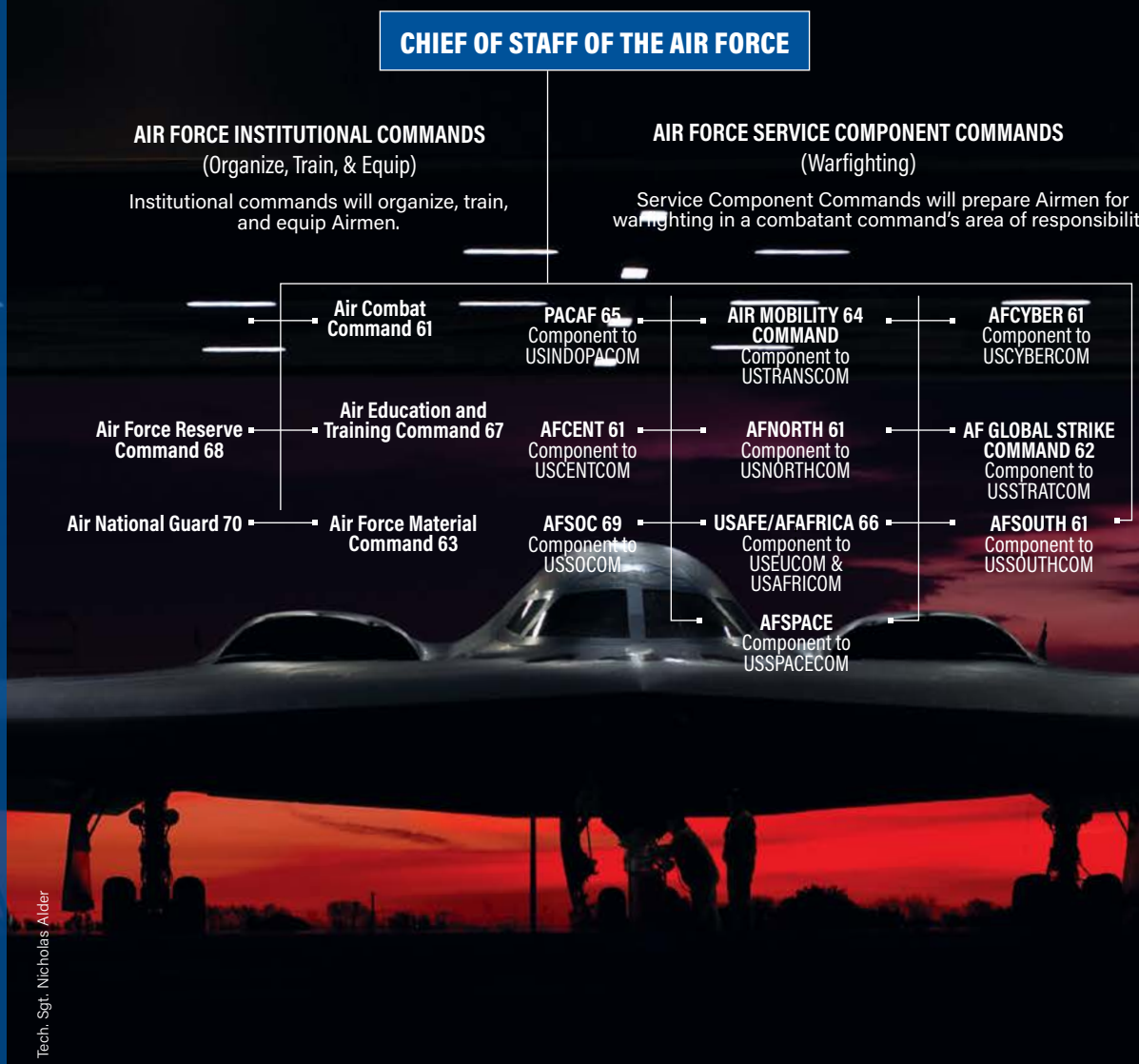
MAJOR USAF PROGRAMS (Procurement)

($ in millions)

PROGRAM							
BOMBER	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
B-1B	13.406	73.893	146.862	84.020	55.537	14.676	41.039
B-2A	60.707	76.906	178.668	331.298	296.672	253.875	289.445
B-2B	15.709	18.969	95.457	112.164	63.508	60.526	76.824
B-21	2,600.47	2,832.02	3,236.28	5,682.79	7,222.81	9,464.71	10,352.14
B-52	77.527	158.234	422.399	452.860	1602.587	2068.701	2493.006
FIGHTER/ATTACK	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
A-10	-	-	-	-	-	-	-
F-15E	5.112	-	-	-	-	-	-
F-15EX	1,808.472	115.000	2,656.716	2,758.000	3,262.510	4,535.950	4,762.750
F-16	62.368	18.402	57.781	36.275	57.403	31.623	40.39
F-22	-	-	-	-	-	-	-
F-35	4,972.51	4,444.72	3,131.83	5,569.40	6,129.11	6,276.86	6,385.81
F-35 C2D2	-	-	-	-	-	-	-
NGAD	-	-	-	-	-	-	-
F-35 Advance Procurement	482.584	531.241	738.103	805.798	848.675	867.248	1,009.35
HELO	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
HH-60W	-	-	-	-	-	-	-
MH-139	279.095	67.428	252.949	310.278	146.005	10.087	10.284
ICBM	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
Minuteman III Squadrons	-	-	-	-	-	-	-
LGM-35A Sentinel	-	-	107.602	240.014	1,377.948	1,916.165	2,804.152
MMIII Fuze Modernization	144.375	119.376	169.747	169.747	125.672	0.991	0.718
Minuteman III Modifications	37.333	37.282	27.006	48.303	58.337	4.631	4.721
ISR/BM/C3	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
Air and Space Operations Center	20.545	22.785	23.778	24.284	24.745	25.2	25.703
DCGS	51.594	87.044	316.157	458.748	835.335	86.888	88.625
CRC	-	-	-	-	-	-	-
E-3	68.192	17.291	0.841	1.401	1.426	1.452	1.481
E-7	200.000	-	-	-	16.931	46.267	47.169
ABMS	-	-	-	-	-	-	-
E-4B	24.828	45.232	30.779	27.197	46.539	25.131	19.561
Compass Call	-	-	660.000	440.000	440.000	620.000	334.000
MQ-9	-	15.365	-	-	-	-	-
RQ-4	-	-	-	-	-	-	-
RC-135	242.066	256.001	252.846	275.354	260.471	265.057	269.824
U-2 Mods	0.000	0.000	0.297	10.096	12.319	12.480	12.723
MOBILITY	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
C-5	43.37	25.878	10.308	25.972	34.132	34.803	35.482
C-17	85.674	9.853	59.867	152.668	290.007	273.317	439.775
C-32	6.422	-	-	-	-	-	-
C-130J	414.01	1,191.00	636.68	115.1	-	-	-
KC-135	-	-	-	-	-	-	-
KC-46	2,779.62	2,749.97	3,520.53	6,011.69	6,116.35	6,174.43	6,296.78
PAR (VC-25B)	-	-	-	-	-	-	-
VC-25A	11.388	-	-	-	-	-	-
MUNITION	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
AIM-9	306.159	100.352	419.238	283.144	135.441	134.099	136.709
AIM-120	584.391	382.125	115.856	1,181.28	1,173.28	1,206.14	1,239.91
JASSM	970.051	328.081	967.866	2,056.207	2,113.195	2,171.667	2,231.587
SDB1	261.681	41.51	44.596	84.53	86.209	87.828	89.537
SDB2	407.222	307.743	194.509	136.148	134.702	137.232	139.903
JDAM	387.705	126.389	129.568	211.213	291.396	297.588	304.032
SiAW	152.646	152.646	401.607	735.716	585.409	775.016	869.698
LRASM	564.109	294.401	500.916	749.153	775.188	786.371	751.022
AGM-114 Hellfire	5.790	-	-	-	-	-	-
ARRW	-	362.155	452.035	556.265	621.094	616.036	596.636
LRSO	210.335	341.372	962.857	1,478.206	2,345.81	2,325.170	2,527.29
SOF	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
CV-22B	9.604	0.000	5.088	5.019	5.012	5.147	5.247
HC-130/MC-130	18.604	17.986	20.415	19.469	19.588	20.185	20.583
TRAINERS	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**
T-6	49.281	135.988	131.747	204.403	45.926	4.721	125.559
T-7A	20.780	362.083	599.154	987.519	976.633	1,222.61	1,105.73
T-38	112.65	85.381	84.452	81.022	102.689	42.516	69.308
T-1	2.205	0.137	-	-	-	-	-

USAF MAJOR COMMANDS

The Air Force has six Institutional Commands focused on the recruit, train, and equip function of the department, and 10 Service Component Commands focused on meeting the needs of the nation's joint combatant commands.



Tech. Sgt. Nicholas Alder

The Air Force has traditionally referred to its largest organizations as "Major Commands." But in February 2024, Chief of Staff Gen. David W. Allvin suggested that term did little to define what those commands really do or lend to the Air Force, and that other terminology is more accurate: Institutional Commands that are responsible to the Department of the Air Force for developing personnel, or systems, or combat readiness, and Component Commands that are responsible to the nation's combatant commands for generating combat capability.

ACC

AIR COMBAT COMMAND

JB Langley-Eustis, Va.
EST. June 1, 1992

MISSION Institutional command responsible for combat airpower and readiness—fighters, reconnaissance, battle management, and electronic combat aircraft—to combatant commands. Provide command, control, communications, and intelligence (C3I) systems. Conduct global information operations.

ACC COMMAND STRUCTURE



USAF

Commander
Gen. Adrian L. Spain
(as of Aug. 11, 2025)

- ★★★ **1st Air Force** (Air Forces Northern) Tyndall AFB, Fla. (Lt. Gen. Luke Ahmann, as of Oct 8, 2024)
- ★★★ **9th Air Force** (Air Forces Central) Shaw AFB, S.C. (Lt. Gen. Derek C. France, as of April 18, 2024)
- ★★ **12th Air Force** (Air Forces Southern) Davis-Monthan AFB, Ariz. (Maj. Gen. Evan L. Pettus, as of Dec. 12, 2025)
- ★★ **15th Air Force** Shaw AFB, S.C. (Maj. Gen. Steven G. Behmer, as of Nov. 7, 2025)
- ★★★ **16th Air Force** (Air Forces Cyber) JBSA-Lackland, Texas (Lt. Gen. Thomas K. Hensley, as of Aug. 1, 2024)
- ★★ **USAF Warfare Center** Nellis AFB, Nev. (Brig. Gen. David C. Epperson, as of Aug. 28, 2025)
- **Air Force Spectrum Management Office** Fort Meade, Md. (Col. Jeffrey M. Miller, as of May 30, 2024)
- **Cyberspace Capabilities Center** Scott AFB, Ill. (Col. Christopher Rubiano, as of July 17, 2024)

PERSONNEL (FY25)	
Active-duty USAF	75,268
Active-duty USSF	5
Civilians	11,926

MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
1st Fighter Wing (FW)	JB Langley-Eustis, Va.	F-22, T-38A
4th FW	Seymour Johnson AFB, N.C.	F-15E
9th Reconnaissance Wing	Beale AFB, Calif.	RQ-4, T-38A, U-2
20th FW	Shaw AFB, S.C.	F-16CJ
23rd Wing	Moody AFB, Ga.	A-10C, HC-130J, HH-60G
53rd Wing	Eglin AFB, Fla.	A-10C, BQM-167A, E-9A, F-15C/E, F-16C/D, F-22A, F-35A, HC-130J, HH-60G, MQ-9, QF-4, QF-16, RQ-4, U-2
55th Wing	Offutt AFB, Neb.	EC-130H, RC-135S/U/V/W, TC-135S/W
57th Wing	Nellis AFB, Nev.	A-10C, EC-130, F-15, F-15E, F-16, F-22A, F-35A, HH-60G (23rd Wing), MQ-9, RC-135
67th Cyberspace Wing	JBSA-Lackland, Texas	Cyberspace operations
70th ISR Wing (ISRW)	Fort Meade, Md.	Cryptologic operations
93rd Air Ground Operations Wing	Moody AFB, Ga.	Battlefield Airmen operations, support
99th Air Base Wing (ABW)	Nellis AFB, Nev.	Base support
319th Reconnaissance Wing	Grand Forks AFB, N.D.	High-altitude ISR, communications, mission support
325th FW	Tyndall AFB, Fla.	F-22A
332nd Air Expeditionary Wing (AEW)	Undisclosed location in southwest Asia	Precision strike, aerial refueling, ISR, space, CSAR
350th Spectrum Warfare Group	Eglin AFB, Fla	Electromagnetic spectrum capabilities
355th Wing	Davis-Monthan AFB, Ariz.	A-10, EC-130H, (55th Wing), F-16CG, HC-130J, HH-60G (23rd Wing)
363rd ISRW	JB Langley-Eustis, Va.	Multi-intelligence analysis, targeting
366th FW	Mountain Home AFB, Idaho	F-15E
378th AEW	Prince Sultan Air Base, Saudi Arabia	Maintenance, operations, medical, mission support
379th AEW	Al Udeid Air Base, Qatar	C-17, C-21, C-130H/J, E-8, KC-135, RC-135,
380th AEW	Al Dhafra Air Base, UAE	F-16, F-22, KC-135, U-2
386th AEW	Ali Al Salem Air Base, Kuwait	C-130, MQ-9, airlift support
388th FW	Hill AFB, Utah	F-35A
432nd Wing	Creech AFB, Nev.	MQ-9, RQ-170
480th ISRW	JB Langley-Eustis, Va.	DCGS, cyber ISR, CFACC support, signals intelligence integration
461st Air Control Wing (ACW)	Robins AFB, Ga.	Ground-based tactical command and control
495th Fighter Group	Shaw AFB, S.C.	A-10, F-16, F-35 active associates
505th Command and Control Wing	Hurlburt Field, Fla.	Command and control operational-level tactics, testing, training
552nd Air Control Wing	Tinker AFB, Okla.	E-3, TC-18E
557th Weather Wing	Offutt AFB, Neb.	Weather information
601st Air Operations Center	Tyndall AFB, Fla.	Plan and direct air operations
612th Air and Space Operations Center	Davis-Monthan AFB, Ariz.	Plan and direct air, space, and information operations
616th Operations Center	JBSA-Lackland, Texas	Plan and direct cyber, electronic warfare, and ISR operations
633rd ABW	JB Langley-Eustis, Va.	Base support
688th Cyberspace Wing	JBSA-Lackland, Texas	Information operations, engineering installations
AF Rescue Coordination Center	Tyndall AFB, Fla.	National search and rescue coordination
AF Technical Applications Center	Patrick SFB, Fla.	Nuclear treaty monitoring, nuclear event detection

AFGSC

AIR FORCE GLOBAL STRIKE COMMAND

Barksdale AFB, La.
EST. Aug. 7, 2009

MISSION Component Command responsible for ICBM forces and long-range bomber forces to combatant commanders.

AFGSC Structure



USAF

Commander:
Gen. Stephen L. Davies
(as of Nov. 4, 2025)

- ★★ **8th Air Force** Barksdale AFB, La. (Maj. Gen. Ty Neuman, as of Nov. 6, 2025)
- ★★ **20th Air Force** F. E. Warren AFB, Wyo. (Maj. Gen. Stacy Jo Huser, as of Jan. 5, 2024)

PERSONNEL (FY25)	
Active-duty USAF	27,810
Active-duty USSF	0
Civilians	3,910

MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
2nd Bomb Wing (BW)	Barksdale AFB, La.	B-52H
5th BW	Minot AFB, N.D.	B-52H
7th BW	Dyess AFB, Texas	B-1B
28th BW	Ellsworth AFB, S.D.	B-1B
90th Missile Wing (MW)	F. E. Warren AFB, Wyo.	Minuteman III, UH-1N
91st MW	Minot AFB, N.D.	Minuteman III, UH-1N
95th Wing	Offutt AFB, Neb.	Command and control, E-4B
341st MW	Malmstrom AFB, Mont.	Minuteman III, UH-1N
377th Air Base Wing	Kirtland AFB, N.M.	Nuclear operations, expeditionary force training, base support
509th BW	Whiteman AFB, Mo.	B-2A, T-38C
576th Flight Test Squadron	Vandenberg SFB, Calif.	Minuteman III



Airman 1st Class William Neal

U.S. Air Force Airman 1st Class Trevor Francisco, 28th Bomber Generation Squadron assistant dedicated crew chief, taxis in a B-1B Lancer, tail number 86-0115, at Dyess Air Force Base, Texas, in April. Francisco is part of the maintenance team responsible for keeping the newly regenerated bomber mission-ready after it was recalled from retirement to support the active bomber fleet and serve as the 7th Bomb Wing's historic "Apocalypse II" flagship.

AFMC

AIR FORCE MATERIEL COMMAND

Wright-Patterson AFB, Ohio
EST. July 1, 1992

MISSION Institutional Command responsible for research, development, procurement, testing, and sustainment of U.S. Air Force weapon systems.

AFMC COMMAND STRUCTURE



USAF

Commander
Lt. Gen. Linda S. Hurry
(as of Jan. 30, 2026)

- ★★★ **Air Force Life Cycle Management Center (AFLCMC)** (Lt. Gen. Donna Shipton, as of Jan. 17, 2024) Wright-Patterson AFB, Ohio
- ★★★ **Air Force Sustainment Center (AFSC)** Tinker AFB, Okla. (Lt. Gen. Jennifer Hammerstedt, as of Nov. 13, 2025)
- ★★ **Air Force Installation & Mission Support Center (AFIMSC)** (Maj. Gen. Thomas P. Sherman, as of Aug. 14, 2025) JBSA-Lackland, Texas
- ★★ **Air Force Test Center (AFTC)** Edwards AFB, Calif. (Maj. Gen. Scott A. Cain, as of July 30, 2024)
- ★ **Air Force Research Laboratory (AFRL)** Wright-Patterson AFB, Ohio (Brig. Gen. Jason Bartolomei, as of July 10, 2024)
- SES **Air Force Nuclear Weapons Center (AFNWC)** Kirtland AFB, N.M. (Joseph M. Oder, as of March 2014)
- SES **National Museum of the U.S. Air Force** Wright-Patterson AFB, Ohio (David Tillotson III, as of Nov. 25, 2018)

	MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
AFIMSC	AF Civil Engineer Center	JBSA-Lackland, Texas	Installation support (civil engineering)
	AF Financial Management Center of Expertise	Buckley SFB, Colo.	Installation support (financial analysis)
	AF Installation Contracting Center	Wright-Patterson AFB, Ohio	Enterprise contracting support
	AF Security Forces Center	JBSA-Lackland, Texas	Installation support (security forces programs)
	AF Services Center	JBSA-Lackland, Texas	Installation support (lodging, recreation)
AFLCMC	AF Prg. Exec. Officer–Agile Combat Support	Wright-Patterson AFB, Ohio	Systems acquisition
	AFPEO–Armament	Eglin AFB, Fla.	Sys. acquisition
	AFPEO–Command, Control, Communications, and Battle Management (C3BM)	Hanscom AFB, Mass.	Sys. acquisition
	AFPEO–Business and Enterprise Systems	Maxwell AFB-Gunter Annex, Ala.	Sys. acquisition
	AFPEO–C3I and Networks	Hanscom AFB, Mass.	Sys. acquisition
	AFPEO–Fighters and Advanced Aircraft	Wright-Patterson AFB, Ohio	Sys. acquisition
	AFPEO–ISR and Special Operations Forces	Wright-Patterson AFB, Ohio	Sys. acquisition
	AFPEO–Mobility and Training Aircraft	Wright-Patterson AFB, Ohio	Sys. acquisition
	AFPEO–Presidential and Executive Airpower	Wright-Patterson AFB, Ohio	Sys. acquisition
	AFPEO–Tanker	Wright-Patterson AFB, Ohio	Sys. acquisition
	88th Air Base Wing (ABW)	Wright-Patterson AFB, Ohio	Base support
AFNWC	AFPEO–Nuclear Command, Control, and Communications	Hanscom AFB, Mass.	Sys. acquisition
	AFPEO–Strategic Systems	Kirtland AFB, N.M.	Sys. acquisition
AFRL	Aerospace Systems	Wright-Patterson AFB, Ohio	Research and development (R&D)
	AF Office of Scientific Research	Arlington, Va.	Research
	AF Strategic Development Planning and Experimentation Office	Wright-Patterson AFB, Ohio	R&D
	Directed Energy	Kirtland AFB, N.M.	R&D
	Information	Rome, N.Y.	R&D
	Materials and Manufacturing	Wright-Patterson AFB, Ohio	R&D
	Munitions	Eglin AFB, Fla.	R&D
	Sensors	Wright-Patterson AFB, Ohio	R&D
	Space Vehicles	Kirtland AFB, N.M.	R&D
	711th Human Performance Wing	Wright-Patterson AFB, Ohio	Airman performance R&E
AFSC	Ogden Air Logistics Complex (ALC)	Hill AFB, Utah	Weapons sustainment
	Oklahoma City ALC	Tinker AFB, Okla.	Weapons sustainment
	Warner Robins ALC	Robins AFB, Ga.	Weapons sustainment
	72nd ABW	Tinker AFB, Okla.	Base support
	75th ABW	Hill AFB, Utah	Base and Utah Test and Training Range support
	78th ABW	Robins AFB, Ga.	Base support
	448th Supply Chain Management Wing	Tinker AFB, Okla.	Depot line repairables and consumables
	635th Supply Chain Operations Wing	Scott AFB, Ill.	Global sustainment support
AFTC	Arnold Engineering Development Complex	Arnold AFB, Tenn.	Flight, space, and missile ground testing
	96th Test Wing (TW)	Eglin AFB, Fla.	Aircraft/system testing, base & range support
	412th TW	Edwards AFB, Calif.	Aircraft/system testing, base & range support
	U.S. Air Force Test Pilot School	Edwards AFB, Calif.	Pilot, navigator & engineer training for flight tests

PERSONNEL (FY25)	
Active-duty USAF	17,194
Active-duty USSF	22
Civilians	71,804

AMC

AIR MOBILITY COMMAND

Scott AFB, Ill.
EST. June 1, 1992

MISSION Component Command responsible for organizing, training, equipping, maintaining, and providing air mobility forces to sustain worldwide airpower operations.

AMC COMMAND STRUCTURE



USAF

Commander*
Gen. John D. Lamontagne
(as of Sept. 9, 2024)

- ★★ **18th Air Force** (Air Forces Transportation) (Maj. Gen. Charles D. Bolton, as of Aug. 9, 2024)
  Scott AFB, Ill.
- ★★ **U.S. Air Force Expeditionary Center** (Maj. Gen. Darren R. Cole, as of Sept. 5, 2025)
  JB McGuire-Dix-Lakehurst, N.J.

*Lt. Gen. Daniel H. Tulley nominated to be commander April 30, 2026.

PERSONNEL (FY25)	
Active-duty USAF	40,057
Active-duty USSF	0
Civilians	7,311

MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
6th Air Refueling Wing (ARW)	MacDill AFB, Fla.	KC-135R
19th Airlift Wing (AW)	Little Rock AFB, Ark.	C-130H/J
22nd ARW	McConnell AFB, Kan.	KC-135R, KC-46A
60th Air Mobility Wing (AMW)	Travis AFB, Calif.	C-5, C-17, KC-46A
62nd AW	JB Lewis-McChord, Wash.	C-17
87th Air Base Wing (ABW)	JB McGuire-Dix-Lakehurst, N.J.	Joint base facilities support
89th AW	JB Andrews, Md.	C-32A, C-37A/B, C-40B, VC-25A
92nd ARW	Fairchild AFB, Wash.	KC-135R
305th AMW	JB McGuire-Dix-Lakehurst, N.J.	C-17, KC-46A
317th AW	Dyess AFB, Texas	C-130J
375th AMW	Scott AFB, Ill.	C-21, C-40 (AA), KC-135R (AA)
436th AW	Dover AFB, Del.	C-5, C-17
437th AW	JB Charleston, S.C.	C-17A
515th Air Mobility Operations Wing (AMOW)	JB Pearl Harbor-Hickam, Hawaii	Contingency airfield operations
521st AMOW	Ramstein AB, Germany	Contingency airfield operations
618th Air Operations Center	Scott AFB, Ill.	Tanker Airlift Control Center operations
621st Contingency Response Wing	JB McGuire-Dix-Lakehurst, N.J.	Rapidly deployable bare-base operations
628th ABW	JB Charleston, S.C.	Joint base facilities support



Senior Airman Brooklyn Golightly

Air Force Capt. Christine Holmes, 375th Aeromedical Evacuation Squadron (AES) flight nurse, left, and Senior Airman Adrian Delacruz, aeromedical evacuation technician assigned to the 18th AES, right, perform in-flight medical operations on a C-17 Globemaster III aircraft assigned to the 60th Air Mobility Wing during the Air Force's 2025 Department-Level Exercise series at Andersen Air Force Base, Guam, in July 2025. The DLE series strengthens the Air Force's ability to reach theater at speed and scale, sustain operations, and rapidly pivot.

PACAF

PACIFIC AIR FORCES

★★★★

JB Pearl Harbor-Hickam, Hawaii
EST. July 1, 1957

MISSION Component Command responsible for providing U.S. Pacific Command integrated expeditionary Air Force capabilities, including strike, air mobility, and rescue forces.

PACAF COMMAND STRUCTURE



USAF

Commander
Gen. Kevin B. Schneider
(as of Feb. 9, 2024)

- ★★★ **5th Air Force** Yokota AB, Japan (Lt. Gen. Joel L. Carey, as of March 24, 2026)
- ★★★ **7th Air Force** Osan AB, South Korea (Lt. Gen. David R. Iverson, as of Jan. 30, 2024)
- ★★★ **11th Air Force** JB Elmendorf-Richardson, Alaska (Lt. Gen. Robert D. Davis, as of Oct. 15, 2025)

PERSONNEL (FY25)	
Active-duty USAF	30,057
Active-duty USSF	1
Civilians	3,517

MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
3rd Wing	JB Elmendorf-Richardson, Alaska	C-17, E-3, F-22A
8th Fighter Wing (FW)	Kunsan AB, South Korea	F-16C/D
15th Wing	JB Pearl Harbor-Hickam, Hawaii	C-17A, C-37A, C-40B, F-22A (AA)
18th Wing	Kadena AB, Japan	E-3B/C, F-15C/D, HH-60G, KC-135R
35th FW	Misawa AB, Japan	F-16C/D, F-35A
36th Wing	Andersen AFB, Guam	Operational platform for rotating combat forces
51st FW	Osan AB, South Korea	A-10C, F-16C/D
354th FW	Eielson AFB, Alaska	F-16C/D, F-35A
374th Airlift Wing	Yokota AB, Japan	C-12J, C-130H, UH-1N
607th Air Operations Center (AOC)	Osan AB, South Korea	Plan and direct air operations
611th AOC	JB Elmendorf-Richardson, Alaska	Plan and direct air operations
613th AOC	JB Pearl Harbor-Hickam, Hawaii	Plan and direct air operations
673rd Air Base Wing	JB Elmendorf-Richardson, Alaska	Joint base facilities support
Regional Support Center	JB Elmendorf-Richardson, Alaska	Remote facility operations, communications, engineering



Master Sgt. Don Hudson

A U.S. Air Force F-35 Lightning II assigned to the 354th Fighter Wing prepares to receive fuel from a U.S. Air Force KC-135 Stratotanker operated by the Alaska Air National Guard's 168th Wing during a combined joint maritime operation in the Bering Sea, in 2025.

USAFE-AFAFRICA

U.S. AIR FORCES IN EUROPE-AIR FORCES AFRICA

Ramstein AB, Germany
EST. April 20, 2012

MISSION Serves as the air component for U.S. European Command and U.S. Africa Command, directing air operations, including warfighting and humanitarian/peacekeeping actions, and maintains combat-ready forces for NATO responsibilities.

USAFE-AFAFRICA COMMAND STRUCTURE



USAF

Commander
Lt. Gen. Jason T. Hinds
(as of Oct. 31, 2025)

★★ **3rd Air Force** Ramstein AB, Germany (Maj. Gen. Paul D. Moga, as of April 3, 2024)

PERSONNEL (FY25)	
Active-duty USAF	23,681
Active-duty USSF	0
Civilians	1,544

MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
31st Fighter Wing (FW)	Aviano AB, Italy	F-16C/D, HH-60G
39th Air Base Wing	Incirlik AB, Turkey	Operational location for deployed U.S. and NATO forces
48th FW	RAF Lakenheath, U.K.	F-15C/D, F-15E, F-35A
52nd FW	Spangdahlem AB, Germany	F-16CM
86th Airlift Wing	Ramstein AB, Germany	C-21A, C-37A, C-130J
100th Air Refueling Wing	RAF Mildenhall, U.K.	KC-135R/T
406th Air Expeditionary Wing	Ramstein AB, Germany	C-130H, MQ-9
435th Air Ground Operations Wing	Ramstein AB, Germany	Battlefield airmen support and operations
501st Combat Support Wing	RAF Alconbury, U.K.	Facilitate support for seven geographically separated units
603rd Air Operations Center	Ramstein AB, Germany	Plan and direct air operations



Staff Sgt. Brieana Bolfing

A UH-60 Black Hawk helicopter assigned to Bravo Company, 4th Battalion, 3rd Aviation Regiment, 3rd Combat Aviation Brigade, lifts off during a joint rotary-wing familiarization training at Incirlik Air Base, Turkey, in January. The training enhanced interoperability and understanding of U.S. Army air operations in support of joint mission readiness and the 39th Air Base Wing's role in enabling U.S. and NATO operations across the region.

AETC

AIR EDUCATION AND TRAINING COMMAND

JBSA-Randolph, Texas
EST. July 1, 1993

MISSION Institutional Command responsible for recruiting, training, and educating Airmen through basic military training, initial and advanced technical training, and professional military education.

AETC COMMAND STRUCTURE



USAF

Commander
Lt. Gen. Clark J. Quinn
(as of Oct. 31, 2025)

- ★★ **2nd Air Force** Keesler AFB, Miss. (Maj. Gen. Matthew Wolfe Davidson, as of Aug. 2, 2024)
- ★★ **19th Air Force** JBSA-Randolph, Texas (Maj. Gen. Gregory Kreuder, as of July 8, 2024)
- ★★ **Air Force Recruiting Service** JBSA-Randolph, Texas (Brig. Gen. Jeffrey W. Nelson, as of July 18, 2025)
- ★★★ **Air University** Maxwell AFB, Ala. (Lt. Gen. Daniel H. Tulley, as of Nov. 7, 2025)*

***Nominated to become commander of Air Mobility Command.**

PERSONNEL (FY25)	
Active-duty USAF	54,945
Active-duty USSF	227
Civilians	14,521

MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
12th Flying Training Wing (FTW)	JBSA-Randolph, Texas	T-1A, T-6A, T-38C (CSO at NAS Pensacola, Fla.)
14th FTW	Columbus AFB, Miss.	T-1A, T-6A, T-38C
17th Training Wing (TRW)	Goodfellow AFB, Texas	Technical training
33rd Fighter Wing (FW)	Eglin AFB, Fla.	F-35
37th TRW	JBSA-Lackland, Texas	Basic military and technical training
42nd Air Base Wing (ABW)	Maxwell AFB, Ala.	Base support
47th FTW	Laughlin AFB, Texas	T-1A, T-6A, T-38C
49th Wing	Holloman AFB, N.M.	MQ-9, QF-16
56th FW	Luke AFB, Ariz.	F-16, F-35
56th Air Refueling Squadron	Altus AFB, Okla.	KC-46
58th Special Operations Wing	Kirtland AFB, N.M.	AC-130J, CV-22, HC-130J, HH-60W, MC-130J, MH-139A UH-1N, TH-1H
59th Medical Wing	JBSA-Lackland, Texas	Wilford Hall Ambulatory Surgical Center
71st FTW	Vance AFB, Okla.	T-1A, T-6A, T-38C
80th FTW	Sheppard AFB, Texas	T-6A, T-38C
81st TRW	Keesler AFB, Miss.	Technical training
82nd TRW	Sheppard AFB, Texas	Technical training
97th Air Mobility Wing	Altus AFB, Okla.	C-17, KC-135R, KC-46
314th Airlift Wing	Little Rock AFB, Ark.	C-130J
502nd ABW	JBSA-Fort Sam Houston, Texas	JBSA facilities support
AF Profession of Arms Center of Excellence	JBSA-Randolph, Texas	Professional training
AF Institute of Technology	Wright-Patterson AFB, Ohio	Postgraduate education
Carl A. Spaatz Center for Officer Education	Maxwell AFB, Ala.	Officer professional military education (PME)
Curtis E. LeMay Center for Doctrine Dev. & Education	Maxwell AFB, Ala.	Air Force doctrine development
Ira C. Eaker Center for Leadership Dev.	Maxwell AFB, Ala.	Professional and technical continuing education
Jeanne M. Holm Center for Officer Accessions and Citizen Development	Maxwell AFB, Ala.	Officer training, ROTC and JROTC oversight
Muir S. Fairchild Research Information Center	Maxwell AFB, Ala.	Information resources
Thomas N. Barnes Center for Enlisted Education	Maxwell AFB, Ala.	Enlisted PME
Special Warfare Training Wing	JBSA-Lackland, Texas	Special warfare training

AFRC

AIR FORCE RESERVE COMMAND

Robins AFB, Ga.
EST. Feb. 17, 1997

MISSION Institutional Command responsible for providing strike, air mobility, special operations forces, rescue, aeromedical evacuation, aerial firefighting and spraying, weather reconnaissance, cyberspace operations, ISR, flying training, and other capabilities to support the Active-duty force and assist with domestic and foreign disaster relief.

AFRC COMMAND STRUCTURE



USAF

Commander
Lt. Gen. John P. Healy
(as of Aug. 3, 2022)

- ★★ **4th Air Force** March ARB, Calif. (Maj. Gen. Paul R. Fast, as of Aug. 2, 2025)
- ★ **10th Air Force** NAS JRB Fort Worth, Texas (Brig. Gen. Kevin Merrill, as of June 8, 2025)
- ★★ **22nd Air Force** Dobbins ARB, Ga. (Maj. Gen. Frank L. Bradfield, as of June 7, 2025)
- ★ **Air Reserve Personnel Cntr.** Buckley SFB, Colo. (Brig. Gen. Harold W. Linnean III, as of Aug. 21, 2023)
- ★ **Force Generation Center** Robins AFB, Ga. (Brig. Gen. Christopher Lay, as of Aug. 2, 2025)
- **Individual Reservist Readiness & Integration Organization** (Col. Nathan T. Day, as of Sept. 29, 2023) Buckley SFB, Colo.

PERSONNEL	
Active-duty USAF	148
Active-duty USSF	0
Civilians	9,581

MAJOR UNITS	LOCATION	AIRCRAFT/MISSION/WEAPON
94th Airlift Wing (AW)	Dobbins ARB, Ga.	C-130H
301st Fighter Wing (FW)	NAS JRB Fort Worth, Texas	F-35
302nd AW	Peterson SFB, Colo.	C-130H (including Modular Airborne Firefighting System)
307th Bomb Wing	Barksdale AFB, La.	B-52H
310th Space Wing	Schriever SFB, Colo.	Space control/operations/warning, information operations
315th AW (classic associate)	JB Charleston, S.C.	C-17
340th Flying Training Group	JBSA-Randolph, Texas	T-38, T-41A, T-51A, T-52A, T-6A, TG-15/16, UV-18B
349th Air Mobility Wing (classic associate)	Travis AFB, Calif.	C-5, C-17, KC-46
403rd Wing	Keesler AFB, Miss.	C-130J, WC-130J
413th Flight Test Group	Robins AFB, Ga.	Flight testing
419th FW (classic associate)	Hill AFB, Utah	F-35A
433rd AW	JBSA-Lackland, Texas	C-5M, formal training unit
434th Air Refueling Wing (ARW)	Grissom ARB, Ind.	KC-135R
439th AW	Westover ARB, Mass.	C-5M
442nd FW	Whiteman AFB, Mo.	A-10C
445th AW	Wright-Patterson AFB, Ohio	C-17
446th AW (classic associate)	JB Lewis-McChord, Wash.	C-17
452nd AMW	March ARB, Calif.	C-17, KC-135R
459th ARW	JB Andrews, Md.	KC-135R
477th Fighter Group	JB Elmendorf-Richardson, Alaska	F-22
482nd FW	Homestead ARB, Fla.	F-16C
507th ARW	Tinker AFB, Okla.	KC-135R
512th AW (classic associate)	Dover AFB, Del.	C-5M, C-17
514th AMW (classic associate)	JB McGuire-Dix-Lakehurst, N.J.	C-17, KC-46
624th Regional Support Group	JB Pearl Harbor-Hickam, Hawaii	Support
655th ISR Wing	Wright-Patterson AFB, Ohio	Intelligence
908th Flying Training Wing	Maxwell AFB, Ala.	MH-139A
910th AW	Youngstown ARS, Ohio	C-130H
911th AW	Pittsburgh ARS, Pa.	C-17
913th Airlift Group	Little Rock AFB, Ark.	C-130J
914th ARW	Niagara Falls ARS, N.Y.	KC-135R
916th ARW	Seymour Johnson AFB, N.C.	KC-46A
919th Special Operations Wing (classic associate)	Duke Field, Fla.	C-145A, C-146, MQ-9
920th Rescue Wing	Patrick SFB, Fla.	HC-130/J, HH-60W
926th Wing (classic associate)	Nellis AFB, Nev.	MQ-9
927th ARW (classic associate)	MacDill AFB, Fla.	KC-135R
931st ARW (classic associate)	McConnell AFB, Kan.	F-16, KC-46A
932nd AW	Scott AFB, Ill.	C-40C
934th AW	Minneapolis-St. Paul ARS, Minn.	C-130H
940th ARW	Beale AFB, Calif.	KC-135R
944th FW (classic and active associate)	Luke AFB, Ariz.	F-16, F-35A (Luke AFB and Eglin AFB, Fla.)
960th Cyberspace Wing	JBSA-Lackland, Texas	Cyberspace operations

AFSOC

AIR FORCE SPECIAL OPERATIONS COMMAND

Hurlburt Field, Fla.
EST. May 22, 1990

MISSION Institutional Command responsible for organizing, training, equipping, maintaining, and providing special operations airpower forces to combatant commanders.

AFSOC COMMAND STRUCTURE



USAF

Commander
Lt. Gen. Michael E. Conley
(as of July 2, 2024)

- **1st Special Operations Wing (SOW)** Hurlburt Field, Fla. (Col. Mark L. Hamilton, as of Oct. 6, 2025)
- **27th SOW** Cannon AFB, N.M. (Col. Robert Johnston, as of July 15, 2024)
- **352nd SOW** RAF Mildenhall, U.K. (Col. Adm. Moore, as of July 9, 2024)
- **353rd SOW** Kadena AB, Japan (Col. Stewart Parker, as of June 18, 2025)
- **492nd SOW** Hurlburt Field, Fla. (Col. Zak Blom, as of June 18, 2025)

PERSONNEL	
Active-duty USAF	12,483
Active-duty USSF	1
Civilians	1,065



Senior Airman Isabel Tanner

Airmen assigned to the 1st Special Operations Wing establish a defensive perimeter during a bivouac exercise on Eglin Range, Fla., Feb. 3. During the exercise, Airmen were evaluated on their teamwork, communication, and security procedures while responding to dynamic training scenarios in an austere environment.

ANG

AIR NATIONAL GUARD

Washington, D.C.
EST. Sept. 18, 1947

MISSION Institutional Command that provides combat capability to the Active-duty force and security for the homeland. Support for U.S. domestic and foreign humanitarian and disaster relief.

ANG COMMAND STRUCTURE



USAF

Acting Director*
Maj. Gen. Duke A. Pirak
(as of June 2024)

*Lt. Gen. (sel.) Thomas M. Suelzer nominated to be director Dec. 18, 2025.

PERSONNEL (FY25)	
Selected Reserve Officers	16,090
Selected Reserve Enlisted	89,030
ANG Readiness Center Civilians	690
ANG Units	13,182

WING (STATE)	LOCATION	SYSTEM/MISSION
101st Air Refueling Wing	Bangor Air National Guard Base, Maine	KC-135R, CC
102nd Intelligence Wing	JBCC-Otis ANGB, Mass.	DCGS, cyber, ISR, EISG, WXF
103rd Airlift Wing	Bradley ANGB, Conn.	C-130H
104th Fighter Wing	Barnes ANGB, Mass.	F-15C/D
105th AW	Stewart ANGB, Stewart Intl. Arpt., N.Y.	C-17, EIS, WXF
106th Rescue Wing	Francis Gabreski ANGB, N.Y.	HC-130J, HH-60W, GA
107th Attack Wing	Niagara Falls ARS, N.Y.	KC-46A, MQ-9
108th Wing	JB McGuire-Dix-Lakehurst, N.J.	KC-135R, C-32B, intel, SOS
109th AW	Stratton ANGB, N.Y.	LC-130
110th Wing	Battle Creek ANGB, Mich.	MQ-9, AOG, C2, cyber
111th ATKW	Biddle ANGB, Pa.	MQ-9, cyber, EIS
113th Wing	JB Andrews, Md.	C-40C, F-16C/D, WXF
114th FW	Joe Foss Field, S.D.	F-16C/D
115th FW	Truax Field ANGB, Wisc.	F-16C/D, F-35A, RC-26B, WXF
116th Air Control Wing	Robins AFB, Ga.	E-8C, WXF
117th ARW	Sumpter Smith Joint National Guard Base, Ala.	KC-135R, DCGS
118th Wing	Berry Field, Tenn.	MQ-9, cyber
119th Wing	Hector Field, S.D.	MQ-9, ISR, WXF
120th AW	Montana ANGB, Mont.	C-130H, WXF
121st ARW	Rickenbacker ANGB, Ohio	KC-135R, WXF
122nd FW	Fort Wayne ANGB, Ind.	F-16C/D
123rd AW	Louisville ANGB, Ky.	C-130J, CRG, special tactics, WXF, intel
124th FW	Gowen Field ANGB, Idaho	A-10C, TACP, cyber
125th FW	Jacksonville ANGB, Fla.	F-35A, WXF
126th ARW	Scott AFB, Ill.	KC-135R, SCMS
127th Wing	Selfridge ANGB, Mich.	KC-135T, WXF
128th ARW	General Mitchell Field, Wisc.	KC-135R
129th RQW	Moffett Federal Airfield, Calif.	HC-130J, HH-60W, GA
130th AW	McLaughlin ANGB, W.Va.	C-130J, RC-26B
131st Bomb Wing	Whiteman AFB, Mo.	B-2 (CA*)
132nd Wing	Des Moines ANGB, Iowa	MQ-9, cyber, ISR
133rd AW	Minneapolis-St. Paul ARS, Minn.	C-130J, ALCF, WXF
134th ARW	McGhee Tyson ANGB, Tenn.	KC-135R
136th AW	NAS JRB Fort Worth, Texas	C-130J, ALCF, WXF
137th SOW	Will Rogers ANGB, Okla.	MC-12, EIS, SOS, TACP
138th FW	Tulsa ANGB, Okla.	F-16C/D, EIS, WXF
139th AW	Rosecrans ANGB, Mo.	C-130H, AATTC (ANG/AFRC), ATCS
140th Wing	Buckley SFB, Colo.	F-16C/D, CEF, WXF
141st ARW	Fairchild AFB, Wash.	KC-46A, CC, RC-26B, intel
142nd Wing	Portland ANGB, Ore.	F-15C/D, special tactics, WXF
143rd AW	Quonset ANGB, R.I.	C-130J, cyber
144th FW	California ANGB, Calif.	F-15C/D, WXF
145th AW	Charlotte ANGB, N.C.	C-17, CEF, MAFFS
146th AW	Channel Islands ANGS, Calif.	C-130J, ALCF, MAFFS, WXF
147th ATKW	Ellington Field, Texas	MQ-9, RC-26, TACP, EIS, WXF
148th FW	Duluth ANGB, Minn.	F-16C/D

149th FW	JBSA-Lackland, Texas	F-16C/D
150th SOW	Kirtland AFB, N.M.	Special ops training (CA*), RC-26B
151st Wing	Wright ANGB, Utah	KC-135R
152nd AW	Nevada ANGB, Nev.	C-130H, DCGS
153rd AW	Wyoming ANGB, Wyo.	C-130H, MAFFS
154th Wing	JB Pearl Harbor-Hickam, Hawaii	C-17 (CA*), F-22, KC-135R, intel, WXF
155th ARW	Nebraska AMGB, Neb.	KC-135R
156th Wing	Muñiz ANGB, Puerto Rico	WC-130H
157th ARW	Pease ANGB, N.H.	KC-46A
158th FW	Burlington ANGB, Vt.	F-35A, WXF
159th FW	NAS JRB New Orleans, La.	F-15C/D, F-15EX, CC
161st ARW	Goldwater ANGB, Ariz.	KC-135R
162nd Wing	Morris ANGB, Ariz.	F-16, RC-26B, WXF
163rd Attack Wing	March ANGB, Calif.	MQ-9, FTU, WXF
164th AW	Memphis ANGB, Tenn.	C-17A
165th AW	Savannah ANGB, Ga.	C-130J, CRTC, AOS
166th AW	New Castle ANGB, Del.	C-130J, cyber
167th AW	Shepherd Field ANGB, W.Va.	C-17A
168th Wing	Eielson AFB, Alaska	KC-135R
169th FW	McEntire JNGB, S.C.	F-16C/D, ATCS
171st ARW	Pittsburgh ARS, Pa.	KC-135R/T, WXF
172nd AW	Allen C. Thompson Field ANGB, Miss.	C-17, ALCF
173rd FW	Kingsley Field, Ore.	F-15C/D, FTU, ATCS
174th ATKW	Hancock Field ANGB, N.Y.	MQ-9, RC-26B, AOC, FTU,
175th Wing	Warfield ANGB, Md.	CEF, cyber, intel
176th Wing	JB Elmendorf-Richardson, Alaska	C-17 (CA*), HC-130J, HH-60G, HH-60W, GA, RAOC
177th FW	Atlantic City ANGB, N.J.	F-16C, AOS, WXF
178th Wing	Hector Field, N.D.	MQ-9, cyber, ISR, MCE
179th Cyberspace Wing	Mansfield Lahm ANGB, Ohio	Cyber
180th FW	Toledo ANGB, Ohio	F-16C/D
181st Intelligence Wing	Hulman Field ANGB, Ind.	DCGS, ISR, TACP, WXF
182nd AW	Peoria ANGB, Ill.	C-130H, CC, TACP
183rd Wing	Capital Airpot ANGS, Ill.	CRF, DCGS
184th Wing	McConnel AFB, Kan.	CACS, cyber, DCGS, ISR, NOSS, TACP
185th ARW	Sioux Gateway Airport Brig. Gen. Bud Day Field	KC-135R
186th ARW	Key Field ANGB, Miss.	KC-135R, RC-26B, AOG, ATCS
187th FW	Dannelly Field, Ala.	F-35A, RC-26B
188th Wing	Ebbing ANGB, Fort Smith Regional Arpt., Ark.	MQ-9, MCE, ISR, DCGS
189th AW	Little Rock AFB, Ark.	C-130J, intel, FTU, WXF
190th ARW	Forbes Field ANGB, Kan.	KC-135R, CW
192nd Wing	JB Langley-Eustis, Va.	F-22 (CA*), cyber, DCGS
193rd SOW	Harrisburg ANGB, Pa.	MC-130J, AOS, CC, cyber, TACP
194th Wing	Camp Muray, Wash.	CC, CW
195th Wing	Beale AFB, Calif.	DCGS, intel

*Classic associate



Staff Sgt. Sarah Post

Firefighters enter a mobile aircraft fire trainer for live fire training at Stewart Air National Guard Base, N.Y., May 5. The fire department held the live fire training with the help of the Port Authority fire department to strengthen fire response readiness and tactics.

FOAs, DRUs, & CIVIL AIR PATROL

A FOA is a Field Operating Agency, an organization that performs a specialized function not performed by any other command, which reports to Headquarters, USAF. A Direct Reporting Unit (DRU) reports directly to the Chief of Staff. The Air Force Auxiliary is the Civil Air Patrol. Personnel numbers are for Active duty.

Air Force Agency for Modeling and Simulation (AFAMS)

Headquarters: Orlando, Fla.
Date of Current Designation: June 3, 1996
Type: Field Operating Agency (FOA)
Reports to: Deputy Chief of Staff, Operations
Mission: Support and facilitate integrated, realistic and efficient operational training across warfighter domains to enhance full-spectrum readiness. **USAF Personnel:** 5 **Civilian Personnel:** 20

Air Force Audit Agency (AFAA)

Headquarters: Pentagon
Date of Current Designation: Dec. 31, 1971
Type: FOA
Reports to: Secretary of the Air Force
Mission: Provide independent, objective, and quality internal audit service. **Civilian Personnel:** 478
www.afaa.af.mil

Air Force Cost Analysis Agency (AFCAA)

Headquarters: Arlington, Va.
Date of Current Designation: Aug. 1, 1991
Reports to: SECAF/Deputy Assistant Secretary for Cost and Economics
Type: FOA
Mission: Develop life-cycle cost estimates and analyses and develop independent cost estimates, assessments, and analyses on major space, aircraft, weapons, electronics, and information systems.
USAF Personnel: 8 **Civilian Personnel:** 86
www.saffm.hq.af.mil

Air Force District of Washington (AFDW)

Headquarters: JB Andrews, Md.
Date of Current Designation: July 7, 2005
Type: Direct Reporting Unit (DRU)
Reports to: Chief of Staff of the Air Force
Mission: Orchestrate support for National Capital Region activities; train, equip, and provide forces for contingency, homeland, and ceremonial support operations worldwide.
USAF Personnel: 2,839 **Civilian Personnel:** 1,262
www.afdw.af.mil

Air Force Flight Standards Agency (AFFSA)

Headquarters: Tinker AFB, Okla.
Date of Current Designation: Oct. 1, 1991
Type: FOA
Reports to: Hq. Air Force, Dir. of Current Operations
Mission: Enable global combat power for the joint war-fighter. Focus on the systems, software, and strategic support given to operational commanders; subject-matter experts maintain service-level flying and airfield operations publications, training regulations, and equipment; and the Regional Maintenenace Center provides 24/7 air traffic control and landing systems support. **USAF Personnel:** 112 **Civilian Personnel:** 59 **Website:** not available

Air Force Historical Research Agency (AFHRA)

Headquarters: Maxwell AFB, Ala.
Date of Current Designation: Sept. 1, 1991
Type: FOA
Reports to: DAF
Mission: Research, record, and disseminate history; collect, preserve, and manage historical document collection and oral history program; determine unit lineage and honors; verify aerial victory credits. **Civilian Personnel:** 44
www.afhra.af.mil

Air Force Inspection Agency (AFIA)

Headquarters: Kirtland AFB, N.M.
Date of Current Designation: Aug. 1, 1991
Type: FOA
Reports to: SECAF, Inspector General
Mission: Provide independent assessments of operations and activities; conduct nuclear surety inspection oversight, training, and certification; serve as primary action arm of the Secretary of the Air Force's inspection system.
USAF Personnel: 91 **Civilian Personnel:** 29 **www.afinspectorgeneral.af.mil**

Air Force Legal Operations Agency (AFLOA)

Headquarters: JB Andrews, Md.
Date of Current Designation: Sept. 1, 1991
Type: FOA
Reports to: AF Judge Advocate General
Mission: Administer military justice programs; provide legal research technology and train legal professionals; support the Department of Justice in civil or criminal litigation pertaining to the Air Force. **USAF Personnel:** 513 **Civilian Personnel:** 181
www.afjag.af.mil

Air Force Manpower Analysis Agency (AFMAA)

Headquarters: JBSA-Randolph, Texas
Date of Current Designation: June 1, 2015
Type: FOA
Reports to: Headquarters, USAF
Mission: Shape Air Force and DOD manpower resourcing decisions through the delivery of timely determinants, data analytics, consultant services, and enterprise tools and training.
USAF Personnel: 136 **Civilian Personnel:** 156

Air Force Medical Command (AFMEDCOM)

Headquarters: Falls Church, Va.
Date of Current Designation: Aug. 15, 2024
Type: DRU
Reports to: AF Surgeon General
Mission: Provide operational medical capability through appropriate organizing, training, and equipping of medical forces to be organic components of our warfighting force elements. The organization will help ensure Airmen and Guardians, and their families, receive timely and quality medical care, whether stationed in large or small Defense Health Agency markets.
USAF Personnel: 3,981 **Civilian Personnel:** 161
www.airforcemedicine.af.mil/AFMEDCOM

Air Force Mortuary Affairs Operations (AFMAO)

Headquarters: Dover AFB, Del.
Date of Current Designation: Jan. 6, 2009
Type: FOA
Reports to: DCS, Manpower, Personnel, and Services, Hq. USAF
Mission: Ensure respectful handling, dignity, and honor of the fallen; provide care, service, and support to families of the fallen; transfer remains.
USAF Personnel: 23 **Civilian Personnel:** 32 **www.mortuary.af.mil**

Air Force Office of Special Investigations (AFOSI)

Headquarters: Quantico, Va.
Date of Current Designation: Dec. 20, 1971
Type: FOA
Reports to: IG, Office of the SECAF
Mission: Provide investigative service to USAF commanders; identify, exploit, and neutralize criminal, terrorist, and intelligence threats; combat threats to information systems and technologies; defeat fraud affecting acquisitions and base-level capabilities.
USAF Personnel: 1,306 **Civilian Personnel:** 1,145 **www.osi.af.mil**

Air Force Operational Test and Evaluation Center (AFOTEC)



Headquarters: Kirtland AFB, N.M.
Date of Current Designation: April 4, 1983
Type: DRU
Reports to: Hq, Air Force
Mission: Inform warfighters and acquisition professionals through operational testing.

USAF Personnel: 289 **Civilian Personnel:** 227
www.afotec.af.mil

Air Force Operations Group (AFOG)



Headquarters: Pentagon
Date of Current Designation: April 1, 1995
Type: FOA
Reports to: Deputy Chief of Staff, Operations
Mission: Provide 24-hour watch on current operations; train and staff Crisis Action Team; develop weather data for National Command Authority, Joint Chiefs of Staff, National Military Command Center, Army Operations Center, and other federal agencies. **USAF Personnel:** 41 **Civilian Personnel:** 23
Website: not available

Air Force Personnel Center (AFPC)



Headquarters: JBSA-Randolph, Texas
Date of Current Designation: Oct. 1, 1995
Type: FOA
Reports to: Office of DCS, Manpower and Personnel, Hq Air Force
Mission: Identify proper grades, specialties, and skill levels for USAF mission; manage assignments; monitor professional development; plan and schedule expeditionary forces; oversee Airmen and family readiness centers; assist casualty reporting and Missing in Action/Prisoner of War actions.

USAF Personnel: 628 **Civilian Personnel:** 1,588
www.afpc.af.mil

Air Force Public Affairs Agency (AFPAA)



Headquarters: JBSA-Lackland, Texas
Date of Current Designation: Oct. 1, 2008
Type: FOA
Reports to: Office of the SECAF for Public Affairs
Mission: Develop and sustain public affairs products; provide combat camera and graphics support; test emerging technologies; manage public affairs personnel deployments.

USAF Personnel: 200 **Civilian Personnel:** 45

Air Force Reserve Command (AFRC)



Headquarters: Robins AFB, Ga.
Date of Current designation: July 1, 1978
Type: DRU
Reports to: Chief of Staff of the Air Force
Mission: Provide combat ready forces to fly, fight, and win. The Air Force Reserve Command provides the U.S. Air Force about 14 percent of the Total Force for about 4 percent of the manpower budget. Reservists support nuclear deterrence operations; air, space, and cyberspace superiority; command and control; global integrated ISR; global precision attack; special operations; rapid global mobility; and personnel recovery. They also perform space operations, aircraft flight testing, aerial port operations, civil engineer, security forces, military training, communications, mobility support, transportation and services missions.

USAF personnel: 2,035 **USSF personnel:** 4 **Civilian personnel:** 2,035
www.afrc.af.mil

Air Force Review Boards Agency (AFRBA)



Headquarters: JB Andrews, Md.
Date of Current Designation: Aug. 1, 1991
Type: FOA
Reports to: Assistant SECAF for Manpower and Reserve Affairs
Mission: Manage military and civilian appellate processes; serve as lead agent for DOD Physical Disability Board of Review.

USAF Personnel: 18 **Civilian Personnel:** 85
https://afrba-portal.cce.af.mil

Air Force Safety Center (AFSEC)



Headquarters: Kirtland AFB, N.M.
Date of Current Designation: Jan. 1, 1996
Type: FOA
Reports to: DAF Chief of Safety
Mission: Manage mishap prevention, risk management, and nuclear surety programs; provide flight, ground, weapons, human factors, and space safety technical assistance; oversee major command mishap investigations and evaluate corrective actions; direct safety education programs.

USAF Personnel: 47 **Civilian Personnel:** 82
www.safety.af.mil

Air National Guard Readiness Center (ANGRC)



Headquarters: JB Andrews, Md.
Date of Current Designation: June 1, 1992
Type: FOA
Reports to: National Guard Bureau (Pentagon)
Mission: Provide resources, policy oversight, and guidance to ensure ANG wings and geographically separated units are ready, trained, and equipped for homeland and global operations.

USAF Personnel: 39 **Civilian Personnel:** 690
www.ang.af.mil/about/ANGRC

DOD Cyber Crime Center (DC3)



Headquarters: Linthicum, Md.
Date of Current Designation: Jan. 15, 2021
Type: FOA
Reports to: IG, Office of the SECAF
Mission: Provide digital and multimedia forensics, specialized cyber training, technical solutions development, and cyber analytics for the following DOD mission areas: cybersecurity and critical infrastructure protection; law enforcement and counterintelligence. Document and media exploitation, counterterrorism, and safety inquiries.

USAF Personnel: 7 **Civilian Personnel:** 110
www.dc3.mil

National Air and Space Intelligence Center (NASIC)



Headquarters: Wright-Patterson AFB, Ohio
Date of Current Designation: Feb. 20, 2003
Type: FOA
Reports to: DCS for Intelligence, Surveillance, Reconnaissance, and Cyber Effects Operations
Mission: Discover and characterize air, space, missile, and cyber threats to enable full-spectrum multidomain operations, drive weapon system acquisition, and inform national defense policy.

USAF Personnel: 667 **Civilian Personnel:** 1,266
www.nasic.af.mil

US Air Force Academy (USAFA)



Headquarters: Colorado Springs, Colo.
Date of Current Designation: April 1, 1954
Type: DRU
Reports to: Chief of Staff of the Air Force
Mission: Develop, educate, and inspire young men and women to become USAF officers with knowledge, character, and discipline.

USAF Personnel: 2,035 **USSF Personnel:** 4 **Civilian Personnel:** 1,266
Cadets: 4,000+
www.usafa.edu

Civil Air Patrol (CAP)



Headquarters: Maxwell AFB, Ala.
Date of Current Designation: Dec. 1, 1941
Type: Auxiliary
Reports to: CAP Board of Governors/National Commander
Mission: Provide operational capabilities to support search and rescue, disaster relief, a nationwide communications network, and counterdrug and homeland security missions; conduct leadership training, and career and technical education for CAP Cadet Program; promote aerospace education.

Total Volunteers: ~60,000
www.gocivilairpatrol.com

ACTIVE DUTY WINGS



Senior Airman Camille Lienau/ANG

A C-17 Globemaster III from the 145th Airlift Wing in Charlotte, N.C., waits on the flight line to be refueled at Travis Air Force Base, Calif. Tail codes identify the aircraft's unit or base assignment and were first introduced during WW II on aircraft carriers for the U.S. Navy.

There are 147 Active-duty wings in the U.S. Air Force. There are 37 wings in the Air Reserve (see list on p. 68) and 90 wings in the Air National Guard (see list on p. 70). All of them trace their history to the 1st Pursuit Wing, formed in France by the American Expeditionary Forces of the U.S. Army in July 1918. The term "wing" has remained in use ever since.

Air wings in World War II were administrative and operational organizations that typically controlled multiple combat groups and service organizations. Today's wings are smaller, dating their history to 1948, when the newly independent Air Force established permanent combat wings consisting of a combat group, an air base group, a maintenance and supply group, and a medical group.

In most cases, wings' numerical designator evolved from the combat group that preceded it. For example, today's 14th Flying Training Wing traces its history to the 14th Fighter Wing and, before that, the 14th Fighter Group. Each group within the wing takes on the wing's numerical designator.

Every wing has a distinct mission and scope, whether that is operational, managing an air base, or performing specialized missions such as intelligence or training. Operational wings typically consist of an operations group and provide their own maintenance, supply, munitions, and often base support. Those that are tenant organizations rely on host commands to provide base and related support services.

1st Fighter Wing
JB Langley-Eustis, Va.
ACC
F-22, T-38A

1st Special Operations Wing
Hurlburt Field, Fla.
AFSOC
AC-130J/U, CV-22, MC-130, MQ-9, U-28A

2nd Bomb Wing
Barksdale AFB, La.
AFGSC
B-52H

3rd Wing
JB Elmendorf-Richardson, Alaska
PACAF
C-12, C-17, E-3, F-22

4th Fighter Wing
Seymour Johnson AFB, N.C.
ACC
F-15E

5th Bomb Wing
Minot AFB, N.D.
AFGSC
B-52H

6th Air Refueling Wing
MacDill AFB, Fla.
AMC
C-37, KC-135

7th Bomb Wing
Dyess AFB, Texas
AFGSC
B-1B

8th Fighter Wing
Kunsan Air Base, South Korea
PACAF
F-16C/D

9th Reconnaissance Wing
Beale AFB, Calif.
ACC
RQ-4, T-38A, U-2

10th Air Base Wing
U.S. Air Force Academy, Colo.
USAFA
Education, Medical, Infrastructure

11th Wing
JB Anacostia-Bolling, Washington, D.C.
AFDW
Host Unit, Base Operations and Support, USAF Band, USAF Honor Guard

12th Flying Training Wing
JB San Antonio-Randolph, Texas
AETC
T-1A, T-6A, T-38C

14th Flying Training Wing
Columbus AFB, Miss.
AETC
T-1A, T-6A, T-38C

15th Wing
JB Pearl Harbor-Hickam, Hawaii
PACAF
C-17, C-37, C-40B, F-22

17th Training Wing
Goodfellow AFB, Texas
AETC
Technical Training, Crypto/Intelligence Training-All Services

18th Wing
Kadena Air Base, Japan
PACAF
E-3, F-15C/D, HH-60, KC-135

19th Airlift Wing
Little Rock AFB, Ark.
AMC
C-130H/J

Maximize your AFA membership with exclusive insurance benefits

"Membership has its privileges."

Those of a certain age may recall this popular slogan from an old American Express advertising campaign. The point of the campaign was that an American Express card was more than just a credit card; it provided other tangible benefits.

Membership in the Air & Space Forces Association (AFA) offers its own set of privileges. These include shopping and travel discounts. You also have access to education, financial, and health and wellness programs.

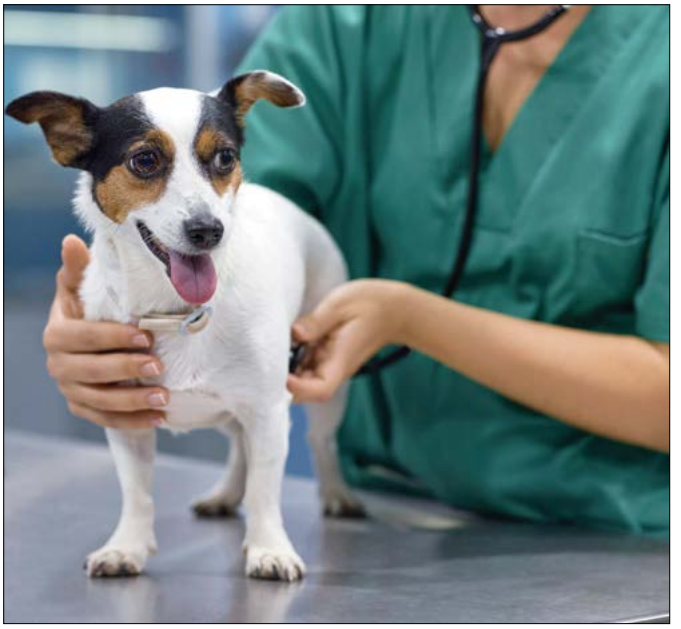
Another major benefit of your AFA membership is access to a variety of group insurance programs.

Participating in the AFA Member Insurance Program is a great way to protect you and your family and/or to supplement your existing coverage. AFA members have access to exclusive group rates for both individual and family coverage.

In addition, when AFA members buy insurance through the Member Insurance Program, they're helping the AFA to continue its mission of supporting and advocating for the United States Air and Space Forces.

The insurance benefits offered through the AFA are provided by name-brand, top-rated insurance carriers.

Here is an overview of the insurance policies offered through your Member Insurance Program's website, **www.AFAInsure.com:**



AFA Pet Insurance — Here for Every Checkup

Term Life Insurance. AFA members can choose between two term life insurance plans exclusive to the organization. Unlike many Life Insurance policies, there are no exclusions for war or terrorism, and flying personnel are covered 100%.

Senior Whole Life Insurance. This guaranteed-acceptance policy allows members ages 45 to 85 to add up to $25,000 in permanent life insurance without a medical exam. Premiums are fixed – they never increase as you age – and your benefits never decrease.

Final Expense Whole Life Insurance. Free your family of financial burden upon your death with a permanent insurance plan designed to help cover funeral expenses, medical bills and remaining debts. Up to $40,000 in coverage is available, with guaranteed options for members with pre-existing health conditions.

You can find complete details about these AFA member insurance benefits, as well as application and enrollment information, at **www.AFAInsure.com.**

Accidental Death & Dismemberment Insurance. Accidents happen when we least expect them. As an AFA member you can have peace of mind that you and your family are protected from the financial effects of an accidental death, or loss of limb, vision, speech or hearing.

TRICARE Supplement Insurance Plans. This valuable policy helps pay for medical expenses not covered by your TRICARE medical plan. Coverage is available for member, spouse, and dependents of active-duty members, reserves and military retirees.

Dental Insurance. As an AFA member, you can smile and rest easy knowing that you're protected against the rising cost of dental care with flexible dental insurance coverage. Take advantage of valuable and affordable dental protection for you and your family. You can choose from two options that are competitive, efficient and easy to access.

Vision Insurance. Help lower your or your family's out-of-pocket costs on eye exams, glasses, contact lenses, and more with AFA-sponsored Vision Insurance. With affordable co-payments and nationwide access to discounts, you'll be seeing your way to clear savings in no time.

Long-Term Care Insurance. Protect your assets against the cost of long-term care with customized protection through the variety of individual plans available to AFA members. Members have access to special discounts, multiple carriers, multiple products, wider underwriting, and service for life.

Pet Insurance. You can insure your furry family members and minimize the cost of vet bills with the AFA Pet Health plan. There are several flexible options to choose from, and the policy covers all licensed veterinarian, specialist or emergency clinics in the U.S.

Legal Services Plan. For just $242 a year, you can access a qualified attorney to help with frequently needed personal legal matters. There are more than 18,000 attorneys available across the U.S. as part of this benefit.



20th Fighter Wing
Shaw AFB, S.C.
ACC
F-16CM



22nd Air Refueling Wing
McConnell AFB, Kan.
AMC
KC-46, KC-135



23rd Wing
Moody AFB, Ga.
ACC
A-10, HC-130J, HH-60



24th Operations Wing
Hurlburt Field, Fla.
AFSOC
Special Training and Tactics



27th Special Operations Wing
Cannon AFB, N.M.
AFSOC
AC-130J, C-46, CV-22, MC-130J, MQ-9, U-28A



28th Bomb Wing
Ellsworth AFB, S.D.
AFGSC
B-1B



31st Fighter Wing
Aviano Air Base, Italy
USAFE-AFAFRICA
F-16C/D, HH-60



33rd Fighter Wing
Eglin AFB, Fla.
AETC
F-35



35th Fighter Wing
Misawa Air Base, Japan
PACAF
F-16CM



36th Wing
Andersen AFB, Guam
PACAF
Host Unit, Base Operations



37th Training Wing
JB San Antonio-Lackland, Texas
AETC
Host Unit, Training Operations



39th Air Base Wing
Incirlik Air Base, Turkey
USAFE-AFAFRICA
Host Unit, Base Operations/Support



42nd Air Base Wing
Maxwell-Gunter AFB, Ala.
AETC
Host Unit, Air University Support



47th Flying Training Wing
Laughlin AFB, Texas
AETC
T-1A, T-6A, T-38C



48th Fighter Wing
RAF Lakenheath, U.K.
USAFE-AFAFRICA
F-15C/D, F-15E



49th Wing
Holloman AFB, N.M.
AETC
MQ-9



51st Fighter Wing
Osan Air Base, South Korea
PACAF
A-10, F-16C/D



52nd Fighter Wing
Spangdahlem Air Base, Germany
USAFE-AFAFRICA
F-16C/D



53rd Wing
Eglin AFB, Fla.
ACC
Testing and Evaluation. A-10, B-1B, B-2, B-52H, BQM-167, E-9A, F-15C/D/E, F-16C/D, F-22, F-35, HC-130J, HH-60, MQ-9, QF-16, RQ-4, U-2



55th Wing
Offutt AFB, Neb.
ACC
EC-130H, OC-135B, RC-135S/U/V/W, TC-135S/W, WC-135



56th Fighter Wing
Luke AFB Ariz.
AETC
Training. F-16, F-35

EXPEDITIONARY WINGS

Expeditionary wings include headquarters staffs, but do not own their own aircraft and personnel. Instead, deployed personnel and equipment are assigned based on mission requirements.



332nd Air Expeditionary Wing
Southwest Asia (CENTCOM AOR)
ACC
A-10C F-15E, F-16C, HC-130P, HH-60G, KC-135R, MQ-9



57th Wing
Nellis AFB, Nev.
ACC
Training and Tactics. A-10, E-3C, E-8C, EC-130, F-15C/C/E, F-16, F-22, F-35, HC-130J, HH-60, MQ-9, RC-135, RQ-4



58th Special Operations Wing
Kirtland AFB, N.M.
AETC
Training, Special Operations. Combat Search and Rescue. CV-22, HC-130J/P/N, MC-130H/J/P, MH-139A, TH-1H, UH-1N



59th Medical Wing
JB San Antonio, Texas
AETC
Military Medical Services



379th Air Expeditionary Wing
Al Udeid Air Base, Qatar
ACC
B-1, B-52, C-17, C-21, C-130H/J, E-8C, KC-135, RC-135V/W



380th Air Expeditionary Wing
Al Dhafra Air Base, UAE
ACC
E-3, KC-10, RQ-4, U-2



386th Air Expeditionary Wing
Ali Al Salem Air Base, Kuwait
ACC
C-130E/H, EC-130



60th Air Mobility Wing
Travis AFB, Calif.
AMC
C-5M, C-17, KC-10



62nd Airlift Wing
JB Lewis-McChord, Wash.
AMC
C-17



67th Cyberspace Wing
JB San Antonio-Lackland, Texas
ACC
Cyber Operations



70th Intelligence, Surveillance, and Reconnaissance Wing
Fort George Meade, Md.
AFISRA ACC
Primary provider of signals intelligence to national leaders and combat commanders



71st Flying Training Wing
Vance AFB, Okla.
AETC
T-1A, T-6A, T-38C



72nd Air Base Wing
Tinker AFB, Okla.
AFMC
Host Unit, Base Operations and Support



75th Air Base Wing
Hill AFB, Utah
AFMC
Host Unit, Base Operations and Support



76th Maintenance Wing
Tinker AFB, Okla.
AFMC
Aircraft Depot Maintenance, Repair, Modifications



78th Air Base Wing
Robins AFB, Ga.
AFMC
Host Unit, Base Operations and Support



80th Flying Training Wing
Sheppard AFB, Texas
AETC
T-6A, T-38C



81st Training Wing
Keesler AFB, Miss.
AETC
Electronics Training for USAF, USN, USA, USMC, CG, Federal/Civilian Personnel



82nd Training Wing
Sheppard AFB, Texas
AETC
Host Unit, Base Operations and Support



86th Airlift Wing
Ramstein Air Base, Germany
USAFE-AFAFRICA
C-21, C-37A, C-40B, C-130J



87th Air Base Wing
JB McGuire-Dix-Lakehurst, N.J.
AMC
Host Unit, Base Operations and Support



88th Air Base Wing
Wright-Patterson AFB, Ohio
AFMC
Host Unit, Base Operations and Support



89th Airlift Wing
JB Andrews, Md.
AMC
C-20B, C-32A, C-37A/B, C-40B, VC-25A



90th Missile Wing
F.E. Warren AFB, Wyo.
AFGSC
Minuteman III, UH-1N



91st Missile Wing
Minot AFB, N.D.
AFGSC
Minuteman III, UH-1N



92nd Air Refueling Wing
Fairchild AFB, Wash.
AMC
C-17, KC-135



93rd Air Ground Operations Wing
Moody AFB, Ga.
ACC
Manage/Provide combat-ready TACAIR personnel, battlefield weather, and force protection assets



94th Airlift Wing
Dobbins ARB, Ga.
AFRC
C-130H



95th Wing
Offutt AFB, Neb.
AFGSC
Base support, Nuclear Command and Control, and organize, train, and equip. E-4C



96th Test Wing
Eglin AFB, Fla.
AFMC
Aircraft Test and Evaluation Center. A-10, F-15C/E, F-16CG/CJ, UH-1N



97th Air Mobility Wing
Altus AFB, Okla.
AETC
C-17, KC-46, KC-135



99th Air Base Wing
Nellis AFB, Nev.
ACC
Host unit, base installation and support, Nevada Test and Training Range



100th Air Refueling Wing
RAF Mildenhall, U.K.
USAFE-AFAFRICA
KC-135R/T



301st Fighter Wing
Naval Air Station JRB, Fort Worth, Texas
AFRC
F-35A



302nd Airlift Wing
Peterson SFB, Colo.
AFRC
C-130H (Modular Airborne Firefighting System)



305th Air Mobility Wing
JB McGuire-Dix-Lakehurst, N.J.
AMC
C17, KC-46



307th Bomb Wing
Barksdale AFB, La.
AFRC
B-52H



310th Space Wing
Schriever SFB, Colo.
AFRC
Space operations, control, warning



314th Airlift Wing
Little Rock AFB, Ark.
AETC
C-130J



315th Airlift Wing
JB Charleston, S.C.
AFRC
C-17



316th Wing
JB Andrews, Md.
AFDW
Host Unit, Base Operations and Support
UH-1N



317th Airlift Wing
Dyess AFB, Texas
AMC
C-130J



319th Reconnaissance Wing
Grand Forks AFB, N.D.
ACC
RQ-4



325th Fighter Wing
Tyndall AFB, Fla.
ACC
F-35



341st Missile Wing
Malmstrom AFB, Mont.
AFGSC
Minuteman III, UH-1N



349th Air Mobility Wing
Travis AFB, Calif.
AFRC
C-5M, C-17, KC-10



352nd Special Operations Wing
RAF Mildenhall, U.K.
AFSOC
MC-130J, CV-22



353rd Special Operations Wing
Kadena Air Base, Japan
AFSOC
Special operations forces



354th Fighter Wing
Eielson AFB, Alaska
PACAF
F-16C/D



355th Fighter Wing
Davis-Monthan AFB, Ariz.
ACC
A-10, EC-130, F-16, HC-130J, HH-60



363rd Intelligence, Surveillance, and Reconnaissance Wing
JB Langley-Eustis, Va.
ACC
Analysis for air, space and cyber operations, ISR, testing, tactics development



366th Fighter Wing
Mountain Home AFB, Idaho
ACC
F-15E



374th Airlift Wing
Yokota Air Base, Japan
PACAF
C-12J, C-130J, UH-1N



375th Air Mobility Wing
Scott AFB, Ill.
AMC
C-21, C-40, KC-135, NC-21



377th Air Base Wing
Kirtland AFB, N.M.
AFGSC
Base support, nuclear operations, expeditionary force training



388th Fighter Wing
Hill AFB, Utah
ACC
F-35A



403rd Wing
Keesler AFB, Miss.
AFRC
C-130J, WC-130J



412th Test Wing
Edwards AFB, Calif.
AFTC
Base support, aircraft flying, systems testing, maintenance, engineering, test pilot school



419th Fighter Wing
Hill AFB, Utah
AFRC
F-35A



432nd Wing
Creech AFB, Nev.
ACC
MQ-9, RQ-170



433rd Airlift Wing
JB San Antonio-Lackland (Kelly Field Annex), Texas
AFRC
C-5M



434th Air Refueling Wing
Grissom AFB, Ind.
AFRC
KC-135



435th Air Ground Operations Wing
Ramstein Air Base, Germany
USAFE-AFAFRICA
Expeditionary airfield operations



436th Airlift Wing
Dover AFB, Del.
AMC
C-5M, C-17



437th Airlift Wing
JB Charleston, S.C.
AMC
C-17



439th Airlift Wing
Westover AFB, Mass.
AFRC
C-5M



442nd Fighter Wing
Whiteman AFB, Mo.
AFRC
A-10C



445th Airlift Wing
Wright-Patterson AFB, Ohio
AFRC
C-17



446th Airlift Wing
JB Lewis-McChord (McChord Field), Wash.
AFRC
C-17



448th Supply Chain Maintenance Wing
Tinker AFB, Okla.
AFMC
Supply chain management and global logistics



452nd Air Mobility Wing
March ARB, Calif.
AFRC
C-17, KC-135



459th Air Refueling Wing
JB Andrews, Md.
AFRC
KC-135



461st Air Control Wing
Robins AFB, Ga.
ACC
Ground-based tactical command/control



480th ISR Wing
JB Langley-Eustis, Va.
ACC
DCGS, ISR, cyber support/ operations for USAF



482nd Fighter Wing
Homestead AFB, Fla.
AFRC
F-16C



501st Combat Support Wing
RAF Alconbury, U.K.
USAFE-AFAFRICA
Administrative support



502nd Air Base Wing
JB San Antonio-Sam Houston, Texas
AETC
Installation support



505th Command & Control Wing
Hurlburt Field, Fla.
ACC
Training, tactics, operations, command/control



507th Air Refueling Wing
Tinker AFB, Okla.
AFRC
KC-135



509th Bomb Wing
Whiteman AFB, Mo.
AFGSC
B-2



512th Airlift Wing
Dover AFB, Del.
AFRC
C-5M, C-17



514th Air Mobility Wing
JB McGuire-Dix-Lakehurst, N.J.
AFRC
C-17, KC-46



515th Air Mobility Operations Wing
JB Pearl Harbor-Hickam, Hawaii
AMC
Contingency airfield operations/logistics



521st Air Mobility Operations Wing
Ramstein Air Base, Germany
AMC
Contingency airfield operations/logistics



552nd Air Control Wing
Tinker AFB, Okla.
ACC
Control and Reporting Center (CRC), E-3 TC-18E



557th Weather Wing
Offutt AFB, Neb.
ACC
Worldwide weather information for USAF and unified combatant commands



621st Contingency Response Wing
JB McGuire-Dix-Lakehurst, N.J.
AMC
Air mobility operations, training, development



628th Air Base Wing
JB Charleston, S.C.
AMC
Base support, administration, operations



633rd Air Base Wing
JB Langley-Eustis, Va.
ACC
Base support, administration, operations



635th Supply Chain Operations Wing
Scott AFB, Ill.
AFMC
Global supply chain management



655th Intelligence, Surveillance, and Reconnaissance Wing
Wright-Patterson AFB, Ohio
AFRC
Intelligence operations



673rd Air Base Wing
JB Elmendorf-Richardson, Alaska
PACAF
Joint base facilities support



688th Cyberspace Wing
JB San Antonio-Lackland, Texas
ACC
Cyberspace military operations, intelligence, communications



711th Human Performance Wing
Wright-Patterson AFB, Ohio
AFRL
Human performance research in air, space, cyberspace



908th Flying Training Wing
Maxwell AFB, Ala.
AFRC
MH-139A



910th Airlift Wing
Youngstown-Warren Air Reserve Station, Ohio
AFRC
C-130H



911th Airlift Wing
Pittsburgh Air Reserve Station, Pa.
AFRC
C-17



914th Air Refueling Wing
Niagara Falls Air Reserve Station, N.Y.
AFRC
KC-135



916th Air Refueling Wing
Seymour Johnson AFB, N.C.
AFRC
KC-46



919th Special Operations Wing
Duke Field, Fla.
AFRC
C-145A, C-146A, MQ-9



920th Rescue Wing
Patrick SFB, Fla.
AFRC
HC-130N, HH-60



926th Wing
Nellis AFB, Nev.
AFRC
MQ-9



927th Air Refueling Wing
MacDill AFB, Fla.
AFRC
KC-135



931st Air Refueling Wing
McConnell AFB, Kan.
AFRC
KC-46, F-16



932nd Airlift Wing
Scott AFB, Ill.
AFRC
C-40



934th Airlift Wing
Minneapolis-St. Paul Joint Air Reserve Station, Minn.
AFRC
C-130



940th Air Refueling Wing
Beale AFB, Calif.
AFRC
KC-135



944th Fighter Wing
Luke AFB, Ariz.
AFRC
A-10, F-15E, F-16C, F-35A

USAF AIRCRAFT TAIL CODES

AC 177th FW (ANG), Atlantic City Arpt., N.J.
AF USAF Academy, Colo.
AK 3rd Wing (PACAF), JB Elmendorf-Richardson, Alaska
354th FW (PACAF), Eielson AFB, Alaska
176th Wing (ANG), JB Elmendorf-Richardson, Alaska
AL 187th FW (ANG), Montgomery Regional Arpt., Ala.
AP 12th FTW (AETC), NAS Pensacola, Fla.
AV 31st FW (USAFE), Aviano AB, Italy
AZ 162nd Wing (ANG), Tucson Arpt., Ariz.
BB 9th RW (ACC), Beale AFB, Calif.
Det. 2, 53rd Wing (ACC), Beale AFB, Calif.
BD 307th BW (AFRC), Barksdale AFB, La.
CA 129th RQW (ANG), Moffett ANGB, Calif.
144th FW (ANG), Fresno Yosemite Arpt., Calif.
163rd ATKW (ANG), March ARB, Calif.
CB 14th FTW (AETC), Columbus AFB, Miss.
CH 432nd Wing (ACC), Creech AFB, Nev.
CO 140th Wing (ANG), Buckley SFB, Colo.
CT 103rd AW (ANG), Bradley ANGB, Conn.
D 100th ARW (USAFE), RAF Mildenhall, U.K.
DC 113th Wing (ANG), JB Andrews, Md.
DM 355th FW (ACC), Davis-Monthan AFB, Ariz.
DR 943rd RQG (AFRC), Davis-Monthan AFB, Ariz.
DY 7th BW (AFGSC), Dyess AFB, Texas
ED 412th TW (AFMC), Edwards AFB, Calif.
EG 33rd FW (AETC), Eglin AFB, Fla.
EL 28th BW (AFGSC), Ellsworth AFB, S.D.
EN 80th FTW (AETC), Sheppard AFB, Texas
ET 96th TW (AFMC), Eglin AFB, Fla.
FC 336th TRG (AETC), Fairchild AFB, Wash.
FE 90th MW (AFGSC), F. E. Warren AFB, Wyo.
FF 1st FW (ACC), JB Langley-Eustis, Va.
192nd FW (ANG), JB Langley-Eustis, Va.
FL 920th RQW (AFRC), Patrick SFB, Fla.
FM 482nd FW (AFRC), Homestead ARB, Fla.
FS 188th Wing (ANG), Fort Smith Arpt., Ark.
FT 23rd Wing (ACC), Moody AFB, Ga.
GA 116th ACW (ANG), Robins AFB, Ga.
165th AW (ANG), Savannah Hilton Head Arpt., Ga.
HD Det. 1, 53rd Wing (ACC), Holloman AFB, N.M.
HH 15th Wing (PACAF), JB Pearl Harbor-Hickam, Hawaii
154th Wing (ANG), JB Pearl Harbor-Hickam, Hawaii
HL 388th FW (ACC), Hill AFB, Utah
419th FW (AFRC), Hill AFB, Utah
HO 49th Wing (ACC), Holloman AFB, N.M.
IA 132nd Wing (ANG), Des Moines Arpt., Iowa
ID 124th FW (ANG), Boise Air Terminal, Idaho
IN 122nd FW (ANG), Fort Wayne, Ind.
JZ 159th FW (ANG), NAS JRB New Orleans, La.
KC 442nd FW (AFRC), Whiteman AFB, Mo.
LA 2nd BW (AFGSC), Barksdale AFB, La.
LF 56th FW (AETC), Luke AFB, Ariz.
LI 106th RQW (ANG), F. S. Gabreski Arpt., N.Y.
LN 48th FW (USAFE), RAF Lakenheath, U.K.
MA 104th FW (ANG), Barnes Arpt., Mass.
MD 175th Wing (ANG), Warfield ANGB/Martin State Arpt., Md.
MI 127th Wing (ANG), Selfridge ANGB, Mich.
MM 341st MW (AFGSC), Malmstrom AFB, Mont.
MN 133rd AW (ANG), Minn.-St. Paul Arpt./ARS, Minn.
148th FW (ANG), Duluth Arpt., Minn.
MO 366th FW (ACC), Mountain Home AFB, Idaho
MT 5th BW (AFGSC), Minot AFB, N.D.
91st MW (AFGSC), Minot AFB, N.D.
NY 174th ATKW (ANG), Hancock Fld., N.Y.
OF 55th Wing (ACC), 95th Wing (AFGSC), Offutt AFB, Neb.
OH 179th Cyberspace Wing (ANG), Mansfield Lahm Arpt., Ohio
180th FW (ANG), Toledo Express Arpt., Ohio
OK 137th SOW (ANG), Will Rogers ANGB, Okla.
138th FW (ANG), Tulsa Arpt., Okla.
552nd ACW (ACC), Tinker AFB, Okla.
OS 51st FW (PACAF), Osan AB, South Korea
OT 31st TES (ACC), Edwards AFB, Calif.
49th TES (ACC), Barksdale AFB, La.
53rd Wing (ACC), Eglin AFB, Fla.
88th TES (ACC), Nellis AFB, Nev.
337th TES (ACC), Dyess AFB, Texas
422nd TES (ACC), Nellis AFB, Nev.
556th TES (ACC), Creech AFB, Nev.
Det. 4, 53rd Wing (ACC), Creech AFB, Nev.
RA 12th FTW (AETC), JBSA-Randolph, Texas
RS 86th AW (USAFE), Ramstein AB, Germany
SA 149th FW (ANG), JBSA-Lackland, Texas
SC 169th FW (ANG), McEntire JNGB, S.C.
SD 114th FW (ANG), Joe Foss Fld., S.D.
SJ 4th FW (ACC), Seymour Johnson AFB, N.C.
SP 52nd FW (USAFE), Spangdahlem AB, Germany
SW 20th FW (ACC), Shaw AFB, S.C.
TD 53rd WEG (ACC), Tyndall AFB, Fla.
TX 147th ATKW (ANG), Ellington Fld., Texas
301st FW (AFRC), NAS Fort Worth JRB, Texas
TY 325th FW (ACC), Tyndall AFB, Fla.
VN 71st FTW (AETC), Vance AFB, Okla.
WA 57th Wing (ACC), Nellis AFB, Nev.
WI 115th FW (ANG), Truax Fld., Wis.
WM 72nd TES (AFGSC), Whiteman AFB, Mo.
509th BW (AFGSC), Whiteman AFB, Mo.
WP 8th FW (PACAF), Kunsan AB, South Korea
WV 130th AW (ANG), Yeager Arpt., W.Va.
WW 35th FW (PACAF), Misawa AB, Japan
XL 47th FTW (AETC), Laughlin AFB, Texas
YJ 374th AW (PACAF), Yokota AB, Japan
ZZ 18th Wing (PACAF), Kadena AB, Japan

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Test Any Armament System on Any Armed Platform





Downsize to One
Universal
Test Set



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- Rugged, handheld, powerful, rapid test
- Reduced training and logistics footprint
- Deployed on 15 platforms / 22 countries
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- Commercial Item; OEM/USAF SERDed

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AIR FORCE LEADERS THROUGH THE YEARS



Secretary of the Air Force Troy Meink (left) presents the Chief of Staff's flag to incoming Chief of Staff Gen. Ken Wilsbach, at a ceremony commemorating Wilsbach becoming the 24th Air Force Chief of Staff.

THE NATION'S AIR ARM AND ITS EARLY LEADERS

DESIGNATION	COMMANDER	DATES OF SERVICE	
AERONAUTICAL DIVISION, US SIGNAL CORPS AUG. 1, 1907 - JULY 18, 1914			
Chief, Aeronautical Division	Capt. Charles deForest Chandler	Aug. 1, 1907	June 30, 1910
	Capt. Arthur S. Cowan	July 1, 1910	June 19, 1911
	Capt. Charles deForest Chandler	June 20, 1911	Sept. 9, 1913
	Maj. Samuel Reber	Sept. 10, 1913	July 17, 1914
AVIATION SECTION, US SIGNAL CORPS[a] JULY 18, 1914 - MAY 20, 1918			
Chief, Aviation Section	Lt. Col. Samuel Reber	July 18, 1914	May 5, 1916
	Lt. Col. George O. Squier	May 20, 1916	Feb. 19, 1917
	Lt. Col. John B. Bennet	Feb. 19, 1917	June 30, 1917
	Maj. Benjamin D. Foulois	June 30, 1917	Nov. 12, 1917
	Brig. Gen. Arthur I. Dade	Nov. 12, 1917	Feb. 27, 1918
	Col. Lawrence Brown	Feb. 27, 1918	May 20, 1918
DIVISION OF MILITARY AERONAUTICS, SECRETARY OF WAR MAY 20, 1918 - MAY 24, 1918			
Director of Military Aeronautics	Maj. Gen. William L. Kenly (Kept same title three months into absorption by Air Service)	May 20, 1918	August 1918
AIR SERVICE MAY 24, 1918 - JULY 2, 1926			
Director of Air Service	John D. Ryan	Aug. 28, 1918	Nov. 27, 1918
	Maj. Gen. Charles T. Menoher	Jan. 2, 1919	June 4, 1920
Chief of Air Service	Maj. Gen. Charles T. Menoher	June 4, 1920	Oct. 4, 1921
	Maj. Gen. Mason M. Patrick	Oct. 5, 1921	July 2, 1926
AIR CORPS[b] JULY 2, 1926 - SEPT. 18, 1947			
Chief of Air Corps	Maj. Gen. Mason M. Patrick	July 2, 1926	Dec. 13, 1927
	Maj. Gen. James E. Fechet	Dec. 14, 1927	Dec. 19, 1931
	Maj. Gen. Benjamin D. Foulois	Dec. 20, 1931	Dec. 21, 1935
	Maj. Gen. Oscar Westover	Dec. 22, 1935	Sept. 21, 1938
	Maj. Gen. Henry H. Arnold	Sept. 29, 1938	June 20, 1941
ARMY AIR FORCES (AAF) JUNE 20, 1941 - SEPT. 18, 1947			
Chief, Army Air Forces	Lt. Gen. Henry H. Arnold	June 20, 1941	March 9, 1942
Commanding General, AAF	Gen. of the Army Henry H. Arnold[c]	March 9, 1942	Feb. 9, 1946
	Gen. Carl A. Spaatz	Feb. 9, 1946	Sept. 26, 1947
UNITED STATES AIR FORCE[d] SEPT. 18, 1947			
Chief of Staff	Gen. Carl A. Spaatz	Sept. 26, 1947	April 29, 1948

[a] Between April 1917 and May 1918, the Aviation Section was known by various other names: Aeronautical Division, Airplane Division, Air Division, and Air Service Division.

[b] The Air Corps became a subordinate element of the Army Air Forces June 20, 1941. Since the Air Corps had been established by statute in 1926, its disestablishment required an act of Congress, which did not take place until 1947. Between March 9, 1942, and Sept. 18, 1947, the Air Corps continued to exist as a combatant arm, and personnel of the Army Air Forces were still assigned to the Air Corps.

[c] The title General of the Army for Henry H. Arnold was changed to General of the Air Force by an act of Congress May 7, 1949. The position of Chief of Staff was established by a DOD-approved Army-Air Force Transfer Order issued Sept. 28, 1947.

[d] For U.S. Space Force lineage, see p. 100.

Air Force Leaders

SECRETARY OF THE AIR FORCE

Stuart Symington	Sept. 18, 1947	April 24, 1950
Thomas K. Finletter	April 24, 1950	Jan. 20, 1953
Harold E. Talbott	Feb. 4, 1953	Aug. 13, 1955
Donald A. Quarles	Aug. 15, 1955	April 30, 1957
James H. Douglas Jr.	May 1, 1957	Dec. 10, 1959
Dudley C. Sharp	Dec. 11, 1959	Jan. 20, 1961
Eugene M. Zuckert	Jan. 23, 1961	Sept. 30, 1965
Harold Brown	Oct. 1, 1965	Feb. 14, 1969
Robert C. Seamans Jr.	Feb. 15, 1969	May 14, 1973
John L. McLucas*	May 15, 1973	Nov. 23, 1975
James W. Plummer (acting)	Nov. 23, 1975	Jan. 2, 1976
Thomas C. Reed	Jan. 2, 1976	April 6, 1977
John C. Stetson	April 6, 1977	May 18, 1979
Hans M. Mark*	May 18, 1979	Feb. 9, 1981
Verne Orr	Feb. 9, 1981	Nov. 30, 1985
Russell A. Rourke	Dec. 6, 1985	April 7, 1986
Edward C. Aldridge Jr.*	April 8, 1986	Dec. 16, 1988
James F. McGovern (acting)	Dec. 16, 1988	April 29, 1989
John J. Welch Jr. (acting)	April 29, 1989	May 21, 1989
Donald B. Rice	May 22, 1989	Jan. 20, 1993
Michael B. Donley (acting)	Jan. 20, 1993	July 13, 1993
Gen. Merrill A. McPeak (acting)	July 14, 1993	Aug. 5, 1993
Sheila E. Widnall	Aug. 6, 1993	Oct. 31, 1997
F. Whitten Peters*	Nov. 1, 1997	Jan. 20, 2001
Lawrence J. Delaney (acting)	Jan. 20, 2001	June 1, 2001
James G. Roche	June 1, 2001	Jan. 20, 2005
Peter B. Teets (acting)	Jan. 20, 2005	March 25, 2005
Michael L. Dominguez (acting)	March 25, 2005	July 29, 2005
Preston M. Geren (acting)	July 29, 2005	Nov. 3, 2005
Michael W. Wynne	Nov. 3, 2005	June 20, 2008
Michael B. Donley*	June 21, 2008	June 21, 2013
Eric K. Fanning (acting)	June 21, 2013	Dec. 20, 2013
Deborah Lee James	Dec. 20, 2013	Jan. 19, 2017
Lisa S. Disbrow (acting)	Jan. 20, 2017	May 16, 2017
Heather A. Wilson	May 16, 2017	May 31, 2019
Matthew P. Donovan (acting)	June 1, 2019	Oct. 16, 2019
Barbara M. Barrett	Oct. 16, 2019	Jan. 20, 2021
John P. Roth (acting)	Jan. 20, 2021	July 28, 2021
Frank Kendall III	July 28, 2021	Jan. 20, 2025
Gary A. Ashworth (acting)	Jan. 20, 2025	May 13, 2025
Troy E. Meink	May 16, 2025	

*Served as acting Secretary: McLucas until July 18, 1973; Mark until July 26, 1979; Aldridge until June 9, 1986; Peters until July 30, 1999; Donley until Oct. 17, 2008.

CHIEF OF STAFF OF THE AIR FORCE

Gen. Carl A. Spaatz	Sept. 26, 1947	April 29, 1948
Gen. Hoyt S. Vandenberg	April 30, 1948	June 29, 1953
Gen. Nathan F. Twining	June 30, 1953	June 30, 1957
Gen. Thomas D. White	July 1, 1957	June 30, 1961
Gen. Curtis E. LeMay	June 30, 1961	Jan. 31, 1965
Gen. John P. McConnell	Feb. 1, 1965	July 31, 1969
Gen. John D. Ryan	Aug. 1, 1969	July 31, 1973
Gen. George S. Brown	Aug. 1, 1973	June 30, 1974
Gen. David C. Jones	July 1, 1974	June 20, 1978
Gen. Lew Allen Jr.	July 1, 1978	June 30, 1982
Gen. Charles A. Gabriel	July 1, 1982	June 30, 1986
Gen. Larry D. Welch	July 1, 1986	June 30, 1990
Gen. Michael J. Dugan	July 1, 1990	Sept. 17, 1990
Gen. John Michael Loh (acting)	Sept. 18, 1990	Oct. 27, 1990
Gen. Merrill A. McPeak	Oct. 27, 1990	Oct. 25, 1994
Gen. Ronald R. Fogleman	Oct. 25, 1994	Sept. 1, 1997
Gen. Ralph E. Eberhart (acting)	Sept. 1, 1997	Oct. 6, 1997
Gen. Michael E. Ryan	Oct. 6, 1997	Sept. 6, 2001
Gen. John P. Jumper	Sept. 6, 2001	Sept. 2, 2005
Gen. T. Michael Moseley	Sept. 2, 2005	July 12, 2008
Gen. Duncan J. McNabb (acting)	July 12, 2008	Aug. 12, 2008
Gen. Norton A. Schwartz	Aug. 12, 2008	Aug. 10, 2012
Gen. Mark A. Welsh III	Aug. 10, 2012	July 1, 2016
Gen. David L. Goldfein	July 1, 2016	Aug. 6, 2020
Gen. Charles Q. Brown Jr.	Aug. 6, 2020	Sept. 29, 2023
Gen. David W. Allvin	Nov. 2, 2023	Nov. 3, 2025
Gen. Kenneth S. Wilsbach	Nov. 3, 2025	

VICE CHIEF OF STAFF OF THE AIR FORCE

Gen. Hoyt S. Vandenberg	Oct. 10, 1947	April 28, 1948
Gen. Muir S. Fairchild	May 27, 1948	March 17, 1950
Lt. Gen. Lauris Norstad (acting)	May 22, 1950	Oct. 9, 1950
Gen. Nathan F. Twining	Oct. 10, 1950	June 29, 1953
Gen. Thomas D. White	June 30, 1953	June 30, 1957
Gen. Curtis E. LeMay	July 1, 1957	June 30, 1961
Gen. Frederic H. Smith Jr.	July 1, 1961	June 30, 1962
Gen. William F. McKee	July 1, 1962	July 31, 1964
Gen. John P. McConnell	Aug. 1, 1964	Jan. 31, 1965
Gen. William H. Blanchard	Feb. 19, 1965	May 31, 1966
Lt. Gen. Hewitt T. Wheless (acting)	June 13, 1966	July 31, 1966
Gen. Bruce K. Holloway	Aug. 1, 1966	July 31, 1968
Gen. John D. Ryan	Aug. 1, 1968	July 31, 1969
Gen. John C. Meyer	Aug. 1, 1969	April 30, 1972
Gen. Horace M. Wade	May 1, 1972	Oct. 31, 1973
Gen. Richard H. Ellis	Nov. 1, 1973	Aug. 18, 1975
Gen. William V. McBride	Sept. 1, 1975	March 31, 1978
Gen. Lew Allen Jr.	April 1, 1978	June 30, 1978
Gen. James A. Hill	July 1, 1978	Feb. 29, 1980
Gen. Robert C. Mathis	March 1, 1980	May 31, 1982
Gen. Jerome F. O'Malley	June 1, 1982	Oct. 5, 1983
Gen. Lawrence A. Skantze	Oct. 6, 1983	July 31, 1984
Gen. Larry D. Welch	Aug. 1, 1984	July 31, 1985
Gen. John L. Piotrowski	Aug. 1, 1985	Jan. 31, 1987
Gen. Monroe W. Hatch Jr.	Feb. 1, 1987	May 24, 1990
Gen. John Michael Loh	May 25, 1990	March 25, 1991
Gen. Michael P. C. Carns	May 16, 1991	July 28, 1994
Gen. Thomas S. Moorman Jr.	July 29, 1994	July 11, 1997
Gen. Ralph E. Eberhart	July 11, 1997	May 26, 1999
Gen. Lester L. Lyles	May 27, 1999	April 17, 2000
Gen. John W. Handy	April 17, 2000	Nov. 5, 2001
Gen. Robert H. Foglesong	Nov. 5, 2001	Aug. 11, 2003
Gen. T. Michael Moseley	Aug. 12, 2003	Sept. 2, 2005
Gen. John D. W. Corley	Sept. 2, 2005	Sept. 17, 2007
Gen. Duncan J. McNabb	Sept. 17, 2007	Sept. 4, 2008
Gen. William M. Fraser III	Oct. 8, 2008	Aug. 27, 2009
Gen. Carrol H. Chandler	Aug. 27, 2009	Jan. 14, 2011
Gen. Philip M. Breedlove	Jan. 14, 2011	July 27, 2012
Gen. Larry O. Spencer	July 27, 2012	Aug. 6, 2015
Gen. David L. Goldfein	Aug. 6, 2015	July 1, 2016
Gen. Stephen W. Wilson	July 22, 2016	Nov. 16, 2020
Gen. David W. Allvin	Nov. 16, 2020	Nov. 2, 2023
Gen. James C. Slife	Dec. 19, 2023	Feb. 21, 2025
Lt. Gen. Scott L. Pleus (acting)	Feb. 21, 2025	Feb. 2, 2026
Gen. John D. Lamontagne	Feb. 2, 2026	

CHIEF MASTER SERGEANT OF THE AIR FORCE

CMSAF Paul W. Airey	April 3, 1967	July 31, 1969
CMSAF Donald L. Harlow	Aug. 1, 1969	Sept. 30, 1971
CMSAF Richard D. Kisling	Oct. 1, 1971	Sept. 30, 1973
CMSAF Thomas N. Barnes	Oct. 1, 1973	July 31, 1977
CMSAF Robert D. Gaylor	Aug. 1, 1977	July 31, 1979
CMSAF James M. McCoy	Aug. 1, 1979	July 31, 1981
CMSAF Arthur L. Andrews	Aug. 1, 1981	July 31, 1983
CMSAF Sam E. Parish	Aug. 1, 1983	June 30, 1986
CMSAF James C. Binnicker	July 1, 1986	July 31, 1990
CMSAF Gary R. Pfingston	Aug. 1, 1990	Oct. 25, 1994
CMSAF David J. Campanale	Oct. 26, 1994	Nov. 4, 1996
CMSAF Eric W. Benken	Nov. 5, 1996	July 30, 1999
CMSAF Frederick J. Finch	July 30, 1999	July 1, 2002
CMSAF Gerald R. Murray	July 1, 2002	June 30, 2006
CMSAF Rodney J. McKinley	June 30, 2006	June 30, 2009
CMSAF James A. Roy	June 30, 2009	Jan. 24, 2013
CMSAF James A. Cody	Jan. 24, 2013	Feb. 17, 2017
CMSAF Kaleth O. Wright	Feb. 17, 2017	Aug. 14, 2020
CMSAF JoAnne S. Bass	Aug. 14, 2020	March 8, 2024
CMSAF David A. Flosi	March 8, 2024	Dec. 8, 2025
CMSAF David R. Wolfe	Dec. 8, 2025	

MAJOR COMMAND AND ANG LEADERS

This section presents the leaders of USAF's Major Commands and the Air National Guard (ANG) under a command's current designation. Scan **QR code** for list of Leaders of historic Air Force Major Commands (and of active commands' previous designations).

AIR COMBAT COMMAND

Gen. John Michael Loh	June 1, 1992	June 23, 1995
Gen. Joseph W. Ralston	June 23, 1995	Feb. 28, 1996
Lt. Gen. Brett M. Dula (acting)	Feb. 28, 1996	April 5, 1996
Gen. Richard E. Hawley	April 5, 1996	June 11, 1999
Gen. Ralph E. Eberhart	June 11, 1999	Feb. 8, 2000
Gen. John P. Jumper	Feb. 8, 2000	Aug. 25, 2001
Lt. Gen. Donald G. Cook (acting)	Aug. 25, 2001	Nov. 14, 2001
Gen. Hal M. Hornburg	Nov. 14, 2001	Nov. 17, 2004
Lt. Gen. Bruce A. Wright (acting)	Nov. 17, 2004	Feb. 3, 2005
Lt. Gen. William Fraser III (acting)	Feb. 3, 2005	May 27, 2005
Gen. Ronald E. Keys	May 27, 2005	Oct. 2, 2007
Gen. John D. W. Corley	Oct. 2, 2007	Sept. 10, 2009
Gen. William M. Fraser III	Sept. 10, 2009	Sept. 13, 2011
Gen. Gilmary Michael Hostage III	Sept. 13, 2011	Nov. 4, 2014
Gen. Herbert J. Carlisle	Nov. 4, 2014	March 10, 2017
Gen. James M. Holmes	March 10, 2017	Aug. 28, 2020
Gen. Mark D. Kelly	Aug. 28, 2020	Feb. 29, 2024
Gen. Kenneth S. Wilsbach	Feb. 29, 2024	Aug. 11, 2025
Gen. Adrian L. Spain	Aug. 11, 2025	

AIR EDUCATION AND TRAINING COMMAND

Gen. Henry Viccellio Jr.	July 1, 1993	June 20, 1995
Gen. Billy J. Boles	June 20, 1995	March 17, 1997
Gen. Lloyd W. Newton	March 17, 1997	June 22, 2000
Gen. Hal M. Hornburg	June 22, 2000	Nov. 10, 2001
Lt. Gen. John D. Hopper Jr. (acting)	Nov. 10, 2001	Dec. 15, 2001
Gen. Donald G. Cook	Dec. 15, 2001	June 17, 2005
Gen. William R. Looney III	June 17, 2005	July 2, 2008
Gen. Stephen R. Lorenz	July 2, 2008	Nov. 17, 2010
Gen. Edward A. Rice Jr.	Nov. 17, 2010	Oct. 10, 2013
Gen. Robin Rand	Oct. 10, 2013	July 21, 2015
Lt. Gen. Darryl L. Roberson	July 21, 2015	Nov. 16, 2017
Lt. Gen. Steven L. Kwast	Nov. 16, 2017	July 26, 2019
Lt. Gen. Marshall B. Webb	July 26, 2019	May 20, 2022
Lt. Gen. Brian S. Robinson	May 20, 2022	Oct. 31, 2025
Lt. Gen. Clark J. Quinn	Oct. 31, 2025	

AIR FORCE GLOBAL STRIKE COMMAND

Lt. Gen. Frank G. Klotz	Aug. 7, 2009	Jan. 6, 2011
Lt. Gen. James M. Kowalski	Jan. 6, 2011	Oct. 23, 2013
Lt. Gen. Stephen W. Wilson	Oct. 23, 2013	July 28, 2015
Gen. Robin Rand	July 28, 2015	Aug. 21, 2018
Gen. Timothy M. Ray	Aug. 21, 2018	Aug. 27, 2021
Gen. Anthony J. Cotton	Aug. 27, 2021	Dec. 7, 2022
Gen. Thomas A. Bussiere	Dec. 7, 2022	Nov. 4, 2025
Gen. Stephen L. Davis	Nov. 4, 2025	

AIR FORCE MATERIEL COMMAND

Gen. Ronald W. Yates	July 1, 1992	June 30, 1995
Gen. Henry Viccellio Jr.	June 30, 1995	May 9, 1997
Lt. Gen. Kenneth Eickmann (acting)	May 9, 1997	May 29, 1997
Gen. George T. Babbitt Jr.	May 29, 1997	April 20, 2000
Gen. Lester L. Lyles	April 20, 2000	Aug. 22, 2003
Gen. Gregory S. Martin	Aug. 22, 2003	Aug. 19, 2005
Gen. Bruce Carlson	Aug. 19, 2005	Nov. 21, 2008
Gen. Donald J. Hoffman	Nov. 21, 2008	June 5, 2012
Gen. Janet C. Wolfenbarger	June 5, 2012	June 8, 2015
Gen. Ellen M. Pawlikowski	June 8, 2015	Sept. 1, 2018
Lt. Gen. Robert D. McMurry Jr. (interim)	Sept. 1, 2018	May 31, 2019
Gen. Arnold W. Bunch Jr.	May 31, 2019	June 13, 2022
Gen. Duke Z. Richardson	June 13, 2022	July 3, 2025
*Lt. Gen. Linda S. Hurry	Jan. 30, 2026	

*Lt. Gen. Linda Hurry was acting commander from July 3, 2025, to Jan. 30, 2026.

AIR FORCE RESERVE COMMAND

Maj. Gen. Robert A. McIntosh	Feb. 17, 1997	June 9, 1998
Maj. Gen. David R. Smith (acting)	June 9, 1998	Sept. 25, 1998
Lt. Gen. James E. Sherrard III	Sept. 25, 1998	June 1, 2004
Maj. Gen. J. J. Batbie Jr. (acting)	June 1, 2004	June 24, 2004
Lt. Gen. John A. Bradley	June 24, 2004	June 24, 2008
Lt. Gen. Charles E. Stenner Jr.	June 24, 2008	July 30, 2012
Lt. Gen. James F. Jackson	July 30, 2012	July 15, 2016
Lt. Gen. Maryanne Miller	July 15, 2016	Sept. 7, 2018
Lt. Gen. Richard W. Scobee	Sept. 7, 2018	Aug. 3, 2022
Lt. Gen. John P. Healy	Aug. 3, 2022	

MAJOR COMMAND AND ANG LEADERS (cont.)

AIR FORCE SPECIAL OPERATIONS COMMAND

Maj. Gen. Thomas E. Eggers	May 22, 1990	June 30, 1991
Maj. Gen. Bruce L. Fister	June 30, 1991	July 22, 1994
Maj. Gen. James L. Hobson Jr.	July 22, 1994	July 9, 1997
Maj. Gen. Charles R. Holland	July 9, 1997	Aug. 5, 1999
Lt. Gen. Maxwell C. Bailey	Aug. 5, 1999	Jan. 16, 2002
Lt. Gen. Paul V. Hester	Jan. 16, 2002	July 1, 2004
Lt. Gen. Michael W. Wooley	July 1, 2004	Nov. 27, 2007
Lt. Gen. Donald C. Wurster	Nov. 27, 2007	June 24, 2011
Lt. Gen. Eric E. Fiel	June 24, 2011	July 3, 2014
Lt. Gen. Bradley A. Heithold	July 3, 2014	July 19, 2016
Lt. Gen. Marshall B. Webb	July 19, 2016	May 31, 2019
Lt. Gen. James C. Slife	June 1, 2019	Dec. 9, 2022
Lt. Gen. Tony D. Bauernfeind	Dec. 9, 2022	July 2, 2024
Lt. Gen. Michael E. Conley	July 2, 2024	

AIR MOBILITY COMMAND

Gen. Hansford T. Johnson	June 1, 1992	Aug. 25, 1992
Gen. Ronald R. Fogleman	Aug. 25, 1992	Oct. 18, 1994
Gen. Robert L. Rutherford	Oct. 18, 1994	July 15, 1996
Gen. Walter Kross	July 15, 1996	Aug. 3, 1998
Gen. Charles T. Robertson Jr.	Aug. 3, 1998	Nov. 5, 2001
Gen. John W. Handy	Nov. 5, 2001	Sept. 7, 2005
Lt. Gen. Christopher Kelly (acting)	Sept. 7, 2005	Oct. 14, 2005
Gen. Duncan J. McNabb	Oct. 14, 2005	Sept. 7, 2007
Gen. Arthur J. Lichte	Sept. 7, 2007	Nov. 20, 2009
Gen. Raymond E. Johns Jr.	Nov. 20, 2009	Nov. 30, 2012
Gen. Paul J. Selva	Nov. 30, 2012	May 5, 2014
Gen. Darren W. McDew	May 5, 2014	Aug. 11, 2015
Gen. Carlton D. Everhart II	Aug. 11, 2015	Sept. 7, 2018
Gen. Maryanne Miller	Sept. 7, 2018	Aug. 20, 2020
Gen. Jacqueline D. Van Ovost	Aug. 20, 2020	Oct. 5, 2021
Gen. Michael A. Minihan	Oct. 5, 2021	Sept. 9, 2024
Gen. John D. Lamontagne	Sept. 9, 2024	Feb. 6, 2026
Lt. Gen. Rebecca J. Sonkiss (interim)	Feb. 6, 2026	

AIR NATIONAL GUARD

Col. William A. R. Robertson	Nov. 28, 1945	October 1948
Maj. Gen. George G. Finch	October 1948	Sept. 25, 1950
Maj. Gen. Earl T. Ricks	Oct. 13, 1950	Jan. 4, 1954
Maj. Gen. Winston P. Wilson	Jan. 26, 1954	Aug. 5, 1962
Maj. Gen. I. G. Brown	Aug. 6, 1962	April 19, 1974
Maj. Gen. John J. Pesch	April 20, 1974	Jan. 31, 1977
Maj. Gen. John T. Guice	Feb. 1, 1977	April 1, 1981
Maj. Gen. John B. Conaway	April 1, 1981	Nov. 1, 1988
Maj. Gen. Philip G. Killey	Nov. 1, 1988	Jan. 28, 1994
Maj. Gen. Donald W. Shepperd	Jan. 28, 1994	Jan. 28, 1998
Maj. Gen. Paul A. Weaver Jr.	Jan. 28, 1998	Dec. 3, 2001
Brig. Gen. David Brubaker (acting)	Dec. 3, 2001	June 3, 2002
Lt. Gen. Daniel James III	June 3, 2002	May 20, 2006
Lt. Gen. Craig R. McKinley	May 20, 2006	Nov. 17, 2008
Maj. Gen. Emmett Titshaw (acting)	Nov. 17, 2008	Feb. 2, 2009
Lt. Gen. Harry M. Wyatt III	Feb. 2, 2009	March 22, 2013
Lt. Gen. Stanley E. Clarke III	March 22, 2013	Dec. 18, 2015
Maj. Gen. Brian G. Neal (acting)	Dec. 18, 2015	May 10, 2016
Lt. Gen. L. Scott Rice	May 10, 2016	July 28, 2020
Lt. Gen. Michael A. Loh	July 28, 2020	June 7, 2024
Maj. Gen. Duke A. Pirak (acting)	June 7, 2024	



Senior Airman Sabrina Fuller-Judd

Pacific Air Forces Commander Gen. Kevin Schneider visits with Airmen at Osan Air Base, Korea, in 2024.

PACIFIC AIR FORCES

Gen. Laurence S. Kuter	July 1, 1957	Aug. 1, 1959
Gen. Emmett O'Donnell Jr.	Aug. 1, 1959	Aug. 1, 1963
Gen. Jacob E. Smart	Aug. 1, 1963	Aug. 1, 1964
Gen. Hunter Harris Jr.	Aug. 1, 1964	Feb. 1, 1967
Gen. John D. Ryan	Feb. 1, 1967	Aug. 1, 1968
Gen. Joseph J. Nazzaro	Aug. 1, 1968	Aug. 1, 1971
Gen. Lucius D. Clay Jr.	Aug. 1, 1971	Oct. 1, 1973
Gen. John W. Vogt Jr.	Oct. 1, 1973	July 1, 1974
Gen. Louis L. Wilson Jr.	July 1, 1974	June 3, 1977
Lt. Gen. James A. Hill	June 3, 1977	June 15, 1978
Lt. Gen. James D. Hughes	June 15, 1978	June 8, 1981
Lt. Gen. Arnold W. Braswell	June 8, 1981	Oct. 8, 1983
Gen. Jerome F. O'Malley	Oct. 8, 1983	Sept. 25, 1984
Gen. Robert W. Bazley	Sept. 25, 1984	Dec. 16, 1986
Gen. Jack I. Gregory	Dec. 16, 1986	July 22, 1988
Gen. Merrill A. McPeak	July 22, 1988	Nov. 5, 1990
Lt. Gen. James B. Davis	Nov. 5, 1990	Feb. 19, 1991
Gen. Jimmie V. Adams	Feb. 19, 1991	Jan. 22, 1993
Gen. Robert L. Rutherford	Jan. 22, 1993	Oct. 12, 1994
Gen. John G. Lorber	Oct. 12, 1994	July 7, 1997
Gen. Richard B. Myers	July 7, 1997	July 23, 1998
Gen. Patrick K. Gamble	July 23, 1998	April 9, 2001
Lt. Gen. Lansford E. Trapp (acting)	April 9, 2001	May 4, 2001
Gen. William J. Begert	May 4, 2001	July 2, 2004
Gen. Paul V. Hester	July 2, 2004	Nov. 30, 2007
Gen. Carrol H. Chandler	Nov. 30, 2007	Aug. 19, 2009
Gen. Gary L. North	Aug. 19, 2009	Aug. 3, 2012
Gen. Herbert J. Carlisle	Aug. 3, 2012	Oct. 16, 2014
Gen. Lori J. Robinson	Oct. 16, 2014	May 11, 2016
Lt. Gen. Russell J. Handy (acting)	May 11, 2016	July 12, 2016
Gen. Terrence J. O'Shaughnessy	July 12, 2016	May 20, 2018
Lt. Gen. Jerry P. Martinez (acting)	May 20, 2018	July 26, 2018
Gen. Charles Q. Brown Jr.	July 26, 2018	July 8, 2020
Gen. Kenneth S. Wilsbach	July 8, 2020	Feb. 9, 2024
Gen. Kevin B. Schneider	Feb. 9, 2024	

U.S. AIR FORCES IN EUROPE-AIR FORCES AFRICA

Lt. Gen. John K. Cannon	Aug. 7, 1945	Aug. 14, 1947
Brig. Gen. John F. McBlain (acting)	Aug. 14, 1947	Oct. 20, 1947
Lt. Gen. Curtis E. LeMay	Oct. 20, 1947	Oct. 16, 1948
Lt. Gen. John K. Cannon	Oct. 16, 1948	Jan. 21, 1951
Gen. Lauris Norstad	Jan. 21, 1951	July 27, 1953



Petty Officer 2nd Class Carson Croom/Navy

Chairman of the Joint Chiefs of Staff U.S. Air Force Gen. Dan Caine during a press briefing on Operation Epic Fury at the Pentagon.

Lt. Gen. William H. Tunner	July 27, 1953	July 1, 1957
Gen. Frank F. Everest	July 1, 1957	Aug. 1, 1959
Gen. Frederic H. Smith Jr.	Aug. 1, 1959	July 1, 1961
Gen. Truman H. Landon	July 1, 1961	Aug. 1, 1963
Gen. Gabriel P. Disosway	Aug. 1, 1963	Aug. 1, 1965
Gen. Bruce K. Holloway	Aug. 1, 1965	Aug. 1, 1966
Gen. Maurice A. Preston	Aug. 1, 1966	Aug. 1, 1968
Gen. Horace M. Wade	Aug. 1, 1968	Aug. 1, 1969
Gen. Joseph R. Holzapple	Feb. 1, 1969	Sept. 1, 1971
Gen. David C. Jones	Sept. 1, 1971	July 1, 1974
Gen. John W. Vogt	July 1, 1974	Sept. 1, 1975
Gen. Richard H. Ellis	Sept. 1, 1975	Aug. 1, 1977
Gen. William J. Evans	Aug. 1, 1977	Aug. 1, 1978
Gen. John W. Pauly	Aug. 1, 1978	Aug. 1, 1980
Gen. Charles A. Gabriel	Aug. 1, 1980	June 30, 1982
Gen. Billy M. Minter	July 1, 1982	Nov. 1, 1984
Gen. Charles L. Donnelly Jr.	Nov. 1, 1984	May 1, 1987
Gen. William L. Kirk	May 1, 1987	April 12, 1989
Gen. Michael J. Dugan	April 12, 1989	June 26, 1990
Gen. Robert C. Oaks	June 26, 1990	July 29, 1994
Gen. James L. Jamerson	July 29, 1994	July 17, 1995
Gen. Richard E. Hawley	July 17, 1995	April 4, 1996
Gen. Michael E. Ryan	April 4, 1996	Oct. 6, 1997
Lt. Gen. William J. Begert (acting)	Oct. 6, 1997	Dec. 5, 1997
Gen. John P. Jumper	Dec. 5, 1997	Jan. 13, 2000
Gen. Gregory S. Martin	Jan. 13, 2000	Aug. 12, 2003
Gen. Robert H. Foglesong	Aug. 12, 2003	Dec. 6, 2005
Gen. William T. Hobbins	Dec. 6, 2005	Dec. 10, 2007
Lt. Gen. Robert D. Bishop Jr. (acting)	Dec. 10, 2007	Jan. 9, 2008
Gen. Roger A. Brady	Jan. 9, 2008	Dec. 13, 2010
Gen. Mark A. Welsh III	Dec. 13, 2010	July 31, 2012
Gen. Philip M. Breedlove	July 31, 2012	May 10, 2013
Lt. Gen. Noel T. Jones (acting)	May 10, 2013	Aug. 2, 2013
Gen. Frank Gorenc	Aug. 2, 2013	Aug. 11, 2016
Gen. Tod D. Wolters	Aug. 11, 2016	May 1, 2019
Gen. Jeffrey L. Harrigian	May 1, 2019	June 27, 2022
Gen. James B. Hecker	June 27, 2022	May 3, 2025
*Lt. Gen. Jason T. Hinds	Oct. 31, 2025	

*Lt. Gen. Jason Hinds served as acting commander from May 3 to Oct. 31, 2025..

HEADQUARTERS DOD LEADERS

SECRETARY OF DEFENSE (SECRETARY OF WAR)

James V. Forrestal	Sept. 17, 1947	March 28, 1949
Louis A. Johnson	March 28, 1949	Sept. 19, 1950
George C. Marshall	Sept. 21, 1950	Sept. 12, 1951
Robert A. Lovett	Sept. 17, 1951	Jan. 20, 1953
Charles E. Wilson	Jan. 28, 1953	Oct. 8, 1957
Neil H. McElroy	Oct. 9, 1957	Dec. 1, 1959
Thomas S. Gates	Dec. 2, 1959	Jan. 20, 1961
Robert S. McNamara	Jan. 21, 1961	Feb. 29, 1968
Clark M. Clifford	March 1, 1968	Jan. 20, 1969
Melvin R. Laird	Jan. 22, 1969	Jan. 29, 1973
Elliot L. Richardson	Jan. 30, 1973	May 24, 1973
James R. Schlesinger	July 2, 1973	Nov. 19, 1975
Donald H. Rumsfeld	Nov. 20, 1975	Jan. 20, 1977
Harold Brown	Jan. 21, 1977	Jan. 20, 1981
Caspar W. Weinberger	Jan. 21, 1981	Nov. 23, 1987
Frank C. Carlucci	Nov. 23, 1987	Jan. 20, 1989
Richard B. Cheney	March 21, 1989	Jan. 20, 1993
Les Aspin	Jan. 21, 1993	Feb. 3, 1994
William J. Perry	Feb. 3, 1994	Jan. 23, 1997
William S. Cohen	Jan. 24, 1997	Jan. 20, 2001
Donald H. Rumsfeld	Jan. 20, 2001	Dec. 18, 2006
Robert M. Gates	Dec. 18, 2006	July 1, 2011
Leon E. Panetta	July 1, 2011	Feb. 27, 2013
Chuck Hagel	Feb. 27, 2013	Feb. 17, 2015
Ashton B. Carter	Feb. 17, 2015	Jan. 19, 2017
James N. Mattis	Jan. 20, 2017	Dec. 31, 2018
Patrick. M. Shanahan (acting)	Jan. 1, 2019	June 24, 2019
Mark T. Esper	July 23, 2019	Nov. 9, 2020
Lloyd J. Austin III	Jan. 22, 2021	Jan. 20, 2025*
Pete Hegseth	Jan. 25, 2025	

*Robert G. Salesses served as acting SECDEF from Jan. 20 to Jan. 25, 2025.

CHAIRMAN OF THE JOINT CHIEFS OF STAFF

Gen. of the Army Omar N. Bradley	Aug. 16, 1949	Aug. 15, 1953
Adm. Arthur W. Radford, USN	Aug. 15, 1953	Aug. 15, 1957
Gen. Nathan F. Twining, USAF	Aug. 15, 1957	Sept. 30, 1960
Gen. Lyman L. Lemnitzer, USA	Oct. 1, 1960	Sept. 30, 1962
Gen. Maxwell D. Taylor, USA	Oct. 1, 1962	July 1, 1964
Gen. Earle G. Wheeler, USA	July 3, 1964	July 2, 1970
Adm. Thomas H. Moorer, USN	July 2, 1970	July 1, 1974
Gen. George S. Brown, USAF	July 1, 1974	June 20, 1978
Gen. David C. Jones, USAF	June 21, 1978	June 18, 1982
Gen. John W. Vessey Jr., USA	June 18, 1982	Sept. 30, 1985
Adm. William J. Crowe Jr., USN	Oct. 1, 1985	Sept. 30, 1989
Gen. Colin L. Powell, USA	Oct. 1, 1989	Sept. 30, 1993
Adm. David Jeremiah, USN (acting)	Oct. 1, 1993	Oct. 24, 1993
Gen. John M. Shalikashvili, USA	Oct. 25, 1993	Sept. 30, 1997
Gen. Henry H. Shelton, USA	Oct. 1, 1997	Oct. 1, 2001
Gen. Richard B. Myers, USAF	Oct. 1, 2001	Sept. 30, 2005
Gen. Peter Pace, USMC	Sept. 30, 2005	Oct. 1, 2007
Adm. Michael G. Mullen, USN	Oct. 1, 2007	Sept. 30, 2011
Gen. Martin E. Dempsey, USA	Sept. 30, 2011	Sept. 25, 2015
Gen. Joseph F. Dunford Jr., USMC	Sept. 25, 2015	Sept. 30, 2019
Gen. Mark A. Milley, USA	Oct. 1, 2019	Sept. 30, 2023
Gen. Charles Q. Brown Jr., USAF	Oct. 1, 2023	Feb. 21, 2025
Adm. Christopher W. Grady, USN (acting)	Feb. 21, 2025	April 11, 2025
Gen. John D. Caine, USAF	April 11, 2025	

VICE CHAIRMAN OF THE JOINT CHIEFS OF STAFF		
Gen. Robert T. Herres, USAF	Feb. 6, 1987	Feb. 28, 1990
Adm. David E. Jeremiah, USN	March 1, 1990	Feb. 28, 1994
Adm. William A. Owens, USN	March 1, 1994	Feb. 27, 1996
Gen. Joseph W. Ralston, USAF	March 1, 1996	Feb. 29, 2000
Gen. Richard B. Myers, USAF	March 1, 2000	Oct. 1, 2001
Gen. Peter Pace, USMC	Oct. 1, 2001	Aug. 12, 2005
Adm. Edmund Giambastiani Jr., USN	Aug. 12, 2005	Aug. 3, 2007
Gen. James E. Cartwright, USMC	Aug. 4, 2007	Aug. 4, 2011
Adm. James A. Winnefeld Jr., USN	Aug. 4, 2011	July 31, 2015
Gen. Paul J. Selva, USAF	July 31, 2015	Nov. 21, 2019
Gen. John E. Hyten, USAF	Nov. 21, 2019	Nov. 19, 2021
Adm. Christopher W. Grady, USN	Dec. 20, 2021	Sept. 30, 2025
Gen. Christopher J. Mahoney, USMC	Oct. 1, 2025	

UNIFIED COMMAND, NATIONAL GUARD BUREAU, AND NORAD LEADERS

This section presents the leaders of DOD's Unified Commands, the National Guard Bureau, and NORAD under the current designation.

Leaders of historic DOD commands (and of active commands' previous designations) are listed online.



Jason Johnston

U.S. Air Force Gen. Dagvin R.M. Anderson (right), commanding general, U.S. Africa Command, addresses Royal Moroccan Armed Forces Soldiers during the African Lion 26 regional security training event at Cap Draa, Tan-Tan, Morocco, in May.

U.S. AFRICA COMMAND		
Gen. William E. Ward, USA	Oct. 1, 2008	March 9, 2011
Gen. Carter F. Ham, USA	March 9, 2011	April 5, 2013
Gen. David M. Rodriguez, USA	April 5, 2013	July 18, 2016
Gen. Thomas D. Waldhauser, USMC	July 18, 2016	July 26, 2019
Gen. Stephen J. Townsend, USA	July 26, 2019	Aug. 9, 2022
Gen. Michael Langley, USMC	Aug. 9, 2022	Aug. 15, 2025
Gen. Dagvin R.M. Anderson, USAF	Aug. 15, 2025	

U.S. CENTRAL COMMAND		
Gen. Robert C. Kingston, USA	Jan. 1, 1983	Nov. 27, 1985
Gen. George B. Crist, USMC	Nov. 27, 1985	Nov. 23, 1988
Gen. H. Norman Schwarzkopf, USA	Nov. 23, 1988	Aug. 9, 1991
Gen. Joseph P. Hoar, USMC	Aug. 9, 1991	Aug. 5, 1994
Gen. J. H. Binford Peay III, USA	Aug. 5, 1994	Aug. 13, 1997
Gen. Anthony C. Zinni, USMC	Aug. 13, 1997	July 6, 2000
Gen. Tommy R. Franks, USA	July 6, 2000	July 7, 2003
Gen. John P. Abizaid, USA	July 7, 2003	March 16, 2007
Adm. William J. Fallon, USN	March 16, 2007	March 31, 2008
Lt. Gen. Martin Dempsey, USA (acting)	March 31, 2008	Oct. 31, 2008
Gen. David H. Petraeus, USA	Oct. 31, 2008	June 30, 2010
Lt. Gen. John R. Allen, USMC (acting)	June 30, 2010	Aug. 11, 2010
Gen. James N. Mattis, USMC	Aug. 11, 2010	March 22, 2013
Gen. Lloyd J. Austin III, USA	March 22, 2013	March 30, 2016
Gen. Joseph L. Votel, USA	March 30, 2016	March 28, 2019
Gen. Kenneth F. McKenzie Jr., USMC	March 28, 2019	April 1, 2022
Gen. Michael E. Kurilla, USA	April 1, 2022	April 8, 2025
Adm. Brad Cooper, USN	April 8, 2025	

U.S. EUROPEAN COMMAND		
Gen. Matthew B. Ridgway, USA	Aug. 1, 1952	July 11, 1953
Gen. Alfred M. Gruenther, USA	July 11, 1953	Nov. 20, 1956
Gen. Lauris Norstad, USAF	Nov. 20, 1956	Nov. 1, 1962
Gen. Lyman L. Lemnitzer, USA	Nov. 1, 1962	May 5, 1969
Gen. Andrew J. Goodpaster, USA	May 5, 1969	Nov. 1, 1974
Gen. Alexander M. Haig Jr., USA	Nov. 1, 1974	June 27, 1979
Gen. Bernard W. Rogers, USA	June 27, 1979	June 25, 1987
Gen. John R. Galvin, USA	June 25, 1987	June 23, 1992
Gen. John M. Shalikashvili, USA	June 23, 1992	Oct. 21, 1993
Gen. George A. Joulwan, USA	Oct. 21, 1993	July 10, 1997
Gen. Wesley K. Clark, USA	July 10, 1997	May 2, 2000
Gen. Joseph W. Ralston, USAF	May 2, 2000	Jan. 16, 2003
Gen. James L. Jones, USMC	Jan. 16, 2003	Dec. 4, 2006
Gen. Bantz J. Craddock, USA	Dec. 4, 2006	June 30, 2009
Adm. James G. Stavridis, USN	June 30, 2009	May 10, 2013
Gen. Philip M. Breedlove, USAF	May 10, 2013	May 3, 2016
Gen. Curtis M. Scaparrotti, USA	May 3, 2016	May 3, 2019
Gen. Tod D. Wolters, USAF	May 3, 2019	July 1, 2022
Gen. Christopher G. Cavoli, USA	July 1, 2022	July 1, 2025
Gen. Alexus G. Grynkewich, USAF	July 1, 2025	

U.S. NORTHERN COMMAND		
Gen. Ralph E. Eberhart, USAF	Oct. 1, 2002	Nov. 5, 2004
Adm. Timothy J. Keating, USN	Nov. 5, 2004	March 23, 2007
Gen. Victor E. Renuart Jr., USAF	March 23, 2007	May 19, 2010
Adm. James A. Winnefeld Jr., USN	May 19, 2010	Aug. 4, 2011
Gen. Charles H. Jacoby Jr., USA	Aug. 4, 2011	Dec. 5, 2014
Adm. William E. Gortney, USN	Dec. 5, 2014	May 13, 2016
Gen. Lori J. Robinson, USAF	May 13, 2016	May 24, 2018
Gen. Terrence J. O'Shaughnessy	May 24, 2018	Aug. 20, 2020
Gen. Glen D. VanHerck, USAF	Aug. 20, 2020	Feb. 5, 2024
Gen. Gregory M. Guillot	Feb. 5, 2024	

U.S. INDO-PACIFIC COMMAND		
Adm. John H. Towers, USN	Jan. 1, 1947	Feb. 28, 1947
Adm. Louis E. Denfeld, USN	Feb. 28, 1947	Dec. 3, 1947
Adm. Dewitt C. Ramsey, USN	Dec. 3, 1947	April 30, 1949
Adm. Arthur W. Radford, USN	April 30, 1949	July 10, 1953
Adm. Felix B. Stump, USN	July 10, 1953	July 31, 1958
Adm. Harry D. Felt, USN	July 31, 1958	June 30, 1964
Adm. U. S. Grant Sharp, USN	June 30, 1964	July 31, 1968
Adm. John S. McCain Jr., USN	July 31, 1968	Sept. 1, 1972
Adm. Noel A. M. Gayler, USN	Sept. 1, 1972	Aug. 30, 1976
Adm. Maurice E. Weisner, USN	Aug. 30, 1976	Oct. 31, 1979
Adm. Robert L. J. Long, USN	Oct. 31, 1979	July 1, 1983
Adm. William J. Crowe Jr., USN	July 1, 1983	Sept. 18, 1985
Adm. Ronald J. Hays Jr., USN	Sept. 18, 1985	Sept. 30, 1988
Adm. Huntington Hardisty, USN	Sept. 30, 1988	March 1, 1991

UNIFIED COMMAND, NATIONAL GUARD BUREAU, AND NORAD LEADERS (continued)

Adm. Charles R. Larson, USN	March 1, 1991	July 11, 1994
Lt. Gen. Harold Fields, USA (acting)	July 11, 1994	July 19, 1994
Adm. Richard C. Macke, USN	July 19, 1994	Jan. 31, 1996
Adm. Joseph W. Prueher, USN	Jan. 31, 1996	Feb. 20, 1999
Adm. Dennis C. Blair, USN	Feb. 20, 1999	May 2, 2002
Adm. Thomas B. Fargo, USN	May 2, 2002	Feb. 26, 2005
Adm. William J. Fallon, USN	Feb. 26, 2005	March 12, 2007
Lt. Gen. Daniel Leaf, USAF (acting)	March 12, 2007	March 26, 2007
Adm. Timothy J. Keating, USN	March 26, 2007	Oct. 19, 2009
Adm. Robert F. Willard, USN	Oct. 19, 2009	March 9, 2012
Adm. Samuel J. Locklear III, USN	March 9, 2012	May 27, 2015
Adm. Harry B. Harris Jr., USN	May 27, 2015	May 31, 2018
Adm. Philip S. Davidson, USN	May 31, 2018	April 30, 2021
Adm. John C. Aquilino, USN	April 30, 2021	May 3, 2024
Adm. Samuel Paparo, USN	May 3, 2024	

U.S. SOUTHERN COMMAND

Gen. Andrew P. O'Meara, USA	June 6, 1963	Feb. 22, 1965
Gen. Robert W. Porter Jr., USA	Feb. 22, 1965	Feb. 18, 1969
Gen. George R. Mather, USA	Feb. 18, 1969	Sept. 20, 1971
Gen. George V. Underwood, USA	Sept. 20, 1971	Jan. 17, 1973
Gen. William B. Rosson, USA	Jan. 17, 1973	Aug. 1, 1975
Lt. Gen. Dennis P. McAuliffe, USA	Aug. 1, 1975	Oct. 1, 1979
Lt. Gen. Wallace H. Nutting, USA	Oct. 1, 1979	May 24, 1983
Gen. Paul F. Gorman, USA	May 24, 1983	March 1, 1985
Gen. John R. Galvin, USA	March 1, 1985	June 6, 1987
Gen. Fred F. Woerner, USA	June 6, 1987	Oct. 1, 1989
Gen. Maxwell R. Thurman, USA	Oct. 1, 1989	Nov. 21, 1990
Gen. George A. Joulwan, USA	Nov. 21, 1990	October 1993
Maj. Gen. W. Worthington, USAF (acting)	October 1993	Feb. 17, 1994
Gen. Barry R. McCaffrey, USA	Feb. 17, 1994	March 1, 1996
RAdm. James Perkins, USN (acting)	March 1, 1996	June 26, 1996
Gen. Wesley K. Clark, USA	June 26, 1996	July 13, 1997
RAdm. Walter F. Doran, USN (acting)	July 13, 1997	Sept. 25, 1997
Gen. Charles E. Wilhelm, USMC	Sept. 25, 1997	Sept. 8, 2000
Gen. Peter Pace, USMC	Sept. 8, 2000	Sept. 30, 2001
Maj. Gen. G. D. Speer, USA (acting)	Sept. 30, 2001	Aug. 18, 2002
Gen. James T. Hill, USA	Aug. 18, 2002	Nov. 9, 2004
Gen. Bantz J. Craddock, USA	Nov. 9, 2004	Oct. 19, 2006
Adm. James G. Stavridis, USN	Oct. 19, 2006	June 25, 2009
Gen. Douglas M. Fraser, USAF	June 25, 2009	Nov. 19, 2012
Gen. John F. Kelly, USMC	Nov. 19, 2012	Jan 14, 2016
Adm. Kurt W. Tidd, USN	Jan. 14, 2016	Nov. 26, 2018
Adm. Craig S. Faller, USN	Nov. 26, 2018	Oct. 29, 2021
Gen. Laura J. Richardson, USA	Oct. 29, 2021	Nov. 7, 2024
Adm. Alvin Holsey, USN	Nov. 7, 2024	Dec. 12, 2025
Lt. Gen. Evan L. Pettus, USAF (acting)	Dec. 12, 2025	Feb. 5, 2026
Gen. Francis L. Donovan, USMC	Feb. 5, 2026	

Formerly U.S. Caribbean Command Nov. 1, 1947. Redesignated June 6, 1963. For historical leaders, see U.S. Caribbean Command in Historic Unified Command Leaders section.

U.S. SPECIAL OPERATIONS COMMAND

Gen. James J. Lindsay, USA	April 16, 1987	June 27, 1990
Gen. Carl W. Stiner, USA	June 27, 1990	May 20, 1993
Gen. Wayne A. Downing, USA	May 20, 1993	Feb. 29, 1996
Gen. Henry H. Shelton, USA	Feb. 29, 1996	Sept. 25, 1997
Gen. Peter J. Schoomaker, USA	Nov. 5, 1997	Oct. 27, 2000
Gen. Charles R. Holland, USAF	Oct. 27, 2000	Sept. 2, 2003
Gen. Bryan D. Brown, USA	Sept. 2, 2003	July 9, 2007
Adm. Eric T. Olson, USN	July 9, 2007	Aug. 15, 2011
Adm. William H. McRaven, USN	Aug. 15, 2011	Aug. 28, 2014
Gen. Joseph L. Votel, USA	Aug. 28, 2014	March 30, 2016
Gen. Raymond A. Thomas, USA	March 30, 2016	March 29, 2019
Gen. Richard D. Clarke, USA	March 29, 2019	Aug. 30, 2022
Gen. Bryan P. Fenton, USA	Aug. 30, 2022	Oct. 3, 2025
Adm. Frank M. Bradley, USN	Oct. 3, 2025	



Senior Airman De'Quan Simmons

U.S. Air Force Gen. Randall Reed, U.S. Transportation Command commander, delivers remarks at the Joint Operations and Mission Planning Center on Scott Air Force Base, Ariz., in May. The JOMPC enhances ability to coordinate missions from a single location.

U.S. STRATEGIC COMMAND

Gen. George L. Butler, USAF	June 1, 1992	Feb. 13, 1994
Adm. Henry G. Chiles Jr., USN	Feb. 14, 1994	Feb. 21, 1996
Gen. Eugene E. Habiger, USAF	Feb. 22, 1996	June 25, 1998
Adm. Richard W. Mies, USN	June 26, 1998	Nov. 30, 2001
Adm. James O. Ellis Jr., USN	Nov. 30, 2001	July 9, 2004
Gen. James E. Cartwright, USMC	July 9, 2004	Aug. 10, 2007
Lt. Gen. Robert Kehler, USAF (acting)	Aug. 10, 2007	Oct. 3, 2007
Gen. Kevin P. Chilton, USAF	Oct. 3, 2007	Jan. 28, 2011
Gen. Robert Kehler, USAF	Jan. 28, 2011	Nov. 15, 2013
Adm. Cecil D. Haney, USN	Nov. 15, 2013	Nov. 3, 2016
Gen. John E. Hyten, USAF	Nov. 3, 2016	No.v 18, 2019
Adm Charles A. Richard, USN	Nov. 18, 2019	Dec. 9, 2022
Gen. Anthony J. Cotton, USAF	Dec. 9, 2022	Dec. 5, 2025
Adm. Richard A. Correll, USN	Dec. 5, 2025	

The functions of U.S. Space Command were merged into U.S. Strategic Command Oct. 1, 2002.

U.S. TRANSPORTATION COMMAND

Gen. Duane H. Cassidy, USAF	July 1, 1987	Sept. 21, 1989
Gen. H. T. Johnson, USAF	Sept. 22, 1989	Aug. 24, 1992
Gen. Ronald R. Fogleman, USAF	Aug. 25, 1992	Oct. 17, 1994
Gen. Robert L. Rutherford, USAF	Oct. 18, 1994	July 14, 1996
Gen. Walter Kross, USAF	July 15, 1996	Aug. 2, 1998
Gen. Charles T. Robertson Jr., USAF	Aug. 3, 1998	Nov. 5, 2001
Gen. John W. Handy, USAF	Nov. 5, 2001	Sept. 7, 2005
Gen. Norton A. Schwartz, USAF	Sept. 7, 2005	Aug. 11, 2008
VAdm. Ann E. Rondeau, USN (acting)	Aug. 12, 2008	Sept. 4, 2008
Gen. Duncan J. McNabb, USAF	Sept. 5, 2008	Oct. 14, 2011
Gen. William M. Fraser III, USAF	Oct. 14, 2011	May 5, 2014
Gen. Paul J. Selva, USAF	May 5, 2014	July 31, 2015
VAdm. William Brown, USN (acting)	July 31, 2015	Aug. 26, 2015
Gen. Darren W. McDew, USAF	Aug. 26, 2015	Aug. 24, 2018
Gen. Stephen R. Lyons, USA	Aug. 24, 2018	Oct. 15, 2021
Gen. Jaqueline D. Van Ovost	Oct. 15, 2021	Oct. 4, 2024
Gen. Randall Reed, USAF	Oct. 4, 2024	



Master Sgt. Jessica Wilson

U.S. Air Force Gen. Steven Nordhaus (second from left), chief of the National Guard Bureau, visits with foreign military leaders at Ebbing Air National Guard Base, Ark., in April 2026.

UNIFIED COMMAND, NATIONAL GUARD BUREAU, AND NORAD LEADERS (continued)

NATIONAL GUARD BUREAU

Maj. Gen. Butler B. Miltonberger, USA	Feb. 1, 1946	Sept. 29, 1947
Maj. Gen. Kenneth F. Cramer, USA	Sept. 30, 1947	Sept. 4, 1950
Maj. Gen. Raymond H. Fleming, USA*	Sept. 5, 1950	Feb. 15, 1953
Maj. Gen. Earl T. Ricks, USAF (acting)	Feb. 16, 1953	June 21, 1953
Maj. Gen. Edgar C. Erickson, USA	June 22, 1953	May 31, 1959
Maj. Gen. Winston P. Wilson, USAF (acting)	June 1, 1959	July 19, 1959
Maj. Gen. Donald W. McGowan, USA	July 20, 1959	Aug. 30, 1963
Maj. Gen. Winston P. Wilson, USAF	Aug. 31, 1963	Aug. 31, 1971
Maj. Gen. Francis S. Greenlief, USA	Sept. 1, 1971	June 23, 1974
Lt. Gen. La Vern E. Weber, USA	Aug. 16, 1974	Aug. 15, 1982
Lt. Gen. Emmett H. Walker Jr., USA	Aug. 16, 1982	Aug. 15, 1986
Lt. Gen. Herbert R. Temple Jr., USA	Aug. 16, 1986	Jan. 31, 1990
Lt. Gen. John B. Conaway, USAF	Feb. 1, 1990	Dec. 1, 1993
Maj. Gen. Raymond Rees, USA (acting)	Jan. 1, 1994	July 31, 1994
Lt. Gen. Edward D. Baca, USA	Oct. 1, 1994	July 31, 1998
Lt. Gen. Russell C. Davis, USAF	Aug. 4, 1998	Aug. 3, 2002
Maj. Gen. Raymond Rees, USA (acting)	Aug. 4, 2002	April 10, 2003
Lt. Gen. H. Steven Blum, USA	April 11, 2003	Nov. 16, 2008
Gen. Craig R. McKinley, USAF	Nov. 17, 2008	Sept. 7, 2012
Gen. Frank J. Grass, USA	Sept. 7, 2012	Aug. 3, 2016
Gen. Joseph L. Lengyel, USAF	Aug. 3, 2016	Aug. 3, 2020
Gen. Daniel R. Hokanson, USA	Aug. 3, 2020	Aug. 2, 2024
Gen. Steven S. Nordhaus, USAF	Oct. 15, 2024	

*Fleming served as acting Chief until Aug. 14, 1951.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND

Gen. Earle E. Partridge, USAF	Sept. 12, 1957	July 30, 1959
Gen. Laurence S. Kuter, USAF	Aug. 1, 1959	July 30, 1962
Gen. John K. Gerhart, USAF	Aug. 1, 1962	March 30, 1965
Gen. Dean C. Strother, USAF	April 1, 1965	July 29, 1966
Gen. Raymond J. Reeves, USAF	Aug. 1, 1966	July 31, 1969
Gen. Seth J. McKee, USAF	Aug. 1, 1969	Sept. 30, 1973
Gen. Lucius D. Clay Jr., USAF	Oct. 1, 1973	Aug. 29, 1975
Gen. Daniel James Jr., USAF	Sept. 1, 1975	Dec. 5, 1977
Gen. James E. Hill, USAF	Dec. 6, 1977	Dec. 31, 1979
Gen. James V. Hartinger, USAF	Jan. 1, 1980	July 30, 1984
Gen. Robert T. Herres, USAF	July 30, 1984	Feb. 5, 1987
Gen. John L. Piotrowski, USAF	Feb. 6, 1987	March 30, 1990
Gen. Donald J. Kutyna, USAF	April 1, 1990	June 30, 1992
Gen. Charles A. Horner, USAF	June 30, 1992	Sept. 12, 1994
Gen. Joseph W. Ashy, USAF	Sept. 13, 1994	Aug. 26, 1996
Gen. Howell M. Estes III, USAF	Aug. 27, 1996	Aug. 13, 1998
Gen. Richard B. Myers, USAF	Aug. 14, 1998	Feb. 22, 2000
Gen. Ralph E. Eberhart, USAF	Feb. 22, 2000	Nov. 5, 2004
Adm. Timothy J. Keating, USN	Nov. 5, 2004	March 23, 2007
Gen. Victor E. Renuart Jr., USAF	March 23, 2007	May 19, 2010
Adm. James A. Winnefeld Jr., USN	May 19, 2010	Aug. 4, 2011
Gen. Charles H. Jacoby Jr., USA	Aug. 4, 2011	Dec. 5, 2014
Adm. William E. Gortney, USN	Dec. 5, 2014	May 13, 2016
Gen. Lori J. Robinson, USAF	May 13, 2016	May 24, 2018
Gen. Terrance J. O'Shaughnessy, USAF	May 24, 2018	Aug. 20, 2020
Gen. Glen D. VanHerck, USAF	Aug. 20, 2020	Feb. 5, 2024
Gen. Gregory Guillot, USAF	Feb. 5, 2024	

U.S. SPACE FORCE

MISSION: Secure our Nation's Interests In, From, and To Space.


USSF

Gen. B. Chance Saltzman, Chief of Space Operations**

Headquarters: Pentagon, Va.
Date of current designation: Dec. 20, 2019

Chief of Space Operations:
Gen. B. Chance Saltzman

Vice Chief of Space Operations:
Gen. Shawn N. Bratton

Chief Master Sergeant of the Space Force:
CMSSF John F. Bentivegna


USSF

Gen. Shawn N. Bratton, Vice Chief of Space Operations


USSF

CMSSF John F. Bentivegna, Chief Master Sergeant of the Space Force

Space Staff

- **Deputy Chief of Space Operations for Strategy, Plans, Programs, and Requirements** — Lt. Gen. David N. Miller Jr. ★★★
- **Deputy Chief of Space Operations for Operations** — Lt. Gen. Douglas A. Schiess** ★★★
- **Assistant Chief of Space Operations for Future Concepts & Partnerships** — Air Marshal Paul Godfrey ★★★
- **Deputy Chief of Space Operations for Intelligence** — Maj. Gen. Brian D. Sidari ★★
- **Deputy Chief of Space Operations for Personnel** — Katharine Kelley CIV
- **Deputy Chief of Space Operations forCyber and Data** — Charleen D. Laughlin CIV
- **Director of Staff** — Brig. Gen. Shariful M. Khan (acting) ★

**Lt. Gen. Douglas A. Schiess received the nomination May 1, 2026, to succeed Saltzman as CSO.

FIELD COMMANDS

- **Combat Forces Command (CFC)** ★★★ p. 91
- **Space Systems Command (SSC)** ★★★ p. 92
- **Space Training & Readiness Command (STARCOM)** ★★ p. 93

COMPONENT FIELD COMMANDS

- **Space Forces Space (SPACEFOR-SPACE) (S4S)*** ★★★
- **Space Forces Central (SPACEFOR-CENT)** ★★
- **Space Forces Indo-Pacific (SPACEFOR-INDOPAC)** ★★
- **Space Forces in Europe and Africa (SPACEFOR-EURAF)** ★★
- **Space Forces Northern (SPACEFOR-NORTH)** ★★
- **Space Forces Southern (SPACEFOR-SOUTH)**

DIRECT REPORTING UNITS

Space Development Agency

Headquarters: Pentagon
Date of Current Designation: Nov. 12, 2019
Reports to: Chief of Space Operations except for matters of space acquisition and integration, for which it reports to the Assistant Secretary of the Air Force for Space Acquisition and Integration.
Mission: Create and sustain military space capabilities that provide low-latency surveillance.
Personnel: ~300
Website: www.sda.mil

Space Rapid Capabilities Office

Headquarters: Kirtland AFB, N.M.
Date of Current Designation: Dec. 11, 2018
Reports to: Chief of Space Operations
Mission: Develop and expedite delivery and deployment of space capabilities and respond to U.S. Space Command requirements.
Personnel: About 200
Website: www.kirtland.af.mil/Units/Space-Rapid-Capabilities-Office/

FIELD OPERATING AGENCY

National Space Intelligence Center

Headquarters: Wright-Patterson AFB, Ohio
Date of Current Designation: June 28, 2024 (formerly Space Delta 18)
Reports to: Chief of Space Operations
Mission: Deliver intelligence and technical expertise to leaders, joint force warfighters, and acquisition professionals to ensure freedom of access and maneuver in and throughout the space domain.
Personnel: ~500
Website: www.spaceforce.mil/About-Us/Fact-Sheets/Fact-Sheet-Display/Article/3820323/national-space-intelligence-center/

*Space Delta 5, Vandenberg SFB, Calif., Combined Space Operations Center
*Space Delta 15, Schriever SFB, Colo., National Space Defense Center

CFC

COMBAT FORCES COMMAND*

Peterson SFB, Colo.
EST. Oct. 21, 2020

As of Nov. 3, 2025, Space Operations Command (SpOC) was redesignated as Combat Forces Command (CFC).*

MISSION Protect America and our allies in, from, and to space now and into the future. Generates and presents combat-ready intelligence, cyber, space and combat support forces.

COMMAND STRUCTURE


USSF

Commander
Lt. Gen. Gregory J. Gagnon

- **Space Base Delta 1** Peterson SFB, Colo.
- **Space Base Delta 2** Buckley SFB, Colo.
- **Mission Delta 2** Peterson SFB, Colo.
- **Mission Delta 3** Peterson SFB, Colo.
- **Mission Delta 4** Buckley SFB, Colo.
- **Space Delta 6** Schriever SFB, Colo.
- **Space Delta 7** Peterson SFB, Colo.
- **Space Delta 8** Schriever SFB, Colo.
- **Mission Delta 9** Schriever SFB, Colo.
- **Mission Delta 31** Peterson SFB, Colo.

Headquarters: Peterson SFB, Colo.
Date of activation: Oct. 21, 2020
Commander: Lt. Gen. Gregory J. Gagnon
***Personnel:** Active-duty USSF: XX*; Active-duty USAF: 4; Civilians: 1,433

*The Air Force Personnel Center did not provide the information by press time.

Space Base Delta 1
Peterson SFB, Colo.
Mission Support

Space Base Delta 2
Buckley SFB, Colo.
Mission Support

Space Base Delta 41
Ka'ena Point SFS, Hawaii
Mission Support

Mission Delta 2
Peterson SFB, Colo.
Space Domain Awareness

Mission Delta 3
Peterson SFB, Colo.
Electromagnetic Warfare

Mission Delta 4
Buckley SFB, Colo.
Missile Warning

Space Delta 6
Schriever SFB, Colo.
Cyberspace Warfare

Space Delta 7
Peterson SFB, Colo.
Intelligence, Surveillance, and Reconnaissance

Mission Delta 8
Schriever SFB, Colo.
SATCOM

Mission Delta 9
Schriever SFB, Colo.
Orbital Warfare

Mission Delta 31
Peterson SFB, Colo.
Navigational Warfare and Satellite Control


Staff Sgt. Natalie Rubenak

Guardians and Airmen assigned to United States Space Force Combat Forces Command march during a pass-in-review for the command's redesignation ceremony at Peterson Space Force Base, Colo., in November 2025.

SSC

SPACE SYSTEMS COMMAND

Los Angeles AFB, Calif.
EST. Aug. 13, 2021

MISSION Develop, acquire, equip and sustain lethal and resilient space capabilities against growing threats in a dynamic global environment.

COMMAND STRUCTURE



USSF

Commander
Lt. Gen. Philip A. Garrant

- **Space Launch Delta 45** Patrick SFB, Fla.
- **Space Launch Delta 30** Vandenberg SFB, Calif.
- **Space Base Delta 3** Los Angeles AFB, Calif.

Headquarters: Los Angeles AFB, Calif.
Date of activation: Aug. 13, 2021
Commander: Lt. Gen. Philip A. Garrant
Personnel: Active-duty USSF: 830; Active-duty USAF: 6; Civilians: 2,841

Space Launch Delta 45
Patrick SFB, Fla.
Space Launch, Launch Range Operations

Space Launch Delta 30
Vandenberg SFB, Calif.
Space Launch, ICBM Test, Launch Range Operations

Space Base Delta 3
Los Angeles AFB, Calif.
Mission Support

System Delta 80
Cape Canaveral SFS, Fla.
Space Access (Space Launch Delta 30, Space Launch

System Delta 81
Peterson SFB, Colo.
Operational Test and Training Infrastructure

System Delta 810
Los Angeles AFB, Calif.
Space-Based Sensing and Targeting

System Delta 84
Los Angeles AFB, Calif.
Space-Based Missile Warning and Tracking

System Delta 88
Los Angeles AFB, Calif.
SATCOM

System Delta 831
Los Angeles AFB, Calif.
Navigation Warfare and PNT

System Delta 89
Los Angeles AFB, Calif.
Space Combat Power

System Delta 85
Peterson SFB, Colo.
Battle Management, Command, Control, Communication and Space Intelligence

Space Systems Command (System Delta 80) and Combat Forces Command (Mission Delta 31) successfully launched the National Security Space Launch (GPS) III-8 mission with the final GPS III satellite, Space Vehicle 10 (SV-10), into medium-Earth orbit from Space Launch Complex (SLC)-40 at Cape Canaveral Space Force Station, Fla., in April.



SpaceX

STARCOM

SPACE TRAINING & READINESS COMMAND

Patrick SFB, Fla.
EST. Aug. 23, 2021

MISSION Forge the world's greatest combat-credible Space Force.

COMMAND STRUCTURE



USSF

Commander
Maj. Gen. James E. Smith

- **Space Delta 1** Vandenberg SFB, Calif.
- **Space Delta 10** Patrick Space Force Base, Fla.
- **Space Delta 11** Schriever SFB, Colo.
- **Space Delta 12** Schriever SFB, Colo.
- **Space Delta 13** Maxwell AFB, Ala.

Headquarters: Patrick SFB, Fla.
Date of activation: Aug. 23, 2021 (@Petersom SFB, Colo.)
Commander: Maj. Gen. James E. Smith
Personnel: Active-duty USSF: 1,485; Active-duty USAF: 32; Civilians: 264

Space Delta 1
Vandenberg SFB, Calif.
Training

Space Delta 10
Patrick SFB, Fla.
Doctrine, Wargaming, and Lessons Learned

Space Delta 11
Schriever SFB, Colo.
Range and Aggressor

Space Delta 12
Schriever SFB, Colo.
Test and Evaluation

Space Delta 13
Maxwell AFB, Ala.
Education



Abbey Toronjo, Texas A&M University

STARCOM oversees Space Delta 13, which leads the Space Force's Joint Professional Military Education efforts to develop warfighting-focused leaders. The inaugural Captain's Leadership Course at Texas A&M University graduated its first class in February.

U.S. SPACE FORCE DEMOGRAPHICS

(As of Sept. 30, 2025, except where noted with *)

Sources: Ranks O-1 through O-6 provided by the Department of the Air Force. O-7 to O-10 and "All Officers" data is as of Sept. 30, 2024, from the 2024 Demographics Profile of the Military Community. ˣAll data for 0-7 to 0-10 was not provided. **Advanced degree

ENLISTED RANKS	E-1	%	E-2	%	E-3	%	E-4	%	E-5	%	E-6	%	E-7	%	E-8	%	E-9	%	Enlisted Total	%	Active Duty Total*	%
TOTAL	174		243		1,219		748		1,057		1,041		665		147		63		5,357		N/A	
SEX																						
Female	41	23.6	43	17.7	196	16.1	178	23.8	180	17.0	158	15.2	117	17.6	26	17.7	16	25.4	955	17.8	n/a	
Male	133	76.4	200	82.3	1,023	83.9	570	76.2	877	83.0	883	84.8	548	82.4	121	82.3	47	74.6	4,402	82.2		
ETHNICITY	174				1219		748		1057		1041		665		147							
Declined to Respond	0	0.0	0	0.0	2	0.2	5	0.7	18	1.7	25	2.4	25	3.8	7	4.8	6	9.5	88	1.6	n/a	
Hispanic or Latino	34	19.5	59	24.3	258	21.2	190	25.4	215	20.3	195	18.7	111	16.7	20	13.6	9	14.3	1,091	20.4		
Not Hispanic or Latino	140	80.5	184	75.7	959	78.7	553	73.9	824	78.0	821	78.9	529	79.5	120	81.6	48	76.2	4,178	78.0		
RACE	174		243		1219		748		1057		1041		665		147							
American Indian or Alaska Native	0	0.0	2	0.8	18	1.5	9	1.2	12	1.1	5	0.5	1	0.2	2	1.4	0	0.0	49	0.9	n/a	
Asian	9	5.2	12	4.9	79	6.5	65	8.7	59	5.6	54	5.2	22	3.3	3	2.0	5	7.9	308	5.7		
Black or African American	32	18.4	40	16.5	182	14.9	76	10.2	119	11.3	93	8.9	66	9.9	15	10.2	5	7.9	628	11.7		
Declined to Respond	0	0.0	0	0.0	4	0.3	3	0.4	14	1.3	41	3.9	27	4.1	10	6.8	5	7.9	104	1.9		
Identified More Than One Race	19	10.9	24	9.9	141	11.6	80	10.7	70	6.6	67	6.4	37	5.6	16	10.9	0	0.0	454	8.5		
Native Hawaiian or Other Pacific Islander	1	0.6	0	0.0	11	0.9	11	1.5	11	1.0	9	0.9	9	1.4	4	2.7	1	1.6	57	1.1		
White	113	64.9	165	67.9	784	64.3	504	67.4	772	73.0	772	74.2	503	75.6	97	66.0	47	74.6	3,757	70.1		
HIGHEST EDUCATIONAL ACHIEVEMENT	174		243		1219		748		1057		1041		665		147							
No High School Diploma or GED	0	0.0	1	0.4	2	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	0.1	n/a	
High School Diploma/GED	162	93.1	187	77.0	632	51.8	237	31.7	129	12.2	144	6.0	30	4.5	6	4.1	2	3.2	1,529	28.5		
Some College	8	4.6	52	21.4	237	19.4	303	40.5	568	53.7	268	25.7	69	10.4	1	0.7	0	0.0	1,506	28.1		
Associate Degree	0	0.0	0	0.0	21	1.7	49	6.6	173	16.4	318	30.5	257	38.6	35	23.8	8	12.7	861	16.1		
Bachelor's Degree	0	0.0	0	0.0	55	4.5	98	13.1	157	14.9	249	23.9	210	31.6	64	43.5	22	34.9	855	16.0		
Master's Degree	0	0.0	0	0.0	4	0.3	7	0.9	19	1.8	62	6.0	99	14.9	38	25.9	31	49.2	260	4.9		
Ph.D. or Professional Degree	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3	2.0	0	0.0	3	0.1		
Unknown, None, or Not Applicable	4	2.3	3	1.2	268	22.0	54	7.2	11	1.0	0	0.0	0	0.0	0	0.0	0	0.0	340	6.3		
	174		243		1219		748		1057		1041		665		147		63					

OFFICER RANKS	0-1	%	0-2	%	0-3	%	0-4	%	0-5	%	0-6	%	0-7 TO 0-10*	%	ALL OFFICERS*	%
TOTAL	518		566		1,288		1,151		783		252		28		4,574	
SEX																
Female	119	23.0	155	27.4	277	21.5	209	18.2	128	16.3	41	16.3	2	7.1	934	20.4
Male	399	77.0	411	72.6	1,011	78.5	942	81.8	655	83.7	211	83.7	26	92.9	3,640	79.6
ETHNICITY	518		566		1288		1151		783		252					
Declined to Respond	137	26.4	152	26.9	278	21.6	134	11.6	192	24.5	16	6.3	x			
Hispanic or Latino	69	13.3	65	11.5	149	11.6	115	10.0	65	8.3	12	4.8	x			
Not Hispanic or Latino	312	60.2	349	61.7	861	66.8	902	78.4	526	67.2	224	88.9	x			
RACE	518		566		1288		1151		783		252					
American Indian or Alaska Native	2	0.4	0	0.0	7	0.5	7	0.6	5	0.6	1	0.4	x		20	0.4
Asian	49	9.5	61	10.8	123	9.5	106	9.2	60	7.7	12	4.8	x		406	8.9
Black or African American	42	8.1	44	7.8	92	7.1	70	6.1	43	5.5	19	7.5	x		297	6.5
Declined to Respond	21	4.1	26	4.6	72	5.6	62	5.4	61	7.8	11	4.4	x		265	5.8
Identified More Than One Race	40	7.7	31	5.5	85	6.6	51	4.4	29	3.7	11	4.4	x		236	5.2
Native Hawaiian or Other Pacific Islander	4	0.8	2	0.4	9	0.7	11	1.0	3	0.4	0	0.0	x		28	0.6
White	360	69.5	402	71.0	900	69.9	844	73.3	582	74.3	198	78.6	x		3,322	72.6
HIGHEST EDUCATIONAL ACHIEVEMENT	518		566		1288		1151		783		252					
Bachelor's Degree	351	67.8	428	75.6	697	54.1	213	18.5	14	1.8	2	0.8	x		1,747	38.2
Master's Degree	46	8.9	93	16.4	557	43.2	892	77.5	713	91.1	220	87.3	x			
Ph.D. or Professional Degree	2	0.4	3	0.5	10	0.8	41	3.6	48	6.1	29	11.5	x		2,635**	57.6
Unknown or Other	119	23.0	42	7.4	24	1.9	5	0.4	8	1.0	1	0.4	x		192	4.2
	518		566		1288		1151		783		252					



USSF PERSONNEL

Active Duty as of Sept. 30, 2025: 9,415

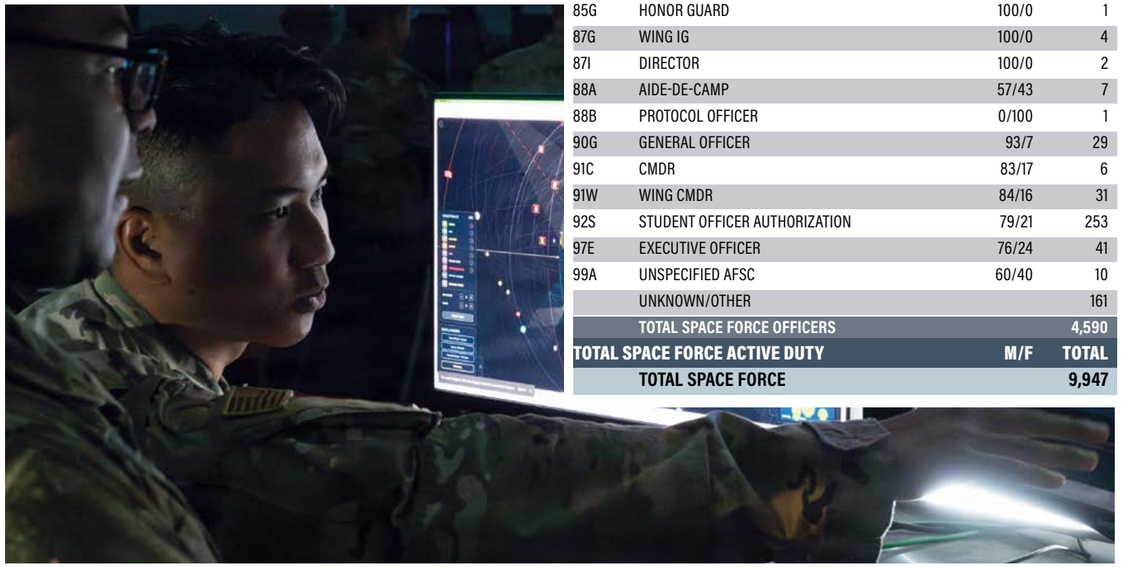
SPACE FORCE PERSONNEL BY SFSC

(As of Sept. 30, 2025)

ENLISTED		M/F%	TOTAL
1D7	DEFENSIVE CYBER OPS	100/0	1
1N0	ALL SOURCE INTEL ANALYST	75/25	4
1N1	IMAGERY ANALYSIS	100/0	1
1N8	TARGETING ANALYST	100/0	1
2A6	AIRCRAFT SYS	100/0	1
3E9	EMERGENCY MGMT	100/0	1
5C0	CYPER OPS (USSF)	87/13	1,704
5I0	ISR SUPT	72/28	655
5I2	SIGNALS INTEL ANALYST (USSF)	77/23	517
5S0	SPACE SYS OPS (USSF)	86/14	1,947
5Z7	SPACE OPS SR ENL LEADER	33/66	3
5Z8	SPACE OPS SUPT	82/18	147
5Z9	SPACE OPS	75/25	61
8F0	FIRST SERGEANT	66/33	3
8G0	PREMIER HONOR GUARD	55/45	11
8G0	PREMIER HONOR GUARD (SPACE FORCE)	92/8	12
8T0	PME INSTRUCTOR	100/0	1
9A2	ENL AIRMAN AWAITING DISCHARGE, SEPARATION, OR RET FOR REASONS WITHIN CTRL	100/0	1
9E0	COMMAND CHIEF MASTER SERGEANT	0/100	1
9S0	CHIEF MASTER SERGEANT OF THE SPACE FORCE	100/0	1
9S1	SCIENTIFIC APPLICATIONS SPC	100/0	1
9T0	BASIC ENL AMN	78/22	234
9T1	OFFICER TRAINEE	100/0	2
9T2	PRECADET ASSIGNEE	83/17	23
	UNKNOWN/OTHER		24
	TOTAL SPACE FORCE ENLISTED		**5,357**

OFFICERS		M/F	TOTAL
10C	OPS CMDR		7
13A	ASTRONAUT	100/0	0
13S	SPACE OPS	78/22	1,799
14N	INTELLIGENCE	61/39	243
15A	OPS ANALYSIS OFFICER	100/0	1
16G	AF OPS STAFF OFFICER	84/16	25
16P	POLITICAL-MILITARY AFFAIRS STRATEGIST	60/40	5
16R	PLANNING AND PROGRAMMING	100/0	11
17D	WARFIGHTER COMMS OPS	79/21	39
17S	CYBERSPACE EFFECTS OPS	87/13	196
17Y	CYBER EFFECTS AND WARFARE OPS	100/0	1
30C	SUPPORT CMDR	100/0	3
38F	FORCE SUPPORT OFFICER	100/0	1
41A	HEALTH CARE ADMIN	0/100	1
60C	SR MATERIEL LEADER-UPPER ECHELON	86/14	7
62E	DEVELOPMENT ENG	85/15	623
62S	MATERIEL LEADER	66/33	3
63A	ACQUISITION MGR	83/17	895
63G	SR MATERIEL LEADER-LOWER ECHELON	91/9	34
63S	MATERIEL LEADER	87/13	78
80C	CMDR, CADET SQUADRON, USAF ACADEMY	25/75	4
81C	INSTRUCTOR	0/100	1
81D	ROTC DETACHENT COMMANDER AND PROFESSOR OF AEROSPACE STUDIES	100/0	5
81J	EDUCATION AND TRAINING LEADER	100/0	1
81T	INSTRUCTOR	100/0	49
82A	ACADEMIC PROGRAM MGR	66/33	3
83R	RECRUITING SVC	100/0	9
85G	HONOR GUARD	100/0	1
87G	WING IG	100/0	4
87I	DIRECTOR	100/0	2
88A	AIDE-DE-CAMP	57/43	7
88B	PROTOCOL OFFICER	0/100	1
90G	GENERAL OFFICER	93/7	29
91C	CMDR	83/17	6
91W	WING CMDR	84/16	31
92S	STUDENT OFFICER AUTHORIZATION	79/21	253
97E	EXECUTIVE OFFICER	76/24	41
99A	UNSPECIFIED AFSC	60/40	10
	UNKNOWN/OTHER		161
	TOTAL SPACE FORCE OFFICERS		**4,590**
TOTAL SPACE FORCE ACTIVE DUTY		**M/F**	**TOTAL**
	TOTAL SPACE FORCE		**9,947**

Source: Data provided by the Department of the Air Force.



David Dozoretz/USSF

A U.S. Space Force Guardian assigned to Combat Delta 1-5 monitors a space effects command and control display at the Combined Space Operations Center (CSpOC), Vandenberg Space Force Base, Calif., in May. Members of Combat Delta 1-5 and the CSpOC maintain continuous watch to synchronize and deliver critical space-enabled effects to the Joint Force.

MAJOR USSF PROGRAMS (RDT&E)

($ in millions)

	2025	2026	2027	2028	2029	2030	2031
COUNTERSPACE SYSTEMS	33.776	30.82	43.702	35.082	35.684	36.438	37.167
NEXT-GEN OPIR	190.951	189.621	209.851	221.162	223.36	228.306	232.871
NEXT-GEN OPIR, GROUND	500.395	348.33	651.125	490.735	375.639	225.723	89.981
NEXT-GEN OPIR, POLAR	769.478	436.521	-	-	-	-	-
WEATHER SYSTEM FOLLOW-ON	47.488	37.925	34.756	25.116	-	-	-
PROTECTED TACTICAL SERVICE	390.585	428.697	449.434	450.808	326.372	391.236	389.432
PROTECTED TACTICAL ENTERPRISE SERVICE	74.849	96.615	155.885	87.065	86.103	87.664	89.417
SPACE TEST PROGRAM	29.568	28.404	29.598	30.675	31.102	31.660	32.294
EVOLVED STRATEGIC SATCOM	876.055	1,111.60	-	-	-	-	-
WIDEBAND GLOBAL SATCOM	-	19.296	-	-	-	-	-
GPS III SPACE SEGMENT		-	-	-	-	-	-
GPS III FOLLOW-ON SATELLITES	233.109	196.152	123.793	105.056	90.488	72.290	70.658
BALLISTIC MISSILE DEFENSE RADARS	11.620	5.000	ZD	-	-	-	-
SPACE SITUATION AWARENESS SYSTEMS	444.500	-	1,317.841	1,806.199	2,124.284	1,026.162	601.79
RESILIENT MISSILE WARNING MISSILE TRACKING (LEO)	1,697.821	1,695.454	3,564.176	2,933.204	3,130.564	2,945.565	3,010.514
RESILIENT MISSILE WARNING MISSILE TRACKING (MEO)	756.349	675.848	1,413.66	1,589.750	1,591.86	1,749.49	2,000.070
NATIONAL SECURITY SPACE LAUNCH	-	-	-	-	-	-	-



Gwendolyn Kurzen

A Falcon Heavy rocket carrying the ViaSat-3 F3 mission successfully launches from Launch Complex 39-A at Kennedy Space Center, Fla., in April. ViaSat-3 F3 is designed to expand Viasat's global network with high-capacity satellite communications coverage over the Asia-Pacific region.

MAJOR USSF PROGRAMS (PROCUREMENT)

($ in millions)

	2025	2026	2027	2028	2029	2030	2031
COUNTERSPACE SYSTEMS	4.277	2.027	459.466	353.457	4.143	113.222	134.967
NEXT-GEN OPIR	-	-	-	-	-	-	-
NEXT-GEN OPIR, GROUND	-	-	-	-	-	-	-
NEXT-GEN OPIR, POLAR	-	-	-	-	-	-	-
WEATHER SYSTEM FOLLOW-ON	-	-	-	-	-	-	-
PROTECTED TACTICAL SERVICE	-	-	-	-	-	-	-
PROTECTED TACTICAL ENTERPRISE SERVICE	56.148	29.949	12.046	-	-	-	-
SPACE TEST PROGRAM	-	-	-	-	-	-	-
EVOLVED STRATEGIC SATCOM	-	-	139.700	461.572	538.645	666.696	650.533
WIDEBAND GLOBAL SATCOM	-	-	-	-	-	-	-
GPS III SPACE SEGMENT	54.805	29.274	-	-	-	-	-
GPS III FOLLOW-ON SATELLITES	647.165	637.944	680.875	666.783	687.649	696.497	710.465
BALLISTIC MISSILE DEFENSE RADARS	-	-	-	-	-	-	-
SPACE SITUATION AWARENESS SYSTEMS	-	-	-	-	-	-	-
RESILIENT MISSILE WARNING MISSILE TRACKING (LEO)	-	-	-	-	-	-	-
RESILIENT MISSILE WARNING MISSILE TRACKING (MEO)	-	-	-	-	-	-	-
NATIONAL SECURITY SPACE LAUNCH	1,769.486	1,329.263	3,370.958	4,737.696	5,206.069	5,163.734	4,455.648

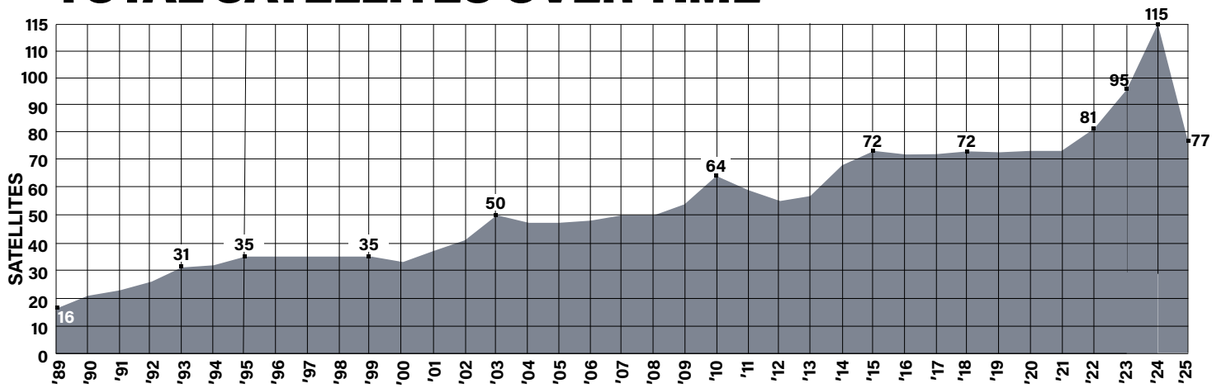
Source: President's Budget Request

U.S. SPACE FORCE BUDGET SUMMARY

Funding ($ billions)	2026 (Enacted)	2027 (Requested)
Operations & Maintenance	$5.6	$9.6
Research, Development, Test & Evaluation	20.3	40.7
Military Personnel	1.5	1.8
Procurement	4.3	19.1
TOTAL	**31.7**	**71.2**
Authorized Manpower	**2026 (Enacted)**	**2027 (Requested)**
Military	10,400	13,200
Civilian	5,132	7,206
TOTAL FORCE PERSONNEL	**15,532**	**20,406**

Source: President's Budget Request

TOTAL SATELLITES OVER TIME



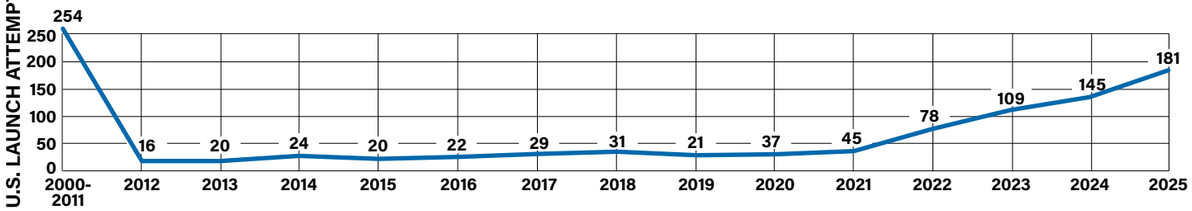
SATELLITES IN SERVICE OVER TIME

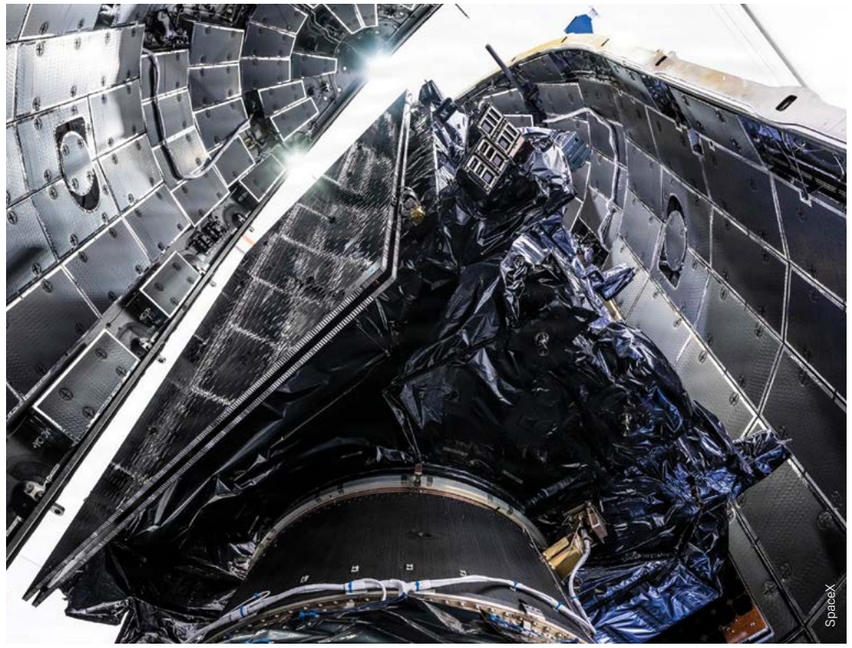
(As of June 30, 2025)

TYPE OF SYSTEM	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Advanced Extremely High Frequency	2	2	3	3	3	3	4	5	5	5	6	6	6	6
Advanced Technology Risk Reduction	1	1	0	0	0	1	1	1	1	1	1	1	0	0
Defense Meteorological Satellite Program	4	4	6	6	6	5	5	4	4	4	4	3	3	3
Defense Satellite Communications System	8	8	7	6	6	6	6	6	6	6	6	4	5	4
Electronic Power System													2	2
Global Positioning System	30	31	38	41	37	35	31	29	31	31	32	31	31	31
Geosynchronous Space Situational Awareness Program	0	0	2	2	4	4	4	4	4	4	6	6	6	4
Long Duration Propulsive ESPA***										1	2	3	3	n/a**
Military Strategic & Tactical Relay	5	5	5	5	5	5	5	5	4	4	5	4	5	0
Operationally Responsive Space-5								1	1	1	1	1	1	1
Space-Based Infrared System-GEO	1	2	2	2	2	3	4	4	4	5	6	6	6	6
Space-Based Space Surveillance	1	1	1	1	1	1	2	1	1	1	1	1	0	0
Proliferated Warfighter Space Architecture												23	27	69***
Wideband Global SATCOM	3	3	4	6	7	7	9	10	10	10	10	10	10	10
Mobile User Objective System												5	5	5
Ultra High Frequency Follow-on												4	4	4
Weather System Follow-on Microwave						1	1	1	1	1	1	1	1	1
TOTAL SATELLITES*	**55+**	**57+**	**68+**	**72+**	**71+**	**71+**	**72+**	**71+**	**72+**	**73+**	**81+**	**95+**	**115+**	**146+**

*Classified systems not listed.
**The Department of the Air Force declined to list information for four types of satellite systems for 2025.
***ESPA (EELV Secondary Payload Adapter)

U.S. LAUNCH ATTEMPTS 2011-2025





A Lockheed Martin Global Positioning System (GPS) III satellite is encapsulated into the fairings of a SpaceX Falcon 9 Rocket in preparation for the National Security Space Launch GPS III-8 mission, Cape Canaveral Space Force Station, Fla., in April. This GPS III, known as Space Vehicle 10 (SV-10), will complete the GPS III constellation, marking 32 active satellites in the constellation.

SPACE LAUNCH VEHICLES

VEHICLE FAMILY	2020	2021	2022	2023	2024	2025
ANTARES	2	2	2	1		
ASTRA	2	2	3			
ATLAS	5	4	7	2	2	5
DELTA IV	1	1	1	1	1	
ELECTRON				2	1	1
FALCON	26	31	61	96	134	165
FIREFLY		1	1	2	1	1
LAUNCHER 1	1	2	2	1		
MINOTAUR	1	1				1
NEW GLEN						2
PEGASUS		1				
RS 1				1		
SLS			1			
STARSHIP				2	4	5
TERRAN 1				1		
VULCAN					2	1
TOTAL	**38**	**45**	**78**	**109**	**145**	**181**

US-BASED DEFENSE FUNDED ORBITAL LAUNCHES

VEHICLE FAMILY	2020	2021	2022	2023	2024	2025
NATIONAL SECURITY SPACE LAUNCH	6	4	7	5	5	8
ROCKET SYSTEMS LAUNCH PROGRAM		3	1	1		2
NRO COMMERCIAL	1				7	5
SDA COMMERCIAL				2		

FOREIGN-BASED DEFENSE FUNDED ORBITAL LAUNCHES

VEHICLE FAMILY	2020	2021	2022	2023	2024	2025
RSLP		1				
NRO NON-NSSL			3			

USSF HISTORICAL LINEAGE

The U.S. Space Force traces its roots to the beginning of the Cold War, with the first Air Force space programs starting in 1945. USAF's Western Development Division, under Gen. Bernard A. Schriever, was established in 1954 as the first dedicated space organization within the U.S. Armed Forces. Military space forces were organized under several different Air Force major commands until they were unified when Air Force Space Command was established in September 1982. In December 2019, AFSPC became the cornerstone for the U.S. Space Force as a separate military branch. Below, we trace space organizational lineage within the Department of the Air Force. Because the space mission was—and to some extent still is—spread across several commands, offices, organizations, divisions, and services, some entries are concurrent and non-USAF organizations are not listed. This Space Force history is not intended to be all-inclusive.

WESTERN DEVELOPMENT DIVISION		
Gen. Bernard A. Schriever	July 1, 1953	May 31, 1957

AIR FORCE BALLISTIC MISSILE DIVISION		
Gen. Bernard A. Schriever	June 1, 1957	April 24, 1959
Maj. Gen. Osmond J. Ritland	April 25, 1959	March 31, 1961

SPACE AND MISSILE SYSTEMS ORGANIZATION		
Lt. Gen. John W. O'Neill	July 1, 1967	Aug. 31, 1969
Lt. Gen. Samuel C. Phillips	Sept. 1, 1969	Aug. 24, 1972
Lt. Gen. Kenneth W. Schultz	Aug. 25, 1972	Aug. 28, 1975
Lt. Gen. Thomas W. Morgan	Aug. 29, 1975	April 28, 1978
Lt. Gen. Richard C. Henry	April 29, 1978	Sept. 30, 1979

SPACE DIVISION		
Lt. Gen. Richard C. Henry	Oct. 1, 1979	May 1, 1983
Lt. Gen. Forrest S. McCartney	May 1, 1983	Sept. 30, 1986
Lt. Gen. Aloysius G. Casey	Oct. 9, 1986	June 23, 1988
Lt. Gen. Donald L. Cromer	June 24, 1988	March 14, 1989

BALLISTIC MISSILE OFFICE		
Maj. Gen. John W. Hepfer	Oct. 1, 1979	Oct. 31, 1980
Maj. Gen. Forrest S. McCartney	Oct. 31, 1980	May 19, 1982
Maj. Gen. Aloysius G. Casey	May 19, 1982	Sept. 30, 1986
Maj. Gen. Edward P. Berry Jr.	Sept. 30, 1986	March 14, 1989

SPACE SYSTEMS DIVISION (SSD) AND BALLISTIC SYSTEMS DIVISION (BSD)		
Lt. Gen. Donald L. Cromer (SSD)	March 15, 1989	May 31, 1991
Lt. Gen. Edward P. Barry Jr. (SSD)	July 8, 1991	June 30, 1992
Lt. Gen. Edward P. Barry Jr. (BSD)	March 15, 1989	May 30, 1989
Brig. Gen. Ralph G. Tourino (BSD)	May 30, 1989	May 4, 1990

SPACE AND MISSILE SYSTEMS CENTER		
Lt. Gen. Edward P. Barry Jr.	July 1, 1992	Nov. 16, 1994
Lt. Gen. Lester L. Lyles	Nov. 16, 1994	Aug. 18, 1996

SPACE SYSTEMS DIVISION (SSD) AND BALLISTIC SYSTEMS DIVISION (BSD)		
Maj. Gen. Osmond J. Ritland (SSD)	April 1, 1961	May 13, 1962
Lt. Gen. Howell M. Estes Jr. (SSD)	May 14, 1962	Oct. 2, 1962
Maj. Gen. Ben I. Funk (SSD)	Oct. 3, 1962	Aug. 31, 1966
Maj. Gen. Paul T. Cooper (SSD)	Sept. 1, 1966	June 30, 1967
Maj. Gen. Thomas P. Gerrity (BSD)	April 1, 1961	June 30, 1962
Lt. Gen. W. Austin Davis (BSD)	July 1, 1962	July 18, 1964
Maj. Gen. Harry Sands Jr. (BSD)	July 20, 1966	June 30, 1967
Maj. Gen. John L. McCoy (BSD)	July 20, 1966	June 30, 1969

SPACE AND MISSILE SYSTEMS CENTER		
Lt. Gen. Roger G. DeKok	Aug. 18, 1996	Aug. 12, 1998
Lt. Gen. Eugene L. Tattini	Aug. 13, 1998	May 25, 2001
Lt. Gen. Brian A. Arnold	May 25, 2001	May 20, 2005
Lt. Gen. Michael A. Hamel	May 20, 2005	May 16, 2008
Lt. Gen. John T. Sheridan	May 16, 2008	June 3, 2011
Lt. Gen. Ellen M. Pawlikowski	June 3, 2011	June 19, 2014
Lt. Gen. Samuel A. Greaves	June 19, 2014	March 22, 2017
Lt. Gen. John F. Thompson	March 22, 2017	Aug. 1, 2021



Gen. Bernard A. Schriever was the chief architect of the U.S. Air Force's early ballistic missile and space programs.

AIR FORCE SPACE COMMAND		
Gen. James V. Hartinger	Sept. 1, 1982	July 30, 1984
Gen. Robert T. Herres	July 30, 1984	Oct. 1, 1986
Maj. Gen. Maurice C. Padden	Oct. 1, 1986	Oct. 29, 1987
Lt. Gen. Donald J. Kutyna	Oct. 29, 1987	March 29, 1990
Lt. Gen. Thomas S. Moorman Jr.	March 29, 1990	March 23, 1992
Gen. Donald J. Kutyna	March 23, 1992	June 30, 1992
Gen. Charles A. Horner	June 30, 1992	Sept. 13, 1994
Gen. Joseph W. Ashy	Sept. 13, 1994	Aug. 26, 1996
Gen. Howell M. Estes III	Aug. 26, 1996	Aug. 14, 1998
Gen. Richard B. Myers	Aug. 14, 1998	Feb. 22, 2000
Gen. Ralph E. Eberhart	Feb. 22, 2000	April 19, 2002
Gen. Lance W. Lord	April 19, 2002	April 1, 2006
Lt. Gen. Frank G. Klotz (acting)	April 1, 2006	June 26, 2006
Gen. Kevin P. Chilton	June 26, 2006	Oct. 3, 2007
Lt. Gen. Michael A. Hamel (acting)	Oct. 3, 2007	Oct. 12, 2007
Gen. C. Robert Kehler	Oct. 12, 2007	Jan. 5, 2011
Gen. William L. Shelton	Jan. 5, 2011	Aug. 15, 2014
Gen. John E. Hyten	Aug. 15, 2014	Oct. 25, 2016
Gen. John W. Raymond	Oct. 25, 2016	Jan. 14, 2020

U.S. SPACE FORCE		
Gen. John W. Raymond	Jan. 14, 2020	Nov. 2, 2022
Gen. B. Chance Saltzman*	Nov. 22, 2022	

*Lt. Gen. Douglas A. Schiess was nominated to be commander May 1, 2026.

COMBAT FORCES COMMAND (CFC)*		
Lt. Gen. Stephen N. Whiting	Oct. 2020	Jan. 9, 2024
Lt. Gen. David N. Miller Jr.	Jan. 9, 2024	Nov. 3, 2025
Lt. Gen. Gregory N. Gagnon	Nov. 3, 2025	

*Formerly called Space Operations Command (SpOC).

SPACE SYSTEMS COMMAND (SSC)		
Lt. Gen. Michael A. Guetlein	Aug. 13, 2021	Dec. 21, 2023
Lt. Gen. Philip A. Garrant	Feb. 1, 2024*	

*Joy M. White was acting commander from Dec. 21, 2023, to Feb. 1, 2024.

SPACE TRAINING AND READINESS COMMAND (STARCOM)		
Maj. Gen. Shawn N. Bratton	Aug. 23, 2021	July 20, 2023
Maj. Gen. Timothy A. Sejba	July 20, 2023	July 18, 2025
Maj. Gen. James E. Smith	July 18, 2025	

USAF & USSF INSTALLATIONS



An Air Force F-22 Raptor from the 3rd Wing at Joint Base Elmendorf-Richardson, Alaska, cruises above the frozen tundra defending American airspace.

Airman 1st Class Theodore Gowdy

Domestic

Listings include installations owned, operated by, or hosting substantial Department of the Air Force activities. For a map, see p. 104. For sources and definitions see p. 115.

Active Reserve Guard Range USSF

ALABAMA

Dannelly Field, Montgomery Regional Airport, Ala. 36108. ***Nearest city:*** Montgomery. ***Phone:*** 334-394-7200. ***Acres***: 187. ***Total Force:*** civilian, 0; military, 1,155. ***Component:*** ANG. ***Unit/mission:*** 187th FW, fighter, ISR operations. ***History:*** Originally named for Ens. Clarence Dannelly, Navy pilot killed in WWII.

Hall ANGS, Dothan Regional Airport, Ala. 36303. ***Nearest city:*** Dothan. ***Phone:*** 334-596-0184. ***Acres:*** 21. ***Total Force:*** civilian, 0; military, 254. ***Component:*** ANG. ***Unit/mission:*** 280th Special Operations Communications Squadron, strategic air defense.

Maxwell AFB, Ala. 36112. ***Nearest city:*** Montgomery. ***Phone:*** 334-953-1110. ***Acres:*** 3,542 (Maxwell), 355 (Gunter annex). ***Total Force:*** civilian, 2,415; military, 3,741. ***Active-duty USAF:*** enlisted, 1,589; officer, 1,488; ***Active-duty USSF:*** enlisted, 18; officer, 95. ***Owning command:*** AETC. ***Unit/mission:*** 42nd ABW (AETC), support; 908th AW (AFRC), air mobility operations; Air Force Historical Research Agency (USAF), historical documentation, research; Air University (AETC); Hq. Civil Air Patrol (USAF), management; Hq. Air Force Judge Advocate General Corps (USAF), management; PEO-Business and Enterprise Systems (AFMC), acquisition. ***History:*** Activated 1918 at the site of the Wright brothers' flight school. Named for 2nd Lt. William C. Maxwell, killed in air accident Aug. 12, 1920. ***Museum:*** Air Park. ***Inn:*** 334-953-3931. (Maxwell); 334-416-2501 (Gunter). ***Golf:*** Range 42 Driving Range.

Sumpter Smith JNGB, Birmingham-Shuttlesworth Intl. Airport, Ala. 35217. ***Nearest city:*** Birmingham. ***Phone:*** 205-714-2855. ***Acres:*** 134. ***Total Force:*** civilian, 0; military, 1,820. ***Component:*** ANG. ***Unit/mission:*** 99th ARS (AMC) (active associate), air mobility operations; 117th ARW, air mobility, intelligence operations. ***History:*** Named for Col. Walter Sumpter Smith, electrical engineer and pilot.

ALASKA

Clear SFS, Alaska 99704. ***Nearest city:*** Fairbanks. ***Phone:*** 907-585-6110. ***Acres:*** 11,438. ***Total Force:*** civilian, 0; military, 112. ***Owning command:*** USSF. ***Unit/mission:*** 13th SWS (USSF), 213th SWS (ANG), missile warning. ***History:*** Dates from 1961.

Eielson AFB, Alaska 99702. ***Nearest city:*** Fairbanks. ***Phone:*** 907-377-1110. ***Acres:*** 24,918. ***Total Force:*** civilian, 677; military, 3,639. ***Active-duty USAF:*** enlisted, 2,880; officer, 317. ***Active-duty USSF:*** enlisted, 6; officer, 4. ***Owning command:*** PACAF. ***Unit/mission:*** 168th Wing (ANG), air mobility operations; 354th FW (PACAF), aggressor force, fighter, Red Flag-Alaska operations, Joint Pacific Alaska Range Complex support; Arctic Survival School (AETC), training. ***History:*** Activated October 1944. Named for Carl Ben Eielson, Arctic aviation pioneer who died in Arctic rescue mission in November 1929. ***Museum:*** Heritage Park. ***Inn:*** 907-377-1844.

JB Elmendorf-Richardson, Alaska 99506. ***Nearest city:*** Anchorage. ***Phone:*** 907-552-1110. ***Acres:*** 13,375 (Elmendorf), 59,790 (Richardson). ***Total Force:*** civilian, 282; military, 13,470. ***Active-duty USAF:*** enlisted, 4,513; officer, 833. ***Active-duty USSF:*** enlisted, 0; officer, 0. ***Owning command:*** PACAF. ***Unit/mission:*** 3rd Wing (PACAF), air mobility, C2, fighter operations; 176th Wing (ANG), air mobility, personnel recovery operations; 477th FG (AFRC), fighter operations; 673rd ABW (PACAF), support; 715th AMOG (AMC), air mobility operations; Alaskan NORAD Region, operational leadership; Hq. 11th Air Force (PACAF), operational leadership; Hq. Alaskan Command (PACOM), management. ***History:*** Activated July 1940. Formed as joint base under

Air Force lead 2010. Elmendorf named for Capt. Hugh M. Elmendorf, killed Jan. 13, 1933, flying an experimental fighter. Richardson named for Army Brig. Gen. Wilds P. Richardson, who served in Alaska territory from 1897 to 1917. ***Museum:*** Kulis ANGB Museum. ***Inn:*** 907-552-2454. ***Golf:*** Moose Run.

Joint Pacific Alaska Range Complex, Alaska. ***Nearest city:*** Fairbanks. ***Phone:*** 907-552-2341. ***Owning command:*** ALCOM. ***Available airspace:*** 65,000 square miles. ***Acres of maneuver land:*** 1.5 million. ***Unit/mission:*** Unit training, joint training exercises.

ARIZONA

Barry M. Goldwater Range, Ariz. ***Nearest city:*** Gila Bend. ***Phone:*** 623-856-7216. ***Acres:*** 1,153,007 (BMGR East, Air Force); 692,800 (BMGR West, Marine Corps). ***Owning command:*** AETC. ***Unit/mission:*** 56th Range Management Office, range operations. Includes Gila Bend Air Force Auxiliary Field. ***History:*** Training range on the U.S. southern border used by military pilots since 1941 that now hosts more than 68,000 training sorties a year.

Davis-Monthan AFB, Ariz. 85707. ***Nearest city:*** Tucson. ***Phone:*** 520-228-1110. ***Acres:*** 10,479. ***Total Force:*** civilian, 1,593; military, 6,760. ***Active-duty USAF:*** enlisted, 4,580; officer, 731. ***Active-duty USSF:*** enlisted, 3; officer, 6. ***Owning command:*** ACC. ***Unit/mission:*** 55th ECG (ACC), electronic combat operations; 214th AG (ANG), RPA operations; 309th Aerospace Maintenance and Regeneration Group (AFMC), aerospace vehicle storage, regeneration; 355th Wing (ACC), fighter operations; 563rd RQG (ACC), personnel recovery operations; 924th FG (AFRC), fighter operations; 943rd RQG (AFRC), personnel recovery operations; Hq. 12th Air Force (ACC), operational leadership. ***History:*** Activated 1927. Named for two local aviators: 2nd Lt. Samuel H. Davis Jr., killed Dec. 28, 1921, and 2nd Lt. Oscar Monthan, killed March 27, 1924. ***Museum:*** Pima Air and Space Museum. ***Inn:*** 520-228-3309.

Goldwater ANGB, Phoenix Sky Harbor Intl. Airport, Ariz. 85034. ***Nearest city:*** Phoenix. ***Phone:*** 602-302-9004. ***Acres:*** 60. ***Total Force:*** civilian, 0; military, 824. ***Component:*** ANG. ***Unit/mission:*** 161st ARW, air mobility operations.

Luke AFB, Ariz. 85309. ***Nearest city:*** Glendale. ***Phone:*** 623-856-1110. ***Acres:*** 5,942. ***Total Force:*** civilian, 982; military, 6,126. ***Active-duty USAF:*** enlisted, 3,500; officer, 427. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AETC. ***Unit/mission:*** 56th FW (AETC), training, Barry M. Goldwater Range operations; 944th FW (AFRC), training. ***History:*** Activated 1941. Named for 2nd Lt. Frank Luke Jr., observation balloon-busting ace of WWI and first aviator to receive MOH, killed in action Sept. 29, 1918. ***Museum:*** Air Park. ***Inn:*** 623-935-2641. ***Golf:*** Falcon Dunes.

Morris ANGB, Tucson Intl. Airport, Ariz. 85706. ***Nearest city:*** Tucson. ***Phone:*** 520-295-6192. ***Acres:*** 98. ***Total Force:*** civilian, 0; military, 1,362. ***Component:*** ANG. ***Unit/mission:*** 162nd Wing, fighter, ISR, RPA (at Davis-Monthan AFB, Ariz.) operations, training.

ARKANSAS

Ebbing ANGB, Fort Smith Regional Airport, Ark. 72903. ***Nearest city:*** Fort Smith. ***Phone:*** 479-573-5100. ***Acres:*** 144. ***Total Force:*** civilian, 0; military, 963. ***Component:*** ANG. ***Unit/mission:*** 188th Wing, RPA, ISR.

Little Rock AFB, Ark. 72099. ***Nearest city:*** Jacksonville. ***Phone:*** 501-987-1110. ***Acres:*** 6,829. ***Total Force:*** civilian, 646; military, 4,893. ***Active-duty USAF:*** enlisted, 2,879; officer, 517. ***Active-duty USSF:*** enlisted, 0; officer, 0. ***Owning command:*** AMC. ***Unit/mission:*** 19th AW (AMC), air mobility operations; 913th AG (AFRC), 189th AW (ANG), air mobility operations, training; 314th AW (AETC), training. ***History:*** Base opened Oct. 9, 1955. ***Inn:*** 501-988-1141. ***Golf:*** Deer Run.

CALIFORNIA

Beale AFB, Calif. 95903. ***Nearest city:*** Marysville. ***Phone:*** 530-634-3000. ***Acres:*** 22,454. ***Total Force:*** civilian, 821; military, 4,435. ***Active-duty USAF:*** enlisted, 2,795; officer, 485. ***Active-duty USSF:*** enlisted, 31; officer, 20. ***Owning command:*** ACC. ***Unit/mission:*** 7th Space Warning Squadron (Space Delta 4), missile warning; 9th RW (ACC), ISR, RPA operations; 195th Wing (ANG), DCGS, intel; 548th ISRG (ACC), DCGS; 940th Air Refueling Wing (AFRC), KC-135R. ***History:*** Opened October 1942 as Army's Camp Beale. Named for Edward F. Beale, a former Navy officer who became a hero of the Mexican-American War and early developer of California, as well as a senior appointee/diplomat for four presidents. Transferred to USAF 1948. Designated AFB April 1951. ***Museum:*** Edward F. Beale Museum. ***Inn:*** 530-634-3662. ***Golf:*** Coyote Run.

California ANGB, Fresno Yosemite Intl. Airport, Calif. 93727. ***Nearest city:*** Fresno. ***Phone:*** 559-454-5100. ***Acres:*** 77. ***Total Force:*** civilian, 0; military, 1,691. ***Component:*** ANG. ***Unit/mission:*** 144th FW, fighter, ISR operations.

Channel Islands ANGS, Calif. 93041. ***Nearest city:*** Oxnard. Phone: 805-986-8000. ***Acres:*** 206. ***Total Force:*** civilian, 3,674; military, 1,092. ***Component:*** ANG. ***Unit/mission:*** 146th AW, air mobility, MAFFS operations.

Edwards AFB, Calif. 93524. ***Nearest city:*** Rosamond. ***Phone:*** 661-277-1110. ***Acres:*** 307,517. ***Total Force:*** civilian, 4,204; military, 2,137. ***Active-duty USAF:*** enlisted, 2,212; officer, 625. ***Active-duty USSF:*** enlisted, 0; officer, 22. ***Owning command:*** AFMC. ***Unit/mission:*** 412th TW (AFMC), T&E, base support; Hq. Air Force Test Center (AFMC), T&E management; U.S. Air Force Test Pilot School (AFMC), training. ***History:*** Muroc Bombing and Gunnery Range established September 1933. Designated Muroc AAB 1942. Renamed in 1949 for Capt. Glen W. Edwards, killed June 5, 1948, in crash of YB-49 "Flying Wing." ***Museum:*** Air Force Flight Test Museum. ***Inn:*** 661-277-3394/4101. ***Golf:*** Muroc Lake.

Los Angeles AFB, Calif. 90245. ***Nearest city:*** El Segundo. ***Phone:*** 310-653-1110. ***Acres:*** 56. ***Total Force:*** civilian, 769; military, 784. ***Active-duty USAF:*** enlisted, 316; officer, 236. ***Active-duty USSF:*** enlisted, 56; officer, 494. ***Owning command:*** USSF. ***Unit/mission:*** 61st ABG (USSF), support; Hq. Space Systems Command (USSF), acquisition, R&D. ***History:*** Designated Los Angeles AFS April 30, 1964. Redesignated Los Angeles AFB Sept. 15, 1987. SMC, activated July 1, 1992, dates from Air Research and Development Command's Western Development Division, activated July 1, 1954. ***Museum***. SMC Heritage Center. ***Inn:*** 310-653-8296.

March ARB, Calif. 92518. ***Nearest city:*** Moreno Valley/Riverside. ***Phone:*** 951-655-4138. ***Acres:*** 2,386. ***Total Force:*** civilian, 0; military, 6,142. ***Component:*** AFRC/ANG. ***Unit/mission:*** 452nd AMW (AFRC), air mobility operations; 163rd ATKW (ANG), RPA operations, training; Hq. 4th Air Force (AFRC), operational leadership. ***History:*** Activated March 1, 1918. Named for 2nd Lt. Peyton C. March Jr., who died of injuries sustained in a crash Feb. 18, 1918. ***Inn:*** 951-655-5241. ***Golf:*** General Old.

Moffett Federal Airfield, Calif. 94035. ***Nearest city:*** Mountain View. ***Phone:*** 650-603-9129. ***Acres:*** 112. ***Total Force:*** civilian, 457; military, 961. ***Component:*** ANG. ***Unit/mission:*** 129th RQW, personnel recovery operations. ***History:*** Activated as NAS Sunnyvale April 1933. Renamed Moffett Field June 1933 for Rear Adm. William A. Moffett, killed in crash of USS Akron airship April 4, 1933. Later renamed to Moffett Air National Guard Base.

Pillar Point SFS, Calif. 94019. ***Nearest city:*** Half Moon Bay. ***Phone:*** 650-728-3246. ***Acres:*** 55. ***Total Force:*** civilian, 1; military, 1. ***Owning Command:*** USSF. ***Unit/mission:*** supports space and ballistic missile launches. ***History:*** Opened as an Army observation post in 1940; taken over by the Navy in 1958 as a control site for missile testing; transferred to the Air Force in 1964.

Sepulveda ANGS, Calif. 91406. ***Nearest city:*** Van Nuys. ***Phone:*** 858-276-9351. ***Acres:*** 26. ***Total Force:*** civilian, 0; military, 279. ***Component:*** ANG. ***Unit/mission:*** 261st Cyberspace Operations Squadron, mission assurance and threat mitigation support.

Travis AFB, Calif. 94535. ***Nearest city:*** Fairfield. ***Phone:*** 707-424-1110. ***Acres:*** 6,633. ***Total Force:*** civilian, 1,411; military, 9,068. ***Active-duty USAF:*** enlisted, 5,318; officer, 1,258. ***Active-duty USSF:*** enlisted, 0; officer, 4. ***Owning command:*** AMC. ***Unit/mission:*** 60th AMW (AMC), 349th AMW (AFRC), air mobility operations; David Grant USAF Medical Center. ***History:*** Activated May 17, 1943. Named for Brig. Gen. Robert F. Travis, killed Aug. 5, 1950. ***Museum:*** Heritage Center. ***Inn:*** 707-424-8000. ***Golf:*** Cypress Lakes.

Vandenberg SFB, Calif. 93437. ***Nearest city:*** Lompoc. ***Phone:*** 805-606-1110. ***Acres:*** 101,454. ***Total Force:*** civilian, 1,159; military, 1,816. ***Active-duty USAF:*** enlisted, 1,472; officer, 329. ***Active-duty USSF:*** enlisted, 509; officer, 242. ***Owning command:*** USSF. ***Unit/mission:*** Space Launch Delta 30 (USSF), space and launch range operations, host unit; 381st TRG (AETC), training; 576th FLTS (AFGSC), test; 21st SOPS (USSF), space operations; Combined Space Operations Center (SPACECOM), space C2 operations. ***History:*** Originally Army's Camp Cooke; activated October 1941. Reassigned to USAF June 7, 1957. Renamed for Gen. Hoyt S. Vandenberg, USAF's second Chief of Staff. ***Museum:*** Space and Missile Heritage Center. ***Inn:*** 805-606-1844.

COLORADO

Buckley SFB, Colo. 80011. ***Nearest city:*** Aurora. ***Phone:*** 720-847-9431. ***Acres:*** 4,298. ***Total Force:*** civilian: 1,125; military, 5,660. ***Active-duty USAF:*** enlisted, 879; officer, 223. ***Active-duty USSF:*** enlisted, 474; officer, 165. ***Owning command:*** USSF. ***Unit/mission:*** 140th Wing (ANG), air mobility, fighter operations, mobile missile

warning; Space Base Delta 2 (USSF); Space Delta 4, strategic and theater missile warning; 566th IS (ACC), intelligence; Air Reserve Personnel Center, Guard and Reserve personnel support. ***History:*** Activated April 1, 1942, as gunnery training facility. ANG assumed control from Navy 1959. Became Active-duty Air Force facility Oct. 1, 2000. Renamed Buckley Space Force Base on June 4, 2021. Named for 1st Lt. John H. Buckley, WWI flier, killed Sept. 17, 1918. ***Inn:*** 720-847-5899.

Cheyenne Mountain SFS, Colo. 80914. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-556-7321 (Peterson SFB). **Acres:** 567. ***Total Force:*** part of Peterson SFB. ***Owning command:*** USSF. **Unit/mission**: NORAD/NORTHCOM Alternate Command Center, Integrated Tactical Warning and Attack Assessment operations, training. ***History:*** operational April 20, 1966.

Greeley ANGS, Colo. 80631. ***Nearest city:*** Greeley. ***Phone:*** 303-929-7768. ***Acres:*** 17. ***Total Force:*** civilian, 64; military, 302. ***Component:*** ANG. ***Unit/mission:*** 233rd Space Group, missile warning and space launch detection. ***History:*** Activated January 1996.

Peterson SFB, Colo. 80914. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-556-7321. ***Acres:*** 1,738. ***Total Force:*** civilian, 3,614; military, 4,702. ***Active-duty USAF:*** enlisted, 1,955; officer, 994. ***Active-duty USSF:*** enlisted, 922; officer, 807. ***Owning command:*** USSF. ***Unit/mission:*** Hq. Space Operations Command (USSF), operational leadership; Space Delta 2, space domain awareness; Space Delta 3, space electromagnetic warfare; Space Delta 6, space access and cyberspace operations; Space Delta 7, ISR; Space Delta 8, satellite communications; Space Delta 9, orbital warfare; PNT Delta (provisional), positioning, navigation, and timing; Space Base Delta 1, base operations; 52nd AS (AMC) (active associate), 200th AS (ANG), air mobility operations; 302nd AW (AFRC), air mobility, MAFFS operations; Hq. NORAD, Hq. NORTHCOM, operational leadership. ***History:*** Activated 1942. Named for 1st Lt. Edward J. Peterson, killed Aug. 8, 1942. ***Museum:*** Peterson Air and Space Museum. ***Inn:*** 719-556-7851. ***Golf:*** Silver Spruce.

Schriever SFB, Colo. 80912. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-567-1110. ***Acres:*** 5,634. **Total Force:** civilian, 0; military, 1,306. ***Active-duty USAF:*** enlisted, 392; officer, 110. ***Active-duty USSF:*** enlisted, 1,144; officer, 605. ***Owning command:*** USSF. ***Unit/mission:*** Space Base Delta 1, base operations (USSF); 310th SW (AFRC), space operations; Det. 1, USAF Warfare Center (ACC/USSF), R&D. ***History:*** Activated as Falcon AFS Sept. 26, 1985. Redesignated AFB June 13, 1988. Renamed for Gen. Bernard A. Schriever June 5, 1998.

U.S. Air Force Academy, Colo. 80840. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-333-1110. ***Acres:*** 18,686. ***Total Force:*** civilian, 1,607; military, 2,058. ***Active-duty USAF***: enlisted, 1,275; officer, 865. ***Active-duty USSF***: enlisted, 10; officer, 51. ***Cadet wing:*** 59. ***Next higher echelon of command:*** Hq. Air Force. ***Unit/mission:*** U.S. Air Force Academy (USAFA), education/training; Preparatory School, education/training; 10th ABW (Air Force Academy), support; 306th FTG (AETC), training. ***History:*** established April 1, 1954; headquartered at Lowry AFB until August 1958. Moved to permanent location in Colorado Springs August 1958. ***Museum:*** Visitor Center. ***Inn:*** 719-472-1940. ***Golf:*** Eisenhower.

CONNECTICUT

Bradley ANGB, Conn. 06026. ***Nearest cities:*** Hartford, Conn., and Springfield, Mass. ***Phone***: 860-292-2460. ***Acres:*** 152. ***Total Force:*** civilian, 181; military, 0. ***Component:*** ANG. ***Unit/mission:*** 103rd AW, air mobility operations. ***History:*** Named for Lt. Eugene M. Bradley, killed in P-40 crash August 1941.

DELAWARE

Dover AFB, Del. 19902. ***Nearest city:*** Dover. ***Phone:*** 302-677-3000. ***Acres:*** 3,824. ***Total Force***: civilian, 0; military, 4,767. ***Active-duty USAF:*** enlisted, 2,945; officer, 353. ***Active-duty USAF:*** enlisted 0; officer 1. ***Owning command:*** AMC. ***Unit/mission:*** 436th AW (AMC), 512th AW (AFRC), air mobility operations; Air Force Mortuary Affairs Operations (USAF). ***History:*** Activated December 1941. Inactivated 1946. Reactivated February 1951. ***Museum:*** Air Mobility Command Museum. ***Inn:*** 302-677-2840. ***Golf:*** Eagle Creek.

New Castle ANGB, New Castle Airport, Del. 19720. ***Nearest city:*** Wilmington. ***Phone:*** 302-323-3408. ***Acres:*** 94. ***Total Force:*** civilian, 402; military, 1,952. ***Component:*** ANG. ***Unit/mission:*** 166th AW, air mobility, cyber operations.

DISTRICT OF COLUMBIA

JB Anacostia-Bolling, D.C. 20032. ***Nearest city:*** Washington, D.C. ***Phone:*** 703-545-6700. ***Acres:*** 5,711. ***Total Force:*** civilian, 1,336; military, 3,267. ***Active-duty USAF:*** enlisted, 1,981; officer, 1,593. ***Active-duty USSF:*** enlisted, 121; officer, 123. ***Bolling owning command:*** AFDW. ***Unit/mission:*** 11th Wing (AFDW), helicopter operations, support; 579th MDG (AFDW), clinic operations; Hq. Surgeon General (USAF). ***History:*** Activated October 1917 with Army air and Navy elements. Formed joint base under Navy lead 2010. Naval Support Facility Anacostia named for adjacent Anacostia River. Bolling named for Col. Raynal C. Bolling, first high-ranking Army Air Service officer killed in WWI. ***Inn:*** Navy Gateway: 202-664-8587.

FLORIDA

Avon Park AFR, Fla. ***Nearest city:*** Avon Park. ***Phone:*** 863-452-4120. ***Acres:*** 100,929. ***Total Force:*** civilian, 34; military, 184. ***Owning command:*** ACC. ***Unit/mission:*** 598th Range Squadron, training.

Cape Canaveral SFS, Fla. 32920. ***Nearest city:*** Cocoa Beach. ***Phone:*** 321-494-5933. ***Acres:*** 16,238. ***Total Force:*** civilian, 506; military, 402. ***Active-duty USSF:*** enlisted, 8; officer, 59 (Part of Patrick SFB). ***Owning command:*** USSF. ***Unit/mission:*** Space Launch Delta 45th (USSF), space launch operations; 114th EWS (ANG), offensive counterspace, space situational awareness. ***History:*** Formerly NAS Banana River. Site of Joint Long Range Proving Ground 1949. USAF took sole control 1950. Combined with NASA to form John F. Kennedy Space Center 1973. Designated Cape Canaveral AS in 1974. Designated Cape Canaveral SFS in 2020. ***Museums:*** Air Force Space and Missile Museum, Sands Space History Center.

Duke Field, Fla. 32542. ***Nearest city:*** Crestview. ***Phone:*** 850-883-6347. ***Acres:*** 1,946. ***Total Force:*** civilian, 506; military, 402. ***Component:*** AFRC. ***Unit/mission:*** 919th SOW (classic associate), special operations. ***History:*** named for Lt. Robert L. Duke, pilot killed Dec. 29, 1943, in test flight. Also known as Eglin AFB Auxiliary Field 3.

Eglin AFB, Fla. 32542. ***Nearest city:*** Niceville-Valparaiso. ***Phone:*** 850-882-1110. ***Acres:*** 455,417 (main reservation). ***Total Force:*** civilian, 5,892; military, 10,198. ***Active-duty USAF:*** enlisted, 4,490; officer, 1,442. ***Active-duty USSF:*** enlisted, 65; officer, 22. ***Owning command:*** AFMC. ***Unit/mission:*** 20th SPSS (USSF), space surveillance; 33rd FW (AETC), training; 53rd Wing (ACC), OT&E; 96th TW (AFMC), T&E, base support; 350th Spectrum Warfare Wing (AFMC), electronic warfare; AFRL Munitions Directorate (AFMC), R&D; PEO-Weapons/Air Force Life Cycle Management Center Armament Directorate (AFMC), acquisition. ***History:*** Activated 1935. Named for Lt. Col. Frederick I. Eglin, WWI flier killed in aircraft accident Jan. 1, 1937. ***Museum:*** Air Force Armament Museum. ***Inn:*** 850-389-4943/8761. ***Golf:*** Eglin.

Homestead ARB, Fla. 33039. ***Nearest city:*** Homestead. ***Phone:*** 786-415-7000. ***Acres:*** 2,597. ***Total Force:*** civilian, 485; military, 2,152. ***Component:*** AFRC. ***Unit/mission:*** 367th FS (active associate), 125th FW Det. 1 (ANG), 482nd FW (AFRC), fighter operations. ***Inn:*** 786-415-7198.

Hurlburt Field, Fla. 32544. ***Nearest city:*** Fort Walton Beach. ***Phone:*** 850-884-1110. ***Acres:*** 6,341. ***Total Force:*** civilian, 1,645; military, 7,791. ***Active-duty USAF:*** enlisted, 5,401; officer, 2,197. ***Active-duty USSF:*** enlisted, 6; officer, 4. ***Owning command:*** AFSOC. ***Unit/mission:*** 1st SOW (AFSOC), special operations; 24th SOW (AFSOC), special tactics operations; 39th IOS (ACC), training; 361st ISRG (ACC), ISR operations; 492nd SOW (AFSOC) training; 505th CCW (ACC), C2, ISR TTP development, test; 556th RED HORSE (AFRC), 823rd RED HORSE (ACC), bare base operations; 2nd Combat Weather Systems Squadron (ACC), OT&E, training; Hq. AFSOC, management. ***History:*** Activated 1943. Named for Lt. Donald W. Hurlburt, WWII pilot killed Oct. 1, 1943. ***Museum:*** Memorial Air Park. ***Inn:*** 850-884-7115. ***Golf:*** Gator Lakes.

Jacksonville ANGB, Jacksonville Intl. Airport, Fla. 32218. ***Nearest city:*** Jacksonville. ***Phone:*** 904-741-7030. ***Acres:*** 342. ***Total Force:*** civilian, 0; military, 1,024. ***Component***: ANG. ***Unit/mission:*** 125th FW, fighter, ISR operations.

MacDill AFB, Fla. 33621. ***Nearest city:*** Tampa. ***Phone:*** 813-828-1110. ***Acres:*** 5,834. ***Total Force:*** civilian, 0; military, 7,240. ***Active-duty USAF:*** enlisted, 2,835; officer, 681. ***Active-duty USSF:*** enlisted, 13; officer, 33. ***Owning command:*** AMC. ***Unit/mission:*** 6th ARW (AMC), 927th ARW (AFRC), air mobility operations; Hq. CENTCOM, operational leadership; Hq. SOCOM, operational leadership; Hq. Joint Communications Support Element, C4 operations, management; Joint Special Operations University (SOCOM), education. ***History:*** Activated April 15, 1941. Named for Col. Leslie MacDill, killed in aircraft accident Nov. 8, 1938. ***Inn:*** 813-828-4259. ***Golf:*** Bay Palms.

Patrick SFB, Fla. 32925. ***Nearest city:*** Cocoa Beach. ***Phone:*** 321-494-1110. ***Acres:*** 2,324. ***Total Force:*** civilian, 1,648; military, 2,764. ***Active-duty USAF:*** enlisted, 1,217; officer, 381. ***Active-duty USSF:*** enlisted, 127; officer, 118. **Owning command:** USSF. ***Unit/mission:*** Space Launch Delta 45 (USSF), space launch operations; 920th RQW (AFRC), personnel recovery operations; Air Force Technical Applications Center (ACC), nuclear monitoring. ***History:*** Activated 1940. Named for

USAF & USSF INSTALLATIONS



An Air Force F-22 Raptor from the 3rd Wing at Joint Base Elmendorf-Richardson, Alaska, cruises above the frozen tundra defending American airspace.

Airman 1st Class Theodore Gowdy

Domestic

Listings include installations owned, operated by, or hosting substantial Department of the Air Force activities. For a map, see p. 104. For sources and definitions see p. 115.

Active Reserve Guard Range USSF

ALABAMA

Dannelly Field, Montgomery Regional Airport, Ala. 36108. ***Nearest city:*** Montgomery. ***Phone:*** 334-394-7200. ***Acres***: 187. ***Total Force:*** civilian, 0; military, 1,155. ***Component:*** ANG. ***Unit/mission:*** 187th FW, fighter, ISR operations. ***History:*** Originally named for Ens. Clarence Dannelly, Navy pilot killed in WWII.

Hall ANGS, Dothan Regional Airport, Ala. 36303. ***Nearest city:*** Dothan. ***Phone:*** 334-596-0184. ***Acres:*** 21. ***Total Force:*** civilian, 0; military, 254. ***Component:*** ANG. ***Unit/mission:*** 280th Special Operations Communications Squadron, strategic air defense.

Maxwell AFB, Ala. 36112. ***Nearest city:*** Montgomery. ***Phone:*** 334-953-1110. ***Acres:*** 3,542 (Maxwell), 355 (Gunter annex). ***Total Force:*** civilian, 2,415; military, 3,741. ***Active-duty USAF:*** enlisted, 1,589; officer, 1,488; ***Active-duty USSF:*** enlisted, 18; officer, 95. ***Owning command:*** AETC. ***Unit/mission:*** 42nd ABW (AETC), support; 908th AW (AFRC), air mobility operations; Air Force Historical Research Agency (USAF), historical documentation, research; Air University (AETC); Hq. Civil Air Patrol (USAF), management; Hq. Air Force Judge Advocate General Corps (USAF), management; PEO-Business and Enterprise Systems (AFMC), acquisition. ***History:*** Activated 1918 at the site of the Wright brothers' flight school. Named for 2nd Lt. William C. Maxwell, killed in air accident Aug. 12, 1920. ***Museum:*** Air Park. ***Inn:*** 334-953-3931. (Maxwell); 334-416-2501 (Gunter). ***Golf:*** Range 42 Driving Range.

Sumpter Smith JNGB, Birmingham-Shuttlesworth Intl. Airport, Ala. 35217. ***Nearest city:*** Birmingham. ***Phone:*** 205-714-2855. ***Acres:*** 134. ***Total Force:*** civilian, 0; military, 1,820. ***Component:*** ANG. ***Unit/mission:*** 99th ARS (AMC) (active associate), air mobility operations; 117th ARW, air mobility, intelligence operations. ***History:*** Named for Col. Walter Sumpter Smith, electrical engineer and pilot.

ALASKA

Clear SFS, Alaska 99704. ***Nearest city:*** Fairbanks. ***Phone:*** 907-585-6110. ***Acres:*** 11,438. ***Total Force:*** civilian, 0; military, 112. ***Owning command:*** USSF. ***Unit/mission:*** 13th SWS (USSF), 213th SWS (ANG), missile warning. ***History:*** Dates from 1961.

Eielson AFB, Alaska 99702. ***Nearest city:*** Fairbanks. ***Phone:*** 907-377-1110. ***Acres:*** 24,918. ***Total Force:*** civilian, 677; military, 3,639. ***Active-duty USAF:*** enlisted, 2,880; officer, 317. ***Active-duty USSF:*** enlisted, 6; officer, 4. ***Owning command:*** PACAF. ***Unit/mission:*** 168th Wing (ANG), air mobility operations; 354th FW (PACAF), aggressor force, fighter, Red Flag-Alaska operations, Joint Pacific Alaska Range Complex support; Arctic Survival School (AETC), training. ***History:*** Activated October 1944. Named for Carl Ben Eielson, Arctic aviation pioneer who died in Arctic rescue mission in November 1929. ***Museum:*** Heritage Park. ***Inn:*** 907-377-1844.

JB Elmendorf-Richardson, Alaska 99506. ***Nearest city:*** Anchorage. ***Phone:*** 907-552-1110. ***Acres:*** 13,375 (Elmendorf), 59,790 (Richardson). ***Total Force:*** civilian, 282; military, 13,470. ***Active-duty USAF:*** enlisted, 4,513; officer, 833. ***Active-duty USSF:*** enlisted, 0; officer, 0. ***Owning command:*** PACAF. ***Unit/mission:*** 3rd Wing (PACAF), air mobility, C2, fighter operations; 176th Wing (ANG), air mobility, personnel recovery operations; 477th FG (AFRC), fighter operations; 673rd ABW (PACAF), support; 715th AMOG (AMC), air mobility operations; Alaskan NORAD Region, operational leadership; Hq. 11th Air Force (PACAF), operational leadership; Hq. Alaskan Command (PACOM), management. ***History:*** Activated July 1940. Formed as joint base under

Air Force lead 2010. Elmendorf named for Capt. Hugh M. Elmendorf, killed Jan. 13, 1933, flying an experimental fighter. Richardson named for Army Brig. Gen. Wilds P. Richardson, who served in Alaska territory from 1897 to 1917. ***Museum:*** Kulis ANGB Museum. ***Inn:*** 907-552-2454. ***Golf:*** Moose Run.

Joint Pacific Alaska Range Complex, Alaska. ***Nearest city:*** Fairbanks. ***Phone:*** 907-552-2341. ***Owning command:*** ALCOM. ***Available airspace:*** 65,000 square miles. ***Acres of maneuver land:*** 1.5 million. ***Unit/mission:*** Unit training, joint training exercises.

ARIZONA

Barry M. Goldwater Range, Ariz. ***Nearest city:*** Gila Bend. ***Phone:*** 623-856-7216. ***Acres:*** 1,153,007 (BMGR East, Air Force); 692,800 (BMGR West, Marine Corps). ***Owning command:*** AETC. ***Unit/mission:*** 56th Range Management Office, range operations. Includes Gila Bend Air Force Auxiliary Field. ***History:*** Training range on the U.S. southern border used by military pilots since 1941 that now hosts more than 68,000 training sorties a year.

Davis-Monthan AFB, Ariz. 85707. ***Nearest city:*** Tucson. ***Phone:*** 520-228-1110. ***Acres:*** 10,479. ***Total Force:*** civilian, 1,593; military, 6,760. ***Active-duty USAF:*** enlisted, 4,580; officer, 731. ***Active-duty USSF:*** enlisted, 3; officer, 6. ***Owning command:*** ACC. ***Unit/mission:*** 55th ECG (ACC), electronic combat operations; 214th AG (ANG), RPA operations; 309th Aerospace Maintenance and Regeneration Group (AFMC), aerospace vehicle storage, regeneration; 355th Wing (ACC), fighter operations; 563rd RQG (ACC), personnel recovery operations; 924th FG (AFRC), fighter operations; 943rd RQG (AFRC), personnel recovery operations; Hq. 12th Air Force (ACC), operational leadership. ***History:*** Activated 1927. Named for two local aviators: 2nd Lt. Samuel H. Davis Jr., killed Dec. 28, 1921, and 2nd Lt. Oscar Monthan, killed March 27, 1924. ***Museum:*** Pima Air and Space Museum. ***Inn:*** 520-228-3309.

Goldwater ANGB, Phoenix Sky Harbor Intl. Airport, Ariz. 85034. ***Nearest city:*** Phoenix. ***Phone:*** 602-302-9004. ***Acres:*** 60. ***Total Force:*** civilian, 0; military, 824. ***Component:*** ANG. ***Unit/mission:*** 161st ARW, air mobility operations.

Luke AFB, Ariz. 85309. ***Nearest city:*** Glendale. ***Phone:*** 623-856-1110. ***Acres:*** 5,942. ***Total Force:*** civilian, 982; military, 6,126. ***Active-duty USAF:*** enlisted, 3,500; officer, 427. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AETC. ***Unit/mission:*** 56th FW (AETC), training, Barry M. Goldwater Range operations; 944th FW (AFRC), training. ***History***: Activated 1941. Named for 2nd Lt. Frank Luke Jr., observation balloon-busting ace of WWI and first aviator to receive MOH, killed in action Sept. 29, 1918. ***Museum:*** Air Park. ***Inn:*** 623-935-2641. ***Golf:*** Falcon Dunes.

Morris ANGB, Tucson Intl. Airport, Ariz. 85706. ***Nearest city:*** Tucson. ***Phone:*** 520-295-6192. ***Acres:*** 98. ***Total Force:*** civilian, 0; military, 1,362. ***Component:*** ANG. ***Unit/mission***: 162nd Wing, fighter, ISR, RPA (at Davis-Monthan AFB, Ariz.) operations, training.

ARKANSAS

Ebbing ANGB, Fort Smith Regional Airport, Ark. 72903. ***Nearest city:*** Fort Smith. ***Phone:*** 479-573-5100. ***Acres:*** 144. ***Total Force:*** civilian, 0; military, 963. ***Component:*** ANG. ***Unit/mission:*** 188th Wing, RPA, ISR.

Little Rock AFB, Ark. 72099. ***Nearest city:*** Jacksonville. ***Phone:*** 501-987-1110. ***Acres:*** 6,829. ***Total Force:*** civilian, 646; military, 4,893. ***Active-duty USAF:*** enlisted, 2,879; officer, 517. ***Active-duty USSF:*** enlisted, 0; officer, 0. ***Owning command:*** AMC. ***Unit/mission:*** 19th AW (AMC), air mobility operations; 913th AG (AFRC), 189th AW (ANG), air mobility operations, training; 314th AW (AETC), training. ***History:*** Base opened Oct. 9, 1955. ***Inn:*** 501-988-1141. ***Golf:*** Deer Run.

CALIFORNIA

Beale AFB, Calif. 95903. ***Nearest city:*** Marysville. ***Phone:*** 530-634-3000. ***Acres:*** 22,454. ***Total Force:*** civilian, 821; military, 4,435. ***Active-duty USAF:*** enlisted, 2,795; officer, 485. ***Active-duty USSF:*** enlisted, 31; officer, 20. ***Owning command:*** ACC. ***Unit/mission:*** 7th Space Warning Squadron (Space Delta 4), missile warning; 9th RW (ACC), ISR, RPA operations; 195th Wing (ANG), DCGS, intel; 548th ISRG (ACC), DCGS; 940th Air Refueling Wing (AFRC), KC-135R. ***History:*** Opened October 1942 as Army's Camp Beale. Named for Edward F. Beale, a former Navy officer who became a hero of the Mexican-American War and early developer of California, as well as a senior appointee/diplomat for four presidents. Transferred to USAF 1948. Designated AFB April 1951. ***Museum:*** Edward F. Beale Museum. ***Inn:*** 530-634-3662. ***Golf:*** Coyote Run.

California ANGB, Fresno Yosemite Intl. Airport, Calif. 93727. ***Nearest city:*** Fresno. ***Phone:*** 559-454-5100. ***Acres:*** 77. ***Total Force:*** civilian, 0; military, 1,691. ***Component:*** ANG. ***Unit/mission:*** 144th FW, fighter, ISR operations.

Channel Islands ANGS, Calif. 93041. ***Nearest city:*** Oxnard. Phone: 805-986-8000. ***Acres:*** 206. ***Total Force:*** civilian, 3,674; military, 1,092. ***Component:*** ANG. ***Unit/mission:*** 146th AW, air mobility, MAFFS operations.

Edwards AFB, Calif. 93524. ***Nearest city:*** Rosamond. ***Phone:*** 661-277-1110. ***Acres:*** 307,517. ***Total Force:*** civilian, 4,204; military, 2,137. ***Active-duty USAF:*** enlisted, 2,212; officer, 625. ***Active-duty USSF***: enlisted, 0; officer, 22. ***Owning command:*** AFMC. ***Unit/mission:*** 412th TW (AFMC), T&E, base support; Hq. Air Force Test Center (AFMC), T&E management; U.S. Air Force Test Pilot School (AFMC), training. ***History:*** Muroc Bombing and Gunnery Range established September 1933. Designated Muroc AAB 1942. Renamed in 1949 for Capt. Glen W. Edwards, killed June 5, 1948, in crash of YB-49 "Flying Wing." ***Museum:*** Air Force Flight Test Museum. ***Inn:*** 661-277-3394/4101. ***Golf:*** Muroc Lake.

Los Angeles AFB, Calif. 90245. ***Nearest city:*** El Segundo. ***Phone:*** 310-653-1110. ***Acres:*** 56. ***Total Force:*** civilian, 769; military, 784. ***Active-duty USAF:*** enlisted, 316; officer, 236. ***Active-duty USSF:*** enlisted, 56; officer, 494. ***Owning command:*** USSF. ***Unit/mission:*** 61st ABG (USSF), support; Hq. Space Systems Command (USSF), acquisition, R&D. ***History:*** Designated Los Angeles AFS April 30, 1964. Redesignated Los Angeles AFB Sept. 15, 1987. SMC, activated July 1, 1992, dates from Air Research and Development Command's Western Development Division, activated July 1, 1954. ***Museum***. SMC Heritage Center. ***Inn:*** 310-653-8296.

March ARB, Calif. 92518. ***Nearest city:*** Moreno Valley/Riverside. ***Phone:*** 951-655-4138. ***Acres:*** 2,386. ***Total Force:*** civilian, 0; military, 6,142. ***Component:*** AFRC/ANG. ***Unit/mission:*** 452nd AMW (AFRC), air mobility operations; 163rd ATKW (ANG), RPA operations, training; Hq. 4th Air Force (AFRC), operational leadership. ***History:*** Activated March 1, 1918. Named for 2nd Lt. Peyton C. March Jr., who died of injuries sustained in a crash Feb. 18, 1918. ***Inn:*** 951-655-5241. ***Golf:*** General Old.

Moffett Federal Airfield, Calif. 94035. ***Nearest city:*** Mountain View. ***Phone:*** 650-603-9129. ***Acres:*** 112. ***Total Force:*** civilian, 457; military, 961. ***Component:*** ANG. ***Unit/mission:*** 129th RQW, personnel recovery operations. ***History:*** Activated as NAS Sunnyvale April 1933. Renamed Moffett Field June 1933 for Rear Adm. William A. Moffett, killed in crash of USS Akron airship April 4, 1933. Later renamed to Moffett Air National Guard Base.

Pillar Point SFS, Calif. 94019. ***Nearest city:*** Half Moon Bay. ***Phone:*** 650-728-3246. ***Acres:*** 55. ***Total Force:*** civilian, 1; military, 1. ***Owning Command:*** USSF. ***Unit/mission:*** supports space and ballistic missile launches. ***History:*** Opened as an Army observation post in 1940; taken over by the Navy in 1958 as a control site for missile testing; transferred to the Air Force in 1964.

Sepulveda ANGS, Calif. 91406. ***Nearest city:*** Van Nuys. ***Phone:*** 858-276-9351. ***Acres:*** 26. ***Total Force:*** civilian, 0; military, 279. ***Component:*** ANG. ***Unit/mission:*** 261st Cyberspace Operations Squadron, mission assurance and threat mitigation support.

Travis AFB, Calif. 94535. ***Nearest city:*** Fairfield. ***Phone:*** 707-424-1110. ***Acres:*** 6,633. ***Total Force:*** civilian, 1,411; military, 9,068. ***Active-duty USAF:*** enlisted, 5,318; officer, 1,258. ***Active-duty USSF:*** enlisted, 0; officer, 4. ***Owning command:*** AMC. ***Unit/mission:*** 60th AMW (AMC), 349th AMW (AFRC), air mobility operations; David Grant USAF Medical Center. ***History:*** Activated May 17, 1943. Named for Brig. Gen. Robert F. Travis, killed Aug. 5, 1950. ***Museum:*** Heritage Center. ***Inn:*** 707-424-8000. ***Golf:*** Cypress Lakes.

Vandenberg SFB, Calif. 93437. ***Nearest city:*** Lompoc. ***Phone:*** 805-606-1110. ***Acres:*** 101,454. ***Total Force:*** civilian, 1,159; military, 1,816. ***Active-duty USAF:*** enlisted, 1,472; officer, 329. ***Active-duty USSF:*** enlisted, 509; officer, 242. ***Owning command:*** USSF. ***Unit/mission:*** Space Launch Delta 30 (USSF), space and launch range operations, host unit; 381st TRG (AETC), training; 576th FLTS (AFGSC), test; 21st SOPS (USSF), space operations; Combined Space Operations Center (SPACECOM), space C2 operations. ***History:*** Originally Army's Camp Cooke; activated October 1941. Reassigned to USAF June 7, 1957. Renamed for Gen. Hoyt S. Vandenberg, USAF's second Chief of Staff. ***Museum:*** Space and Missile Heritage Center. ***Inn:*** 805-606-1844.

COLORADO

Buckley SFB, Colo. 80011. ***Nearest city:*** Aurora. ***Phone:*** 720-847-9431. ***Acres:*** 4,298. ***Total Force:*** civilian: 1,125; military, 5,660. ***Active-duty USAF:*** enlisted, 879; officer, 223. ***Active-duty USSF:*** enlisted, 474; officer, 165. ***Owning command:*** USSF. ***Unit/mission:*** 140th Wing (ANG), air mobility, fighter operations, mobile missile warning; Space Base Delta 2 (USSF); Space Delta 4, strategic and theater missile warning; 566th IS (ACC), intelligence; Air Reserve Personnel Center, Guard and Reserve personnel support. ***History:*** Activated April 1, 1942, as gunnery training facility. ANG assumed control from Navy 1959. Became Active-duty Air Force facility Oct. 1, 2000. Renamed Buckley Space Force Base on June 4, 2021. Named for 1st Lt. John H. Buckley, WWI flier, killed Sept. 17, 1918. ***Inn:*** 720-847-5899.

Cheyenne Mountain SFS, Colo. 80914. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-556-7321 (Peterson SFB). **Acres:** 567. ***Total Force:*** part of Peterson SFB. ***Owning command:*** USSF. **Unit/mission**: NORAD/NORTHCOM Alternate Command Center, Integrated Tactical Warning and Attack Assessment operations, training. ***History:*** operational April 20, 1966.

Greeley ANGS, Colo. 80631. ***Nearest city:*** Greeley. ***Phone:*** 303-929-7768. ***Acres:*** 17. ***Total Force:*** civilian, 64; military, 302. ***Component:*** ANG. ***Unit/mission:*** 233rd Space Group, missile warning and space launch detection. ***History:*** Activated January 1996.

Peterson SFB, Colo. 80914. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-556-7321. ***Acres:*** 1,738. ***Total Force:*** civilian, 3,614; military, 4,702. ***Active-duty USAF:*** enlisted, 1,955; officer, 994. ***Active-duty USSF:*** enlisted, 922; officer, 807. ***Owning command:*** USSF. ***Unit/mission:*** Hq. Space Operations Command (USSF), operational leadership; Space Delta 2, space domain awareness; Space Delta 3, space electromagnetic warfare; Space Delta 6, space access and cyberspace operations; Space Delta 7, ISR; Space Delta 8, satellite communications; Space Delta 9, orbital warfare; PNT Delta (provisional), positioning, navigation, and timing; Space Base Delta 1, base operations; 52nd AS (AMC) (active associate), 200th AS (ANG), air mobility operations; 302nd AW (AFRC), air mobility, MAFFS operations; Hq. NORAD, Hq. NORTHCOM, operational leadership. ***History:*** Activated 1942. Named for 1st Lt. Edward J. Peterson, killed Aug. 8, 1942. ***Museum:*** Peterson Air and Space Museum. ***Inn:*** 719-556-7851. ***Golf:*** Silver Spruce.

Schriever SFB, Colo. 80912. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-567-1110. ***Acres:*** 5,634. **Total Force:** civilian, 0; military, 1,306. ***Active-duty USAF:*** enlisted, 392; officer, 110. ***Active-duty USSF:*** enlisted, 1,144; officer, 605. ***Owning command:*** USSF. ***Unit/mission:*** Space Base Delta 1, base operations (USSF); 310th SW (AFRC), space operations; Det. 1, USAF Warfare Center (ACC/USSF), R&D. ***History:*** Activated as Falcon AFS Sept. 26, 1985. Redesignated AFB June 13, 1988. Renamed for Gen. Bernard A. Schriever June 5, 1998.

U.S. Air Force Academy, Colo. 80840. ***Nearest city:*** Colorado Springs. ***Phone:*** 719-333-1110. ***Acres:*** 18,686. ***Total Force:*** civilian, 1,607; military, 2,058. ***Active-duty USAF***: enlisted, 1,275; officer, 865. ***Active-duty USSF***: enlisted, 10; officer, 51. ***Cadet wing:*** 59. ***Next higher echelon of command:*** Hq. Air Force. ***Unit/mission:*** U.S. Air Force Academy (USAFA), education/training; Preparatory School, education/training; 10th ABW (Air Force Academy), support; 306th FTG (AETC), training. ***History:*** established April 1, 1954; headquartered at Lowry AFB until August 1958. Moved to permanent location in Colorado Springs August 1958. ***Museum:*** Visitor Center. ***Inn:*** 719-472-1940. ***Golf:*** Eisenhower.

CONNECTICUT

Bradley ANGB, Conn. 06026. ***Nearest cities:*** Hartford, Conn., and Springfield, Mass. ***Phone***: 860-292-2460. ***Acres:*** 152. ***Total Force:*** civilian, 181; military, 0. ***Component:*** ANG. ***Unit/mission:*** 103rd AW, air mobility operations. ***History:*** Named for Lt. Eugene M. Bradley, killed in P-40 crash August 1941.

DELAWARE

Dover AFB, Del. 19902. ***Nearest city:*** Dover. ***Phone:*** 302-677-3000. ***Acres:*** 3,824. ***Total Force***: civilian, 0; military, 4,767. ***Active-duty USAF:*** enlisted, 2,945; officer, 353. ***Active-duty USAF:*** enlisted 0; officer 1. ***Owning command:*** AMC. ***Unit/mission:*** 436th AW (AMC), 512th AW (AFRC), air mobility operations; Air Force Mortuary Affairs Operations (USAF). ***History:*** Activated December 1941. Inactivated 1946. Reactivated February 1951. ***Museum:*** Air Mobility Command Museum. ***Inn:*** 302-677-2840. ***Golf:*** Eagle Creek.

New Castle ANGB, New Castle Airport, Del. 19720. ***Nearest city:*** Wilmington. ***Phone:*** 302-323-3408. ***Acres:*** 94. ***Total Force:*** civilian, 402; military, 1,952. ***Component:*** ANG. ***Unit/mission:*** 166th AW, air mobility, cyber operations.

DISTRICT OF COLUMBIA

JB Anacostia-Bolling, D.C. 20032. ***Nearest city:*** Washington, D.C. ***Phone:*** 703-545-6700. ***Acres:*** 5,711. ***Total Force:*** civilian, 1,336; military, 3,267. ***Active-duty USAF:*** enlisted, 1,981; officer, 1,593. ***Active-duty USSF:*** enlisted, 121; officer, 123. ***Bolling owning command:*** AFDW. ***Unit/mission:*** 11th Wing (AFDW), helicopter operations, support; 579th MDG (AFDW), clinic operations; Hq. Surgeon General (USAF). ***History:*** Activated October 1917 with Army air and Navy elements. Formed joint base under Navy lead 2010. Naval Support Facility Anacostia named for adjacent Anacostia River. Bolling named for Col. Raynal C. Bolling, first high-ranking Army Air Service officer killed in WWI. ***Inn:*** Navy Gateway: 202-664-8587.

FLORIDA

Avon Park AFR, Fla. ***Nearest city:*** Avon Park. ***Phone:*** 863-452-4120. ***Acres:*** 100,929. ***Total Force:*** civilian, 34; military, 184. ***Owning command:*** ACC. ***Unit/mission:*** 598th Range Squadron, training.

Cape Canaveral SFS, Fla. 32920. ***Nearest city:*** Cocoa Beach. ***Phone:*** 321-494-5933. ***Acres:*** 16,238. ***Total Force:*** civilian, 506; military, 402. ***Active-duty USSF:*** enlisted, 8; officer, 59 (Part of Patrick SFB). ***Owning command:*** USSF. ***Unit/mission:*** Space Launch Delta 45th (USSF), space launch operations; 114th EWS (ANG), offensive counterspace, space situational awareness. ***History:*** Formerly NAS Banana River. Site of Joint Long Range Proving Ground 1949. USAF took sole control 1950. Combined with NASA to form John F. Kennedy Space Center 1973. Designated Cape Canaveral AS in 1974. Designated Cape Canaveral SFS in 2020. ***Museums:*** Air Force Space and Missile Museum, Sands Space History Center.

Duke Field, Fla. 32542. ***Nearest city:*** Crestview. ***Phone:*** 850-883-6347. ***Acres:*** 1,946. ***Total Force:*** civilian, 506; military, 402. ***Component:*** AFRC. ***Unit/mission:*** 919th SOW (classic associate), special operations. ***History:*** named for Lt. Robert L. Duke, pilot killed Dec. 29, 1943, in test flight. Also known as Eglin AFB Auxiliary Field 3.

Eglin AFB, Fla. 32542. ***Nearest city:*** Niceville-Valparaiso. ***Phone:*** 850-882-1110. ***Acres:*** 455,417 (main reservation). ***Total Force:*** civilian, 5,892; military, 10,198. ***Active-duty USAF:*** enlisted, 4,490; officer, 1,442. ***Active-duty USSF:*** enlisted, 65; officer, 22. ***Owning command:*** AFMC. ***Unit/mission:*** 20th SPSS (USSF), space surveillance; 33rd FW (AETC), training; 53rd Wing (ACC), OT&E; 96th TW (AFMC), T&E, base support; 350th Spectrum Warfare Wing (AFMC), electronic warfare; AFRL Munitions Directorate (AFMC), R&D; PEO-Weapons/Air Force Life Cycle Management Center Armament Directorate (AFMC), acquisition. ***History:*** Activated 1935. Named for Lt. Col. Frederick I. Eglin, WWI flier killed in aircraft accident Jan. 1, 1937. ***Museum:*** Air Force Armament Museum. ***Inn:*** 850-389-4943/8761. ***Golf:*** Eglin.

Homestead ARB, Fla. 33039. ***Nearest city:*** Homestead. ***Phone:*** 786-415-7000. ***Acres:*** 2,597. ***Total Force:*** civilian, 485; military, 2,152. ***Component:*** AFRC. ***Unit/mission:*** 367th FS (active associate), 125th FW Det. 1 (ANG), 482nd FW (AFRC), fighter operations. ***Inn:*** 786-415-7198.

Hurlburt Field, Fla. 32544. ***Nearest city:*** Fort Walton Beach. ***Phone:*** 850-884-1110. ***Acres:*** 6,341. ***Total Force:*** civilian, 1,645; military, 7,791. ***Active-duty USAF:*** enlisted, 5,401; officer, 2,197. ***Active-duty USSF:*** enlisted, 6; officer, 4. ***Owning command:*** AFSOC. ***Unit/mission:*** 1st SOW (AFSOC), special operations; 24th SOW (AFSOC), special tactics operations; 39th IOS (ACC), training; 361st ISRG (ACC), ISR operations; 492nd SOW (AFSOC) training; 505th CCW (ACC), C2, ISR TTP development, test; 556th RED HORSE (AFRC), 823rd RED HORSE (ACC), bare base operations; 2nd Combat Weather Systems Squadron (ACC), OT&E, training; Hq. AFSOC, management. ***History:*** Activated 1943. Named for Lt. Donald W. Hurlburt, WWII pilot killed Oct. 1, 1943. ***Museum:*** Memorial Air Park. ***Inn:*** 850-884-7115. ***Golf:*** Gator Lakes.

Jacksonville ANGB, Jacksonville Intl. Airport, Fla. 32218. ***Nearest city:*** Jacksonville. ***Phone:*** 904-741-7030. ***Acres:*** 342. ***Total Force:*** civilian, 0; military, 1,024. ***Component***: ANG. ***Unit/mission:*** 125th FW, fighter, ISR operations.

MacDill AFB, Fla. 33621. ***Nearest city:*** Tampa. ***Phone:*** 813-828-1110. ***Acres:*** 5,834. ***Total Force:*** civilian, 0; military, 7,240. ***Active-duty USAF:*** enlisted, 2,835; officer, 681. ***Active-duty USSF:*** enlisted, 13; officer, 33. ***Owning command:*** AMC. ***Unit/mission:*** 6th ARW (AMC), 927th ARW (AFRC), air mobility operations; Hq. CENTCOM, operational leadership; Hq. SOCOM, operational leadership; Hq. Joint Communications Support Element, C4 operations, management; Joint Special Operations University (SOCOM), education. ***History:*** Activated April 15, 1941. Named for Col. Leslie MacDill, killed in aircraft accident Nov. 8, 1938. ***Inn:*** 813-828-4259. ***Golf:*** Bay Palms.

Patrick SFB, Fla. 32925. ***Nearest city:*** Cocoa Beach. ***Phone:*** 321-494-1110. ***Acres:*** 2,324. ***Total Force:*** civilian, 1,648; military, 2,764. ***Active-duty USAF:*** enlisted, 1,217; officer, 381. ***Active-duty USSF:*** enlisted, 127; officer, 118. **Owning command:** USSF. ***Unit/mission:*** Space Launch Delta 45 (USSF), space launch operations; 920th RQW (AFRC), personnel recovery operations; Air Force Technical Applications Center (ACC), nuclear monitoring. ***History:*** Activated 1940. Named for



Senior Airman Tallon Bratton

Airmen with the 374th Airlift Wing, Yokota Air Base, Japan, offload relief supplies and equipment from a C-130J Super Hercules at Andersen Air Force Base, Guam in 2026.

Maj. Gen. Mason M. Patrick, Chief of American Expeditionary Forces' Air Service in WWI and Chief of Air Service/Air Corps, 1921-27. ***Museum:*** Khobar Tower Memorial. ***Inn:*** 321-494-5428. ***Golf:*** Manatee Cove.

Tyndall AFB, Fla. 32403. ***Nearest city:*** Panama City. ***Phone:*** 850-283-1110. ***Acres:*** 29,161. ***Total Force:*** civilian, 2,730; military, 3,609. ***Active-duty USAF:*** enlisted, 2,674; officer, 437. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** ACC. ***Unit/mission:*** 53rd WEG (ACC), T&E; 101st AOG (ANG), C2 operations; 325th FW (ACC); 601st AOC (ACC/ANG), plan/direct air operations; Air Force Rescue Coordination Center (ACC), plan/direct inland rescue operations; Hq. Continental U.S. NORAD Region (NORAD)/1st Air Force (Air Forces Northern) (ACC/ANG), operational leadership. ***History:*** Activated Dec. 7, 1941. Named for 1st Lt. Frank B. Tyndall, WWI fighter pilot killed July 15, 1930. ***Inn:*** 850-283-4210. ***Golf:*** Pelican Point.

GEORGIA

Brunswick ANGS, Brunswick Golden Isles Airport, Ga. 31525. ***Nearest city:*** Brunswick. ***Phone:*** 912-261-5604. ***Acres:*** 11. ***Total Force:*** civilian, 0; military, 192. ***Component:*** ANG. ***Unit/mission:*** 224th Joint Communications Support Squadron, combat communications.

Dobbins ARB, Ga. 30069. ***Nearest city:*** Marietta. ***Phone:*** 678-655-5000. ***Acres:*** 1,907. ***Total Force:*** civilian, 0; military, 1,866. ***Component:*** AFRC. ***Unit/mission:*** 94th AW, aeromedical evacuation, air mobility operations; Hq. 22nd Air Force, operational leadership. ***History:*** Activated 1943. Named for Capt. Charles Dobbins, pilot killed in WWII. ***Inn:*** 678-655-4745.

Grand Bay Bombing and Gunnery Range, Ala. ***Nearest city:*** Lakeland. ***Phone:*** 229-257-3510/2765. ***Acres***: 5,874. ***Owning command:*** ACC. ***Unit/mission:*** tactical air and ground maneuvers, weapons training.

Moody AFB, Ga. 31699. ***Nearest city:*** Valdosta. ***Phone:*** 229-257-1110. ***Acres:*** 5,681. ***Total Force:*** civilian, 0; military, 4,453. ***Active-duty USAF:*** enlisted, 4,190; officer, 499. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** ACC. ***Unit/mission:*** 23rd Wing (ACC), fighter, personnel recovery operations; 93rd AGOW (ACC), battlefield airmen operations, expeditionary force protection, support; 476th FG (AFRC), fighter operations. ***History:*** Activated June 1941. Named for Maj. George P. Moody, killed May 5, 1941. ***Inn:*** 229-257-3893. ***Golf:*** Quiet Pines.

Robins AFB, Ga. 31098. ***Nearest city:*** Warner Robins. ***Phone:*** 478-926-1110. ***Acres:*** 6,935. ***Total Force***: civilian, 14,239; military, 4,893. ***Active-duty USAF:*** enlisted, 1,983; officer, 682. ***Active-duty USSF:*** enlisted, 0; officer, 9. ***Owning command:*** AFMC. ***Unit/mission:*** 78th ABW (AFMC), support; 94th APS (AFRC), aerial port operations; 116th ACW (ANG), 461st ACW (ACC), C2 operations; 638th SCMG (AFMC), systems life-cycle support; 5th CCG (ACC), combat communications operations; Hq. AFRC, management; Warner Robins ALC (AFMC), weapons maintenance, repair. ***History:*** Activated March 1942. Named for Brig. Gen. Augustine Warner Robins, an early chief of the Air Corps' Materiel Division, who died June 16, 1940. ***Museum:*** Museum of Aviation. ***Inn:*** 478-926-2100. ***Golf:*** Pine Oaks.

Savannah ANGB, Savannah/Hilton Head Intl. Airport, Ga. 31408. ***Nearest city:*** Garden City. ***Phone:*** 912-966-8290. ***Acres:*** 230. ***Total Force:*** civilian, 2; military, 950. ***Component:*** ANG. ***Unit/mission:*** 165th AW, air mobility, tactical communications, TACP operations, Air Dominance Center.

GUAM

Andersen AFB, Guam APO AP 96543. ***Nearest city:*** Yigo. ***Phone:*** 671-366-1110. ***Acres:*** 15,940. ***Total Force:*** civilian, 0; military, 3,400. ***Active-duty USAF:*** enlisted, 2,233; officer, 205. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** PACAF. ***Unit/mission:*** 9th Operations Group Det. 4 (ACC), RPA operations; 22nd SOPS Det. 5 (USSF), space operations; 36th Wing (PACAF), support; 36th CRG (PACAF), bare base operations; 44th APS (AFRC), aerial port operations; 254th ABG (ANG), support, bare base operations (254th RED HORSE); 724th ASTF (AFRC); 734th AMS (AMC), air transportation services. ***History:*** Activated 1945 as North Field. Renamed 1949 for Brig. Gen. James R. Andersen, lost at sea Feb. 26, 1945. Became part of Joint Region Marianas 2009. ***Inn:*** Navy Gateway: 671-979-5501. ***Golf:*** Palm Tree.

HAWAII

Air Force Maui Optical and Supercomputing Observatory, Hawaii, 96790. ***Nearest city:*** Kahului. ***Phone:*** 719-556-6660 (Peterson SFB operator). ***Owning command:*** USSF. ***Unit/mission:*** On the island of Maui, Det. 15 of the Air Force Research Laboratory operates the observatory as part of Space Base Delta 1, Colo., providing space domain awareness.

JB Pearl Harbor-Hickam, Hawaii 96853. ***Nearest city:*** Honolulu. ***Phone:*** 808-449-7110. ***Acres:*** 6,242. ***Total Force***: civilian, 6,471; military, 12,179. ***Active-duty USAF:*** enlisted, 4,150; officer, 1,139. ***Active-duty USSF:*** enlisted, 121; officer, 83. ***Hickam owning command:*** PACAF. ***Unit/mission:*** 15th Wing (PACAF), 154th Wing (ANG), air mobility, fighter operations; 515th AMOW (AMC); 613th AOC (PACAF), C2 operations; 624th RSG (AFRC), bare base operations; 647th ABG (PACAF), support; Hq. PACAF, management, operational leadership. ***History:*** Pearl Harbor established 1908. Hickam dedicated 1935. Activated 1938. Formed as joint base under Navy lead 2010. Hickam named for Lt. Col. Horace M. Hickam, aviation pioneer killed in crash in Texas Nov. 5, 1934. ***Museums:*** USS Arizona Memorial, Bowfin Memorial and Museum. ***Inn:*** Navy Gateway: 808-800-2337. ***Golf:*** Mamala Bay.

Ka'ena Point SFS, Hawaii 96791. ***Nearest city:*** Honolulu. ***Phone***: 719-556-6660 (Peterson SFB operator). ***Acres:*** 153. ***Total Force:*** civilian, 14; military, 0. **Owning command:** USSF. ***Unit/mission:*** On the island of Oahu, Det. 3 of the 21st Space Operations Squadron operates the remote tracking station of the Satellite Control Network as part of Space Base Delta 1, Colo. Personnel are responsible for tracking satellites in orbit, receiving and processing data, and enabling control of satellites by relaying commands. ***History:*** The station opened in 1959 to support the Corona reconnaissance program.

IDAHO

Gowen Field, Boise Air Terminal, Idaho 83705. ***Nearest city:*** Boise. ***Phone:*** 208-422-5333. ***Acres:*** 744. ***Total Force:*** civilian, 0; military, 1,942. ***Component:*** ANG. ***Unit/mission:*** 124th FW, fighter, cyber, TACP operations. ***History:*** Named for Lt. Paul R. Gowen, killed in B-10 crash in Panama July 11, 1938.

Mountain Home AFB, Idaho 83648. ***Nearest city:*** Mountain Home. ***Phone:*** 208-828-6800. ***Acres:*** 6,858. ***Total Force***: civilian, 464; military, 3,311. ***Active-duty USAF***: enlisted, 2,964; officer, 369. ***Owning command:*** ACC. ***Unit/mission:*** 366th FW (ACC), fighter operations, range management. ***History:*** Activated August 1943 as B-24 training base. Inactivated October 1945. Reactivated December 1948. Inactivated April 1950. Reactivated 1951. ***Inn:*** 208-828-5200. ***Golf:*** Silver Sage.

Mountain Home Range Complex, Idaho. ***Nearest city:*** Bruneau. ***Phone:*** 208-828-0154.

Acres: 12,141 (Juniper Butte); 109,466 (Saylor Creek). ***Owning command:*** ACC (366th FW, Mountain Home AFB). ***Unit/mission:*** 266th Range Squadron (squadron is based at Mountain Home AFB), unit-level and composite force training with air-to-ground training ranges, no-drop target complexes, and electronic combat sites.

ILLINOIS

Capital Airport ANGS, Abraham Lincoln Capital Airport, Ill. 62707. ***Nearest city:*** Springfield. ***Phone:*** 217-757-1267. ***Acres:*** 78. ***Total Force:*** civilian, 0; military, 830. ***Component:*** ANG. ***Unit/mission:*** 183rd Wing, 183rd Centralized Repair Facility (CRF), 183rd Air Operations Group (AOG).

Peoria ANGB, Gen. Wayne A. Downing Peoria Intl. Airport, Ill. 62707. ***Nearest city:*** Peoria. ***Acres:*** 334. ***Phone:*** 800-942-3771. ***Total Force:*** civilian, 19; military, 1,822. ***Component:*** ANG. ***Unit/mission:*** 182nd AW, air mobility, combat communications, TACP operations. Group (AOG).

Scott AFB, Ill. 62225. ***Nearest city:*** Belleville. ***Phone:*** 618-256-1110. ***Acres:*** 3,769. ***Total Force:*** civilian, 3,461; military, 6,831. ***Active-duty USAF:*** enlisted, 3,542; officer, 1,083. ***Active-duty USSF:*** enlisted, 0; officer, 2. ***Owning command:*** AMC. ***Unit/mission:*** 126th ARW (ANG), 375th AMW (AMC), air mobility operations; 618th AOC (TACC) (AMC), planning/directing worldwide air mobility operations; 635th SCOW (AFMC), global logistics support; 932nd AW (AFRC), air mobility operations; Cyberspace Capabilities Center (ACC), network integration, engineering, simulation; Hq. 18th Air Force (AMC), operational leadership; Hq. AMC, management; Hq. TRANSCOM, operational leadership. ***History:*** Activated June 14, 1917. Named for Cpl. Frank S. Scott, first enlisted man to die in an aircraft accident, Sept. 28, 1912. ***Museum***: Heritage Air Park. ***Inn:*** 618-256-1844. ***Golf:*** Cardinal Creek.

INDIANA

Fort Wayne ANGB, Fort Wayne Intl. Airport, Ind. 46809. ***Nearest city:*** Fort Wayne. ***Phone:*** 260-478-3700. ***Acres:*** 202. ***Total Force:*** civilian, 0; military, 1,288. ***Component:*** ANG. ***Unit/mission:*** 122nd FW, fighter operations.

Grissom ARB, Ind. 46971. ***Nearest city:*** Kokomo. ***Phone:*** 765-688-5211. ***Acres:*** 1,751. ***Total Force:*** civilian, 483; military, 1,513. ***Component:*** AFRC. ***Unit/mission***: 434th ARW, air refueling operations. ***History:*** Activated 1942 as NAS Bunker Hill. Reactivated June 1954 as Bunker Hill AFB. Renamed May 1968 for Lt. Col. Virgil I. "Gus" Grissom, killed Jan. 27, 1967, in Apollo capsule fire. Realigned as AFRC base Oct. 1, 1994. Home to Air Force Reserve, Army Reserve, and Marine Corps Reserve units. ***Inn:*** 765-681-5082. ***Golf:*** Grissom.



Airman 1st Class Tavian Sims

A B-1B Lancer from Dyess Air Force Base, Texas, waits for clearance at McConnell Air Force Base, Kan., May 11, 2026. The Lancer underwent a preemptive replacement of its Forward Intermediate Fuselage to extend the life of the B-1 and require fewer inspections.

Hulman Field ANGB, Ind. 47803. ***Nearest city:*** Terre Haute. ***Phone:*** 812-877-5210. ***Acres:*** 121. ***Total Force:*** civilian, 0; military, 981. ***Component:*** ANG. ***Unit/mission:*** 181st IW, DCGS, TACP operations.

IOWA

Des Moines ANGB, Des Moines Intl. Airport, Iowa 50321. ***Nearest city:*** Des Moines. ***Phone:*** 515-261-8290. ***Acres:*** 172. ***Total Force:*** civilian, 0; military, 939. ***Component:*** ANG. ***Unit/mission:*** 132nd Wing, DTOC and RPA, cyber, and ISR operations.

Fort Dodge ANGS, Iowa 50501. ***Nearest city:*** Fort Dodge. ***Phone:*** 515-574-3209. ***Acres:*** 13. ***Total Force***: civilian, 32; military, 169. ***Component:*** ANG. ***Unit/mission:*** 133rd Test Squadron, command and control.

Sioux Gateway Airport Brigadier General "Bud" Day Field, Iowa 51111. ***Nearest city:*** Sioux City. ***Phone:*** 712-233-0732/0809. ***Acres:*** 283. ***Total Force:*** civilian, 0; military, 1,122. ***Component:*** ANG. ***Unit/mission:*** 185th ARW, air mobility operations. ***History:*** Activated as Sioux City AAB in July 1942. Closed in December 1945. Reopened in September 1946 as Sioux City ARB. Returned to joint civil-military use. Named in 2002 for retired Col. George E. "Bud" Day, Vietnam POW and MOH recipient, and renamed in 2018 following Day's posthumous promotion to brigadier general.

KANSAS

Forbes Field ANGB, Kan. 66619. ***Nearest city:*** Topeka. ***Phone:*** 785-862-1234. ***Acres:*** 215. ***Total Force:*** civilian, 283; military, 1,757. ***Component:*** ANG. ***Unit/mission:*** 190th ARW, air mobility, combat weather operations. ***History:*** Named for Maj. Daniel H. Forbes Jr., pilot killed June 5, 1948, test-flying Northrop YB-49 "Flying Wing."

McConnell AFB, Kan. 67221. ***Nearest city:*** Wichita. ***Phone:*** 316-759-6100. ***Acres:*** 3,434. ***Total Force:*** civilian, 0; military, 4,485. ***Active-duty USAF:*** enlisted, 2,382; officer, 368. ***Owning command:*** AMC. ***Unit/mission:*** 22nd ARW (AMC), air mobility operations; 184th Wing (ANG), cyber, DCGS, ISR operations, space C2, TACP operations; 931st ARW (AFRC), air mobility operations. ***History:*** Activated June 5, 1951. Named for three Wichita natives, the McConnell brothers—Lt. Col. Edwin M. (died Sept. 1, 1997), Capt. Fred J. (died in a private airplane crash Oct. 22, 1945), and 2nd Lt. Thomas L. (killed July 10, 1943)—all WWII B-24 pilots. ***Inn:*** 316-759-6999.

Smoky Hill ANG Weapons Range, Kan. 67401. ***Nearest city:*** Salina. ***Acres***: 33,878. ***Component***: ANG. ***Unit/mission:*** 284th Air Support Operations Squadron; bombing range, combined arms training.

KENTUCKY

Louisville ANGB, Louisville Intl. Airport, Ky. 40213. ***Nearest city:*** Louisville. ***Phone:*** 502-413-4400. ***Acres:*** 76. ***Total Force:*** civilian, 0; military, 1,126. ***Component:*** ANG. ***Unit/mission***: 123rd AW, air mobility, bare base, special tactics operations.

LOUISIANA

Barksdale AFB, La. 71110. ***Nearest city:*** Bossier City. ***Phone:*** 318-456-1110. ***Acres:*** 22,504. ***Total Force:*** civilian, 1,426; military, 6,183. ***Active-duty USAF:*** enlisted, 4,152; officer, 931. ***Owning command:*** AFGSC. ***Unit/mission:*** 2nd BW (AFGSC), bomber operations; 307th BW (AFRC), bomber operations, training; Hq. AFGSC, management; Hq. 8th Air Force (AFGSC), operational leadership. ***History:*** Activated Feb. 2, 1933. Named for Lt. Eugene H. Barksdale, WWI airman killed in August 1926 crash. ***Museum:*** Barksdale Global Power Museum. ***Inn:*** 318-456-3091. ***Golf:*** Bomber Bayou.

Claiborne Range, La. ***Nearest city:*** Alexandria. ***Phone:*** 318-487-0378. ***Acres:*** 7,800. ***Owning command:*** AFRC. ***Unit/mission:*** 307th Operations Support Squadron; bombing, exercise and target training, and electronic countermeasure training.

NAS JRB New Orleans, La. 70143. ***Nearest city:*** New Orleans. ***Phone:*** 504-678-3260. ***Acres:*** 4,934 (ANG: 89). ***Total Force:*** civilian, 0; military, 2,906. ***Component:*** ANG. ***Unit/mission:*** 122nd ASOS (Pineville, La.), TACP; 159th FW, fighter operations; 214th EIS, cyber operations; 236th CBCS (Hammond, La.), combat communications.

MAINE

Bangor ANGB, Bangor Intl. Airport, Maine 04401. ***Nearest city:*** Bangor. Phone: 207-404-7700. ***Acres:*** 122. ***Total Force***: civilian, 209; military, 1,371. ***Component:*** ANG. ***Unit/mission:*** 101st ARW, air mobility, combat communications.

South Portland AGS, Maine 04106. ***Nearest city:*** South Portland. ***Phone:*** 207-756-7904. ***Acres:*** 12. ***Total Force***: civilian, 28; military, 471. ***Component***: ANG. ***Unit/mission:*** 265th Combat Communications Squadron, 243rd Engineering Installation Squadron.

MARYLAND

JB Andrews, Md. 20762. ***Nearest city:*** Washington, D.C. ***Phone***: 301-981-1110. ***Acres***: 4,949. ***Total Force:*** civilian, 0; military, 10,127. ***Active-duty USAF:*** enlisted, 3,690; officer, 1,363. ***Active-duty USSF:*** enlisted, 149; officer, 28. ***Owning command:*** AFDW. ***Unit/mission:*** 89th AW (AMC), air mobility operations; 113th Wing (ANG), air mobility, fighter operations; 459th ARW (AFRC), air mobility operations; 844th CG (AFDW), cyber operations; Air Force Legal Operations Agency (USAF); Air Force Review Boards Agency (USAF); ANG Readiness Center (ANG), support. ***History:*** Activated May 1943. NAF Washington dates from 1919 at Anacostia; moved to Andrews 1958. Formed JB Andrews-NAF Washington under Air Force lead 2010. Andrews named for Lt. Gen. Frank M. Andrews, military air pioneer and WWII commander of the European theater, killed in aircraft accident May 3, 1943, in Iceland. ***Inn:*** 301-981-4614. ***Golf:*** The Courses at Andrews.

Warfield ANGB, Martin State Airport, Md. 21220. ***Nearest city***: Baltimore. ***Phone:*** 410-

918-6001. ***Acres:*** 175. ***Total Force***: civilian, 189; military, 1,213. ***Component:*** ANG. ***Unit/mission:*** 175th Wing, cyber, fighter operations.

MASSACHUSETTS

Barnes ANGB, Westfield-Barnes Regional Airport, Mass. 01085. ***Nearest city:*** Westfield. ***Phone***: 413-568-9151. ***Acres:*** 137. ***Total Force:*** civilian, 339; military, 1,023. ***Component:*** ANG. ***Unit/mission:*** 104th FW, fighter operations.

Hanscom AFB, Mass. 01731. ***Nearest city:*** Boston. ***Phone:*** 781-225-1110. ***Acres:*** 2,084. ***Total Force:*** civilian, 2,775; military, 1,444. ***Active-duty USAF:*** enlisted, 761; officer, 807. ***Active-duty USSF:*** enlisted, 30; officer, 64. ***Owning command:*** AFMC. ***Unit/mission:*** 66th ABG (AFMC), support; PEO-C3BM, PEO-C3I and Networks (AFMC), PEO-Nuclear Command, Control, and Communications (NC3) (AFMC) acquisition. ***History:*** Activated 1941. Named for Laurence G. Hanscom, a pre-WWII advocate of private aviation, killed in light plane accident 1941. ***Inn:*** 781-225-4444. ***Golf:*** Patriot.

Joint Base Cape Cod, Mass. 02542. ***Nearest city:*** Buzzards Bay. ***Phone:*** 508-968-4000. ***Total Force:*** civilian, 268; military, 2,204. ***Major components:*** Camp Edwards, Massachusetts Army National Guard; Otis ANGB; Cape Cod AFS; Coast Guard Air Station Cape Cod.

JBCC-Cape Cod SFS, Mass. 02561. ***Nearest city:*** Sandwich. ***Phone:*** 508-968-3277. ***Acres:*** 101. ***Total Force:*** civilian, 1; military, 42. ***Owning command:*** USSF. ***Unit/mission:*** 6th SWS (USSF), missile warning. ***History:*** Established April 4, 1980, as Cape Cod Missile Early Warning Station. Renamed Jan. 5, 1982.

JBCC-Otis ANGB, Mass. 02542. ***Nearest city:*** Falmouth. ***Phone:*** 508-968-4003. ***Acres:*** 3,619. ***Total Force:*** civilian, 268; military, 2,204. ***Component:*** ANG. ***Unit/mission:*** 102nd IW, C2, DCGS operations, EIG, WXF; 202nd ISRG, cyber intelligence; 253rd CEIG, combat communications, cyber. ***History:*** Named for 1st Lt. Frank J. Otis, Massachusetts ANG flight surgeon and pilot, killed in 1937 crash.

Westover ARB, Mass. 01022. ***Nearest city:*** Chicopee. ***Phone:*** 413-557-1110. ***Acres:*** 2,147. ***Total Force:*** civilian, 606; military, 3,020. ***Component:*** AFRC. ***Unit/mission:*** 439th AW, C-5M air mobility operations. ***History:*** Dedicated April 6, 1940. Named for Maj. Gen. Oscar Westover, Chief of the Air Corps, killed Sept. 21, 1938. ***Inn:*** 413-593-5421.

MICHIGAN

Alpena CRTC, Alpena County Regional Airport, Mich. 49707. ***Nearest city:*** Alpena. ***Phone:*** 989-354-6583. ***Acres:*** 657. ***Total Force:*** civilian, 11; military, 121. ***Component:*** ANG. ***Unit/mission:*** training support and facilities.

Battle Creek ANGB, W.K. Kellogg Airport, Mich. 49037. ***Nearest city:*** Battle Creek. ***Phone:*** 269-969-3234. ***Acres:*** 188. ***Total Force:*** civilian, 0; military, 1,218. ***Component:*** ANG. ***Unit/mission:*** 110th Wing, MQ-9 Reaper, C2, cyber, agile combat support.

Selfridge ANGB, Mich. 48045. ***Nearest city:*** Mount Clemens. ***Phone:*** 586-239-4011. ***Acres:*** 3,603. ***Total Force:*** civilian, 967; military, 2,331. ***Component:*** ANG. ***Unit/mission:*** 127th Wing, air mobility, fighter operations. ***History:*** Activated July 1917. Transferred to Michigan ANG July 1971. Named for 1st Lt. Thomas E. Selfridge, killed Sept. 17, 1908, at Fort Myer, Va., when airplane piloted by Orville Wright crashed. ***Museum:*** Selfridge Military Air Museum. ***Golf:*** Selfridge.

MINNESOTA

Duluth ANGB, Duluth Intl. Airport, Minn. 55811. ***Nearest city:*** Duluth. ***Phone:*** 218-788-7210. ***Acres:*** 546. ***Total Force:*** civilian, 0; military, 1,197. ***Component:*** ANG. ***Unit/mission:*** 148th FW, EOD, fighter operations.

Minneapolis-St. Paul ARS, Minneapolis-St. Paul Intl. Airport, Minn. 55450. ***Nearest city:*** Minneapolis. ***Phone:*** 612-713-1000. ***Acres:*** 246. ***Total Force:*** civilian, 0; military, 852. ***Component:*** ANG/AFRC. ***Unit/mission:*** 133rd AW (ANG), air mobility operations; 934th AW (AFRC), air mobility, cyber operations.

MISSISSIPPI

Allen C. Thompson Field ANGB, Jackson-Medgar Wiley Evers Intl. Airport, Miss. 39232. ***Nearest city:*** Jackson. ***Phone:*** 601-405-8300. ***Acres:*** 126. ***Total Force:*** civilian, 286; military, 1,146. ***Component:*** ANG. ***Unit/mission:*** 172nd AW, 183rd AS, 183rd Aeromedical Evacuation Squadron, air mobility operations.

Columbus AFB, Miss. 39710. ***Nearest city:*** Columbus. ***Phone:*** 662-434-1110. ***Acres:*** 4,919. ***Total Force:*** civilian, 592; military, 1,437. ***Active-duty USAF:*** enlisted, 548; officer, 1,167. ***Active-duty USSF:*** enlisted, 0; officer, 9. ***Owning command:*** AETC. ***Unit/mission:*** 14th FTW (AETC), pilot training. ***History:*** Activated 1942 for pilot training. ***Inn:*** 662-434-2548.

Gulfport CRTC, Gulfport-Biloxi Intl. Airport, Miss. 39507. ***Nearest city:*** Gulfport. ***Phone:*** 228-214-6047. ***Acres:*** 98. ***Total Force:*** civilian, 742; military, 3,427. ***Component:*** ANG. ***Unit/mission:*** 209th Special Operations Civil Engineering Squadron, 255th Air Control Squadron; cross-domain training.

Keesler AFB, Miss. 39534. ***Nearest city:*** Biloxi. ***Phone:*** 228-377-1110. ***Acres:*** 1,667. ***Total Force:*** civilian, 1,478; military, 6,474. ***Active-duty USAF:*** enlisted, 3,798; officer, 795. ***Active-duty USSF:*** enlisted, 97; officer, 2. ***Owning command:*** AETC. ***Unit/mission:*** 81st TRW (AETC), training; 403rd Wing (AFRC), air mobility operations, weather reconnaissance; Hq. 2nd Air Force (AETC), operational leadership. ***History:*** Activated June 12, 1941. Named for 2nd Lt. Samuel R. Keesler Jr., a native of Mississippi and WWI aerial observer killed in action Oct. 9, 1918. ***Inn:*** 228-374-0088. ***Golf:*** Bay Breeze.

Key Field ANGB, Meridian Regional Airport, Miss. 39307. ***Nearest city:*** Meridian. ***Phone:*** 601-484-9000. ***Acres:*** 138. ***Total Force:*** civilian, 0; military, 1,258. ***Component:*** ANG. ***Unit/mission:*** 186th ARW, air mobility, C2, ISR, TACP operations. ***History:*** Named after Fred and Al Key, air-to-air refueling pioneers and 1935 flight-endurance record holders for 27 days aloft in their aircraft Ole Miss, on permanent display at the National Air and Space Museum.

MISSOURI

Jefferson Barracks ANGB, Mo. 63125. ***Nearest city:*** St. Louis. ***Phone:*** 314-527-8000. ***Acres:*** 134. ***Total Force:*** civilian, 120; military, 1,184. ***Component:*** ANG. ***Unit/mission:*** 131st MSG, support; 157th AOG, C2 operations; 239th CBCS, combat communications.

Rosecrans ANGB, Rosecrans Memorial Airport, Mo. 64503. ***Nearest city:*** St. Joseph. ***Phone:*** 816-236-3300. ***Acres:*** 90. ***Total Force:*** civilian, 0; military, 1,014. ***Component:*** ANG. ***Unit/mission***: 139th AW (ANG), air mobility operations; Advanced Airlift Tactics Training Center (ANG/AFRC).

Whiteman AFB, Mo. 65305. ***Nearest city:*** Knob Noster. ***Phone:*** 660-687-1110. ***Acres:*** 5,566. ***Total Force:*** civilian, 941; military, 5,576. ***Active-duty USAF:*** enlisted, 3,350; officer, 499. ***Active-duty USSF:*** enlisted, 0; officer, 7. ***Owning command:*** AFGSC. ***Unit/mission:*** 72nd Test and Evaluation Squadron (AFGSC), T&E; 131st BW (ANG), bomber operations; 325th WPS (ACC), tactics training; 442nd FW (AFRC), fighter operations; 509th BW (AFGSC), bomber operations. ***History:*** Activated 1942. Named for 2nd Lt. George A. Whiteman, first pilot to die in aerial combat during the attack on Pearl Harbor. ***Inn:*** 660-687-1844. ***Golf:*** Royal Oaks.

MONTANA

Malmstrom AFB, Mont. 59402. ***Nearest***



Staff Sgt. Dylan McCrink

U.S. Air Force Airman assigned to the 174th Attack Wing, New York Air National Guard, conduct preflight operations on an MQ-9 Reaper aircraft during Exercise Sentry South 26-2 in Gulfport, Miss., March 3, 2026.



William Lewis

A F-35A pilot from the 115th Fighter Wing, Wisconsin Air National Guard, departs his jet following a mission at Nellis Air Force Base, Nev. Operations there give pilots a chance to work with the 6th Weapons Squadron at the Air Force Weapons School, practicing dynamic targeting, suppression of enemy air defenses, and air escort.

city: Great Falls. ***Phone:*** 406-731-1110. ***Acres:*** 2,591. ***Total Force:*** civilian, 616; military, 3,425. ***Active-duty USAF:*** enlisted, 2,838; officer, 487. ***Active-duty USSF:*** enlisted, 17; officer, 1. ***Owning command:*** AFGSC. ***Unit/mission:*** 341st MW (AFGSC), ICBM operations; 819th RED HORSE (ACC/ANG), bare base operations. ***History:*** Activated Dec. 15, 1942. Named for Col. Einar A. Malmstrom, WWII fighter commander killed in air accident Aug. 21, 1954. ***Inn:*** 406-727-8600.

Montana ANGB, Great Falls Intl. Airport, Mont. 59404. ***Nearest city:*** Great Falls. ***Phone:*** 406-791-0159. ***Acres:*** 137. ***Total Force:*** civilian, 0; military, 821. ***Component***: ANG. ***Unit/mission:*** 120th AW, air mobility operations, RED HORSE.

NEBRASKA

Nebraska ANGB, Lincoln Airport, Neb. 68524. **Nearest city:** Lincoln. ***Phone:*** 402-309-1219. ***Acres:*** 172. ***Total Force:*** civilian, 0; military, 1,697. ***Active-duty USAF:*** enlisted, 4; officer, 4. ***Component:*** ANG. ***Unit/mission:*** 155th ARW, air mobility operations.

Offutt AFB, Neb. 68113. ***Nearest city:*** Bellevue. ***Phone***: 402-294-1110. ***Acres:*** 1,923. ***Total Force:*** civilian, 2,502; military, 6,881. ***Active-duty USAF:*** enlisted, 4,515; officer, 1,296. ***Active-duty USSF:*** enlisted, 6; officer, 4. ***Owning command:*** ACC. ***Unit/mission:*** 55th Wing (ACC), ISR, electronic attack; Hq. STRATCOM, operational leadership; 557th Weather Wing (ACC), management; 595th C2 Group (AFGSC), operations (NC2); 170th Group (ANG), support, training. ***History:*** Activated 1896 as Army's Fort Crook. Used for airships from 1918 and aircraft cross-country stop from 1921. Landing field named May 10, 1924, for 1st Lt. Jarvis J. Offutt, WWI pilot who died Aug. 13, 1918. Served as bomber production facility January 1942 to September 1945. Redesignated Offutt Field June 1946. Redesignated Offutt AFB on Jan. 13, 1948, transferred to USAF. ***Museum:*** Zorinsky Memorial Air Park. ***Inn:*** 402-294-3671. ***Golf:*** Willow Lakes.

NEVADA

Creech AFB, Nev. 89018. ***Nearest city:*** Indian Springs. ***Phone:*** 702-652-1110. ***Acres:*** 2,318. ***Total Force:*** civilian, 149; military, 3,412. ***Active-duty USAF:*** enlisted, 2,174; officer, 969. ***Active-duty USSF:*** enlisted, 2; officer, 0. ***Owning command:*** ACC. ***Unit/mission:*** 432nd Wing (ACC), 726th OG (AFRC), 556th Test and Evaluation Sq. (ACC), 232nd Operations Sq. (ANG), RPA operations; 432nd MSG (ACC), support. ***History:*** Built in 1943 as auxiliary landing field to support air-to-air gunnery and other AAF training. Called Indian Springs Airport. Closed in 1947. Reopened in 1949. Became Indian Springs AFB in 1950. Transferred to Air Research and Development Command in 1952. Redesignated Indian Springs Air Force Auxiliary Field and assigned to Nellis AFB in 1964. In 2005, renamed Creech AFB for Gen. Wilbur L. "Bill" Creech, commander, Tactical Air Command, 1978 to 1984.

Nellis AFB, Nev. 89191. ***Nearest city:*** Las Vegas. ***Phone:*** 702-652-1110. ***Acres:*** 15,945. ***Total Force:*** civilian, 1,682; military, 8,224. ***Active-duty USAF:*** enlisted, 5,971; officer, 1,410. ***Active-duty USSF:*** enlisted, 10; officer, 27. ***Owning command:*** ACC. ***Unit/mission:*** 57th Wing (ACC), combat training; 99th ABW (ACC), support; 820th RED HORSE (ACC), bare base operations; 926th Wing (AFRC), associate missions at Beale, Creech, Eglin, Hurlburt, Nellis, Schriever; USAF Warfare Center (ACC), operational testing, tactics development, training; Nevada Test and Training Range (ACC), range management, operations. ***History:*** Activated July 1941 as Las Vegas AAF with Army Air Corps Flexible Gunnery School. Closed 1947. Reopened 1948. Named for 1st Lt. William H. Nellis, WWII P-47 fighter pilot, killed Dec. 27, 1944. ***Museum:*** The Thunderbirds Museum. ***Inn:*** 702-652-2711. ***Golf:*** Sunrise Vista.

Nevada ANGB, Reno-Tahoe Intl. Airport, Nev. 89502. ***Nearest city:*** Reno. ***Phone:*** 775-788-4515. ***Acres:*** 60. ***Total Force:*** civilian, 0; military, 1,077. ***Component:*** ANG. ***Unit/mission***: 152nd AW, air mobility, DCGS operations. ***History:*** Named for Maj. Gen. James A. May, Nevada adjutant general, 1947 to 1967.

NEW HAMPSHIRE

New Boston SFS, N.H. 03070. ***Phone:*** 719-567-5040 (Space Delta 6). ***Acres:*** 2,873. ***Total Force:*** civilian, 38; military, 0. ***Component:*** USSF. ***Unit/mission:*** 23rd Space Operations Squadron, satellite command and control. ***History:*** Began as a research-and-development facility in 1960 with van-mounted equipment, becoming part of the operational Air Force in 1987.

Pease ANGB, Portsmouth Intl. Airport at Pease, N.H. 03803. ***Nearest city:*** Portsmouth. ***Phone:*** 603-430-3577. ***Acres:*** 215. ***Total Force:*** civilian, 0; military, 1,191. ***Component:*** ANG. ***Unit/mission:*** 64th ARS (AMC) (active associate), 157th ARW (ANG), air mobility operations. ***History:*** Site of former Portsmouth AFB, activated June 1956. Renamed Sept. 7, 1957, for Capt. Harl Pease Jr., MOH recipient, B-17 pilot killed in WWII. Air Force base closed March 31, 1991.

NEW JERSEY

Atlantic City ANGB, Atlantic City Intl. Airport., N.J. 08234. ***Nearest city:*** Egg Harbor Township. ***Phone:*** 609-761-6000. ***Acres:*** 306. ***Total Force:*** civilian, 0; military, 1,398. ***Component:*** ANG. ***Unit/mission:*** 177th FW, fighter, TACP operations.

JB McGuire-Dix-Lakehurst, N.J. 08641. ***Nearest city:*** Wrightstown. ***Phone:*** 609-754-1100. ***Acres:*** 2,060 (McGuire); 31,660 (Dix); 7,434 (Lakehurst). ***Total Force:*** civilian, 2,536; military, 12,843. ***Active-duty USAF:*** enlisted, 4,280; officer, 701. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AMC. ***Unit/mission:*** 87th ABW (AMC), support; 108th Wing (ANG), air mobility, bare base operations; 305th AMW (AMC), 514th AMW (AFRC), air mobility operations; 621st CRW (AMC), bare base operations; U.S. Air Force Expeditionary Center (AMC), training. ***History:*** McGuire activated 1941 as Fort Dix AAB. Closed after WWII. Reopened as McGuire 1948. Dix activated 1917. Navy purchased Army's Camp Kendrick in 1921 for airship station, renamed Lakehurst for city of Lakehurst, N.J. Formed as joint base under Air Force lead 2009. McGuire named for Maj. Thomas B. McGuire Jr., P-38 pilot, second leading U.S. ace of WWII, MOH recipient, killed in action Jan. 7, 1945. Dix named for Maj. Gen. John Adams Dix, War of 1812 and Civil War veteran and U.S. senator. ***Museum:*** Fort Dix Military Heritage Hall, Army Reserve Mobilization Museum. ***Inn:*** 609-754-4667; 732-323-2266 (Lakehurst). ***Golf:*** Fountain Green, Pine Ridge.

Warren Grove Range, N.J. ***Nearest city:*** Warren Grove. ***Phone:*** 609-754-1100. (108th Wing at JB McGuire-Dix-Lakehurst). ***Acres:*** 9,599. ***Component:*** ANG. ***Unit/mission:*** air and ground combat training. ***History:*** Began as a World War II weapons research location and became part of the New Jersey Air National Guard in the early 1960s.



Airman 1st Class Taylor Warehime

A crew chief marshals a KC-135 Stratotanker at Rickenbacker Air National Guard Base, Columbus, Ohio. The base is home to the 121st Air Refueling Wing.

NEW MEXICO

Cannon AFB, N.M. 88103. ***Nearest city:*** Clovis. ***Phone:*** 575-784-1110. ***Acres:*** 4,213. ***Total Force:*** civilian, 0; military, 5,046. ***Active-duty USAF:*** enlisted, 4,058; officer, 921. ***Active-duty USSF:*** enlisted, 1; officer, 0. ***Owning command:*** AFSOC. ***Unit/mission:*** 27th SOW (AFSOC), special operations. ***History:*** Activated August 1942. Named for Gen. John K. Cannon, WWII commander of all Allied air forces in the Mediterranean theater and former commander, Tactical Air Command. ***Inn:*** 575-784-2918/2919. ***Golf:*** Whispering Winds.

Holloman AFB, N.M. 88330. ***Nearest city:*** Alamogordo. ***Phone:*** 575-572-1110. ***Acres:*** 51,812. ***Total Force:*** civilian, 809; military, 4,517. ***Active-duty USAF:*** enlisted, 4,418; officer, 604. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AETC. ***Unit/mission:*** 49th Wing (AETC), RPA training; 54th FG (AETC), fighter operations; 704th TG (AFMC), test; 429th ACTS (AFRC), RPA training. ***History:*** Activated 1941. Named for Col. George Holloman, guided-missile pioneer. ***Inn:*** 505-595-1905. ***Golf:*** Apache Mesa.

Kirtland AFB, N.M. 87117. ***Nearest city:*** Albuquerque. ***Phone:*** 505-846-0011. ***Acres:*** 43,842. ***Total Force:*** civilian, 2,557; military, 4,926. ***Active-duty USAF:*** enlisted, 2,609; officer, 751. ***Active-duty USSF:*** enlisted, 23; officer, 130. ***Owning command:*** AFGSC. ***Unit/mission:*** 58th SOW (AETC), 150th SOW (ANG), special operations, CSAR training; 377th ABW (AFGSC), executive agent for installation, support, nuclear operations; AFNWC (AFMC), acquisition, sustainment; Air Force Safety Center (USAF), management; AFRL Directed Energy Directorate (AFMC), R&D; PEO-Strategic Systems (AFMC), acquisition; Advanced Systems and Development Directorate (AFSPC), test; AFRL Space Vehicles Directorate (AFMC), R&D. ***History:*** Activated January 1941. Named for aviation pioneer Col. Roy C. Kirtland. ***Inn:*** 505-846-9653. ***Golf:*** Tijeras Arroyo.

Melrose AF Range, N.M. ***Nearest city:*** Floyd. ***Acres:*** 79,973. ***Owning command***: AFSOC. ***Unit/mission:*** part of 27th Special Operations Wing. ***History:*** Established as a bombing range in 1952.

NEW YORK

Francis S. Gabreski ANGB, Francis S. Gabreski Airport, N.Y. 11978. ***Nearest city:*** Westhampton Beach. ***Phone:*** 631-723-7470. ***Acres:*** 82. ***Total Force:*** civilian, 156; military, 1,135. ***Component:*** ANG. ***Unit/mission***: 106th RQW, personnel recovery operations. ***History:*** Named for Col. Francis S. Gabreski, WWII and Korean War ace.

Hancock Field ANGB, N.Y. 13211. ***Nearest city***: Syracuse. ***Phone:*** 800-982-3696. ***Acres:*** 322. ***Total Force:*** civilian, 17; military, 2,008. ***Component:*** ANG. ***Unit/mission***: 174th ATKW, ISR, RPA, space C2, TACP operations; ISR, RPA training.

Niagara Falls ARS, Niagara Falls Intl. Airport, N.Y. 14304. ***Nearest city:*** Niagara Falls. ***Phone:*** 716-236-2000. ***Acres:*** 1,005. ***Total Force:*** civilian, 0; military, 1,990. ***Component:*** ANG/AFRC. ***Unit/mission:*** 107th ATKW (ANG), RPA operations; 914th ARW (AFRC), air mobility operations.

Stewart ANGB, Stewart Intl. Airport, N.Y. 12550. ***Nearest city:*** Newburgh. ***Phone:*** 845-563-2031. ***Acres:*** 308. ***Total Force:*** civilian, 264; military, 1,836. ***Component:*** ANG. ***Unit/mission:*** 105th AW, air mobility, EIS. ***History:*** Stewart AFB until 1969. Acquired by state of New York 1970.

Stratton ANGB, Schenectady County Airport, N.Y. 12302. ***Nearest city:*** Scotia. ***Phone:*** 518-344-2000. ***Acres:*** 129. ***Total Force:*** civilian, 165; military, 1,542. ***Component:*** ANG. ***Unit/mission:*** 109th AW, air mobility operations, Antarctic support.

NORTH CAROLINA

Charlotte ANGB, Charlotte Douglas Intl. Airport, N.C. 28208. ***Nearest city:*** Charlotte. ***Phone***: 704-391-4100. ***Acres:*** 110. ***Total Force:*** civilian, 0; military, 1,558. ***Component:*** ANG. ***Unit/mission:*** 145th AW, aeromedical evacuation, air mobility, combat communications, TACP operations.

Dare County Bombing Range, N.C. ***Nearest city:*** Goldsboro. ***Phone:*** 919-722-1110 (Seymour Johnson AFB operator). ***Acres:*** 46,604. ***Owning command:*** ACC. ***Unit/mission:*** air-to-surface target training.

New London ANGB, Stanly County Airport, N.C. 28127. ***Phone:*** 704-391-4100 (145th AW public affairs). ***Acres:*** 114. ***Total Force:*** civilian, 37; military, 297. ***Component:*** ANG. ***Unit/mission:*** 263rd CCS, strategic emergency communications; 118th ASOS, terminal attack control of joint close air support missions; 235th ATC, air traffic control.

Pope Field, N.C. 28308. ***Nearest city:*** Fayetteville. ***Phone:*** 910-394-9000. ***Acres:*** N/A. ***Total Force:*** civilian, 248; military, 1,036. ***Active-duty USAF:*** enlisted, 1,840; officer, 485. ***Active-duty USSF:*** enlisted, 1; officer, 2. ***Unit/mission:*** 18th ASOG (ACC), combat weather, TACP operations; 21st STS, 24th STS (AFSOC), special tactics operations; 43rd AMOG (AMC), air mobility operations; USAF Combat Control School (AF SOC), training. ***History:*** Activated 1919. Pope AFB became Pope Field, part of Fort Bragg, March 1, 2011. Named for 1st Lt. Harley H. Pope, WWI pilot, killed Jan. 7, 1919. ***Museum:*** Air Park. ***Inn:*** IHG Army Hotels, 910-396-7700.

Seymour Johnson AFB, N.C. 27531. ***Nearest city:*** Goldsboro. ***Phone:*** 919-722-1110. ***Acres:*** 4,130. ***Total Force:*** civilian, 0; military, 5,796. ***Active-duty USAF:*** enlisted, 3,889; officer, 527. ***Active-duty USSF:*** enlisted, 0; officer, 0. ***Owning command:*** ACC. ***Unit/mission:*** 4th FW (ACC), 414th FG (AFRC), fighter operations; 567th RED HORSE (ACC), bare base operations; 916th ARW (AFRC), air mobility operations. ***History:*** Activated Sept. 12, 1942, and named for Navy Lt. Seymour A. Johnson, Goldsboro native, killed March 5, 1941. ***Inn:*** 919-722-0385.

NORTH DAKOTA

Cavalier SFS, N.D. 58220. ***Nearest city:*** Cavalier. ***Phone:*** 701-993-3292. ***Acres:*** 295. ***Total Force:*** civilian, 5; military, 11. ***Owning command:*** USSF. ***Unit/mission:*** 10th SWS (USSF), missile warning. ***History:*** Established 1975 as Army's Mickelsen Complex, an anti-ballistic missile facility. All but perimeter acquisition radar inactivated 1976. USAF took radar operational control 1977 and site control 2007.

Grand Forks AFB, N.D. 58205. ***Nearest city:*** Grand Forks. ***Phone:*** 701-747-3000. ***Acres:*** 5,420. ***Total Force:*** civilian, 234; military, 1,554. ***Active-duty USAF:*** enlisted, 1,400; officer, 245. ***Active-duty USSF:*** enlisted, 17; officer, 15. ***Owning command:*** ACC. ***Unit/mission:*** 319th RW (ACC), support. ***History:*** Activated 1956. Named after town of Grand Forks, whose citizens bought the property for the Air Force. ***Inn:*** 701-747-7200. ***Golf:*** Plainsview.

Hector Field, Hector Intl. Airport, N.D. 58102. ***Nearest city:*** Fargo. ***Phone:*** 701-451-2259. ***Acres:*** 255. ***Total Force***: civilian, 294; military, 1,743. ***Component:*** ANG. ***Unit/mission:*** 119th Wing, 178th ATKS (MQ-9 operations), 119th ISRG (targeting).

Minot AFB, N.D. 58705. ***Nearest city:*** Minot. ***Phone:*** 701-723-7979. ***Acres:*** 5,615. ***Total Force:*** civilian, 0; military, 5,605. ***Active-duty USAF:*** enlisted, 4,828; officer, 729. ***Owning command:*** AFGSC. ***Unit/mission:*** 5th BW (AFGSC), bomber operations; 91st MW (AFGSC), ICBM operations. ***History:*** Activated January 1957. Named after city of Minot, whose citizens donated $50,000 toward purchase of the land. ***Inn:*** 701-723-6161. ***Golf:*** Rough Rider.

OHIO

Blue Ash ANGS, Ohio 45242. ***Nearest city:*** Cincinnati. ***Phone:*** 513-936-2982. ***Acres:*** 12. ***Total Force:*** civilian, 2; military, 0. ***Component:*** ANG. ***Unit/mission:*** 123rd ACS, command and control.

Mansfield Lahm ANGB, Ohio 44903. ***Nearest city:*** Mansfield. ***Phone:*** 419-520-6420. ***Acres:*** 91. ***Total Force:*** civilian, 0; military, 1,297. ***Component:*** ANG. ***Unit/mission:*** 179th Cyberspace Wing, air mobility operations transitioning to cyber space and intelligence. ***History:*** Named in 1948 for nearby city and aviation pioneer Brig. Gen. Frank P. Lahm.

Rickenbacker ANGB, Rickenbacker Intl. Airport, Ohio 43217. ***Nearest city:*** Columbus. ***Phone:*** 614-492-3269. ***Acres:*** 169. ***Total Force:*** civilian, 363; military, 2,543. ***Component:*** ANG. ***Unit/mission:*** 121st ARW, air mobility operations. ***History:*** Activated 1942. Formerly Lockbourne AFB. Renamed May 7, 1974, for Capt. Edward V. Rickenbacker. Base transferred from Strategic Air Command to ANG April 1, 1980.

Springfield-Beckley ANGB, Springfield-Beck-



Airman 1st Class Nathan Langsto

Two Air Force C-17 Globemaster IIIs from the 58th Airlift Squadron perform a weave maneuver, commemorating the 30th anniversary of the jets' arrival at Altus Air Force Base, Okla.

ley Intl. Airport, Ohio 45502. ***Nearest city:*** Springfield. ***Phone:*** 800-851-4503. ***Acres:*** 179. ***Total Force:*** civilian, 0; military, 570. ***Component:*** ANG. ***Unit/mission:*** 178th Wing, cyber, ISR, space, RPA operations.

Toledo ANGB, Toledo Express Airport, Ohio 43558. ***Nearest city:*** Swanton. ***Phone:*** 419-868-4250. ***Acres:*** 135. ***Total Force:*** civilian, 0; military, 1,041. ***Component:*** ANG. ***Unit/mission:*** 180th FW, fighter operations.

Wright-Patterson AFB, Ohio 45433. ***Nearest city:*** Dayton. ***Phone:*** 937-257-1110. ***Acres:*** 6,686. ***Total Force:*** civilian, 15,642; military, 7,139. ***Active-duty USAF:*** enlisted, 2,773; officer, 2,730. ***Active-duty USSF:*** enlisted, 197; officer, 115. ***Owning command:*** AFMC. ***Unit/mission:*** 88th ABW (AFMC), support; 445th AW (AFRC), air mobility operations; 655th ISR Wing (AFRC), intelligence; 711th HPW (AFRL) Airmen performance; Air Force Installation Contracting Center (AFMC) operational acquisition; Air Force Institute of Technology (AETC), education; PEO-Agile Combat Support, PEO-Fighters and Bombers, PEO-ISR and SOF, PEO-Mobility, PEO-Tanker (AFMC), acquisition; Hq. Air Force Life Cycle Management Center (AFMC), acquisition and development; Hq. AFMC, management; Hq. AFRL (AFMC), R&D; National Air and Space Intelligence Center (USAF), foreign aerospace analysis; National Museum of the U.S. Air Force (AFMC). ***History:*** Originally separate, Wright Field and Patterson Field were merged and redesignated Wright-Patterson AFB on Jan. 13, 1948. Named for aviation pioneers Orville and Wilbur Wright and for 1st Lt. Frank S. Patterson, killed June 19, 1918. ***Museum:*** National Museum of the U.S. Air Force. ***Inn:*** 937-257-3451. ***Golf:*** Prairie Trace, Twin Base.

Youngstown ARS, Ohio 44473. ***Nearest city:*** Youngstown. ***Phone:*** 330-609-1000. ***Acres:*** 701. ***Total Force:*** civilian, 0; military, 1,357. ***Component:*** AFRC. ***Unit/mission:*** 910th AW, air mobility operations.

Zanesville ANGB, Zanesville Municipal Airport, Ohio 43701. ***Nearest city:*** Zanesville. ***Phone:*** 740-450-4748. ***Acres:*** 13. ***Total Force:*** civilian, 23; military, 106. ***Component:*** ANG. ***Unit/mission:*** 220th Engineering Installation Squadron.

OKLAHOMA

Altus AFB, Okla. 73523. ***Nearest city:*** Altus. ***Phone:*** 580-482-8100. ***Acres:*** 6,644. ***Total Force:*** civilian, 1,236; military, 1,373. ***Active-duty USAF:*** enlisted, 1,055; officer, 263. ***Owning command:*** AETC. ***Unit/mission:*** 97th AMW (AETC), training. ***History:*** Activated January 1943. Inactivated May 1945. Reactivated August 1953. ***Inn:*** 580-481-7356. ***Golf:*** Windy Trails.

Tinker AFB, Okla. 73145. ***Nearest city:*** Oklahoma City. ***Phone:*** 405-739-2026. ***Acres:*** 5,787. ***Total Force:*** civilian, 0; military, 6,561. ***Active-duty USAF:*** enlisted, 2,650; officer, 759. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AFMC. ***Unit/mission:*** 72nd ABW (AFMC), support; 448th SCMW (AFMC), supply chain management; 507th ARW (AFRC), air mobility operations; 513th ACG (AFRC), 552nd ACW (ACC), C2 operations; Hq. Air Force Sustainment Center (AFMC), weapon systems sustainment; Oklahoma City ALC (AFMC), weapon systems maintenance, repair, overhaul. ***History:*** Activated March 1942. Named for Maj. Gen. Clarence L. Tinker, who went down at sea June 7, 1942, leading a group of LB-30 bombers against Japan. ***Museum:*** Tinker AFB Museum, Charles B. Hall Air Park. ***Golf:*** Tinker.

Tulsa ANGB, Tulsa Intl. Airport, Okla. 74115. ***Nearest city:*** Tulsa. ***Phone:*** 918-833-7206. ***Acres:*** 100. ***Total Force:*** civilian, 0; military, 1,046. ***Component:*** ANG. ***Unit/mission:*** 138th FW, fighter, cyber operations, TACP training.

Vance AFB, Okla. 73705. ***Nearest city:*** Enid. ***Phone:*** 580-213-5000. ***Acres:*** 3,397. ***Total Force:*** civilian, 0; military, 1,381. ***Active-duty USAF:*** enlisted, 337; officer, 954. ***Active-duty USSF:*** enlisted, 0; officer, 0. ***Owning command:*** AETC. ***Unit/mission:*** 71st FTW (AETC), training. ***History:*** Activated November 1941. Named for Lt. Col. Leon R. Vance Jr., Enid native, 1939 West Point graduate, and MOH recipient, killed July 26, 1944. ***Museum:*** Air Park. ***Inn:*** 580-213-7358.

Will Rogers ANGB, Will Rogers World Airport, Okla. 73179. ***Nearest city:*** Oklahoma City. ***Phone:*** 405-686-5227. ***Acres:*** 135. ***Total Force:*** civilian, 0; military, 1,172. ***Component:*** ANG/AFSOC. ***Unit/mission:*** 137th SOW, ISR operations; 146th ASOS, TACP operations; 205th EIS, cyber operations.

OREGON

Kingsley Field, Crater Lake-Klamath Regional Airport, Ore. 97603. ***Nearest city:*** Klamath Falls. ***Phone:*** 541-885-6350. ***Acres:*** 808. ***Total Force:*** civilian, 0; military, 851. ***Component:*** ANG. ***Unit/mission:*** 173rd FW (active associate), training. ***History:*** Named for 2nd Lt. David R. Kingsley, MOH recipient, killed June 23, 1944, on Ploesti, Romania, oil field bombing mission.

Portland ANGB, Portland Intl. Airport, Ore. 97218. ***Nearest city:*** Portland. ***Phone:*** 503-335-4104. ***Acres:*** 227. ***Total Force:*** civilian, 0; military, 1,401. ***Component:*** ANG/AFRC. ***Unit/mission:*** 123rd WF (ANG), combat weather operations; 125th STS (ANG), special tactics operations; 142nd Wing (ANG), fighter operations; 304th RQS (AFRC), personnel recovery operations.

PENNSYLVANIA

Harrisburg ANGB, Harrisburg Intl. Airport, Pa. 17057. ***Nearest city:*** Middletown. ***Phone:*** 717-948-2311. ***Acres:*** 50. ***Total Force:*** civilian, 182; military, 1,010. ***Component:*** ANG. ***Unit/mission:*** 193rd SOW, C2, combat communications, cyber, special, TACP operations.

Johnstown ANGS, John Murtha Johnstown-Cambria County Airport, Okla. 15904. ***Nearest city:*** Johnstown. ***Phone:*** 814-532-5901 ***Acres:*** 10. ***Total Force:*** civilian, 0; military, 300. ***Component:*** ANG. ***Unit/mission:*** 258th ATCS, air traffic control.

Pittsburgh ARS, Pittsburgh Intl. Airport, Pa. 15108. ***Nearest city:*** Coraopolis. ***AFRC phone:*** 412-474-8511. ***ANG phone:*** 412-776-8010. ***Acres:*** 205. ***Total Force:*** civilian, 135; military, 882. ***Components:*** ANG/AFRC. ***Unit/mission:*** 171st ARW (ANG), air mobility operations; 911th AW (AFRC), aeromedical evacuation, air mobility operations.

PUERTO RICO

Muñiz ANGB, Luis Muñoz Marin Intl. Airport, Puerto Rico 00979. ***Nearest city:*** San Juan. ***Phone:*** 787-253-5100. ***Acres:*** 95. ***Total Force:*** civilian, 0; military, 752. ***Component:*** ANG. ***Unit/mission:*** 156th Wing, air mobility operations, weather reconnaissance.

RHODE ISLAND

North Smithfield ANGS, R.I. 02986. ***Nearest city:*** Johnston. ***Phone:*** 401-762-8600. ***Acres:*** 34. ***Total Force:*** civilian, 0; military, 104. ***Component:*** ANG. ***Unit/mission:*** 282nd CCS, combat communications.

Quonset ANGB, Quonset State Airport, R.I. 02852. ***Nearest city:*** North Kingstown. ***Phone:*** 401-267-3229. ***Acres:*** 104. ***Total Force:*** civilian, 284; military, 1,157. ***Component:*** ANG. ***Unit/mission:*** 143rd AW, air mobility operations, cyber.

SOUTH CAROLINA

JB Charleston, S.C. 29404. ***Nearest city:*** Charleston. ***Phone:*** 843-963-1110. ***Acres***: 2,238 (Charleston AFB). ***Total Force:*** civilian, 1,389; military, 15,174. ***Active-duty USAF:*** enlisted, 3,032; officer, 471. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AMC. ***Unit/mission:*** 315th AW (AFRC), 437th AW (AMC), air mobility operations; 628th ABW (AMC), support. ***History:*** Activated 1942. Inactivated March 1946. Reactivated August 1953. Formed joint base with Naval Weapons Station Charleston under Air Force lead 2010. Named for city of Charleston. ***Museum:*** Air Park. ***Inn:*** 843-963-8000. ***Golf:*** Wrenwoods.

McEntire JNGB, S.C. 29044. ***Nearest city:*** Columbia. ***Phone:*** 803-647-8200. ***Acres:*** 2,421. ***Total Force:*** civilian, 688; military, 3,201. ***Component:*** ANG. ***Unit/mission:*** 169th FW, 316th Fighter Squadron (active associate), fighter operations. ***History:*** Named for ANG Brig. Gen. B. B. McEntire Jr., killed in F-104 accident 1961.

Poinsett Electronic Combat Range, S.C. ***Nearest city:*** Wedgefield. ***Phone:*** 803-895-1110 (Shaw AFB operator); 803-895-2019 (20th FW public affairs). ***Acres:*** 12,520. ***Owning command:***

ACC. ***Unit/mission:*** air and ground training such as close air support controls and roadside bombing training in field conditions.

Shaw AFB, S.C. 29152. ***Nearest city:*** Sumter. ***Phone:*** 803-895-1110. ***Acres:*** 3,462. ***Total Force:*** civilian, 870; military, 5,631. ***Active-duty USAF:*** enlisted, 5,858; officer, 930. ***Active-duty USSF:*** enlisted, 0; officer, 2. ***Owning command:*** ACC. ***Unit/mission:*** 20th FW (ACC), fighter operations; Hq. 9th Air Force (ACC), management (Hq. Air Forces Central in Southwest Asia, operational leadership); 15th Air Force (ACC), operational readiness. ***History:*** Activated Aug. 30, 1941. Named for 1st Lt. Ervin D. Shaw, one of the first Americans to see air action in WWI, killed in France July 9, 1918. ***Inn:*** 803-895-3803. ***Golf:*** Carolina Lakes.

SOUTH DAKOTA

Ellsworth AFB, S.D. 57706. ***Nearest city:*** Rapid City. ***Phone:*** 605-385-1000. ***Acres:*** 5,310. ***Total Force:*** civilian, 600; military, 3,133. ***Active-duty USAF:*** enlisted, 2,895; officer, 342. ***Owning command:*** AFGSC. ***Unit/mission:*** 28th BW (AFGSC), bomber operations. ***History:*** Activated January 1942 as Rapid City AAB. Renamed June 13, 1953, for Brig. Gen. Richard E. Ellsworth, killed March 18, 1953, in RB-36 crash. ***Museum:*** South Dakota Air and Space Museum. ***Inn:*** 605-593-0415. ***Golf:*** Prairie Ridge.

Joe Foss Field, S.D. 57104. ***Nearest city:*** Sioux Falls. ***Phone:*** 605-988-5700. ***Acres***: 240. ***Total Force:*** civilian, 0; military, 510. ***Component:*** ANG. ***Unit/mission:*** 114th FW, fighter operations. ***History:*** Named for ANG Brig. Gen. Joseph J. Foss, WWII USMC ace and MOH recipient, former governor, former Air Force Association national president and board chairman, and founder of the South Dakota ANG.

TENNESSEE

Arnold AFB, Tenn. 37389. ***Nearest city:*** Manchester. ***Phone:*** 931-454-3000. ***Acres:*** 38,862. ***Total Force:*** civilian, 455; military, 60. ***Owning command:*** AFMC. ***Unit/mission:*** Arnold Engineering Development Complex (AFTC/AFMC), flight, space, and missile ground testing. ***History:*** Dedicated June 25, 1951. Named for General of the Air Force Henry H. "Hap" Arnold, legendary air power advocate and cofounder of the Air Force Association (now Air & Space Forces Association). ***Inn:*** 931-454-3051. ***Golf:*** Arnold.

Berry Field ANGB, Nashville Intl. Airport, Tenn. 37217. ***Nearest city:*** Nashville. ***Phone:*** 615-660-8062. ***Acres:*** 88. ***Total Force:*** civilian, 0; military, 1,379. ***Component:*** ANG. ***Unit/mission:*** 118th Wing, cyber, intel, RPA operations.

McGhee Tyson ANGB, McGhee Tyson Airport, Tenn. 37777. ***Nearest city:*** Knoxville. ***Phone:*** 865-336-3205. ***Acres:*** 363. ***Total Force:*** civilian, 119; military, 1,598. ***Component:*** ANG. ***Unit/mission:*** 134th ARW, air mobility operations; 119th CACS, space C2 operations; 228th CBCS, combat communications; I.G. Brown ANG Training and Education Center. ***History:*** Named for naval aviator Lt. j.g. Charles McGhee Tyson, killed in WWI.

Memphis ANGB, Memphis Intl. Airport, Tenn. 38118. ***Nearest city:*** Memphis. ***Phone:*** 901-291-7435. ***Acres:*** 119. ***Total Force:*** civilian, 0; military, 1,251. ***Component:*** ANG. ***Unit/mission:*** 164th AW, air mobility operations.

TEXAS

Dyess AFB, Texas 79607. ***Nearest city:*** Abilene. ***Phone:*** 325-696-1921. ***Acres:*** 6,359. ***Total Force:*** civilian, 480; military, 4,654. ***Active-duty USAF:*** enlisted, 3,901; officer, 516. ***Owning command:*** AFGSC. ***Unit/mission:*** 7th BW (AFGSC), bomber operations; 317th AW (AMC), air mobility operations. ***History:*** Abilene AAB opened Dec. 18, 1942. Inactivated Jan. 31, 1946. Reopened and renamed Dec. 1, 1956, for Lt. Col. William E. Dyess, WWII pilot who escaped from a Japanese prison camp, killed in P-38 crash in December 1943. ***Museum:*** Dyess AFB Memorial Museum and Linear Air Park. ***Inn:*** 325-696-2681/1874. ***Golf:*** Mesquite Grove.

Ellington Field, Ellington Airport, Texas 77034. ***Nearest city:*** Houston. ***Phone:*** 281-929-2662. ***Acres:*** 213. ***Total Force:*** civilian, 0; military, 3,881. ***Component:*** ANG. ***Unit/mission:*** 147th Attack Wing, ISR, RPA, TACP operations. ***History:*** Named for Lt. Eric L. Ellington, pilot killed November 1913.

Goodfellow AFB, Texas 76908. ***Nearest city:*** San Angelo. ***Phone:*** 325-654-1110. ***Acres:*** 1,199. ***Total Force:*** civilian, 640; military, 3,434. ***Active-duty USAF:*** enlisted, 3,115; officer, 599. ***Active-duty USSF:*** enlisted, 91; officer, 3. ***Owning command:*** AETC. ***Unit/mission:*** 17th TRW (AETC), training. ***History:*** Established August 1940. Officially activated January 1941. Named for 1st Lt. John J. Goodfellow Jr., WWI observation airplane pilot killed in combat Sept. 14, 1918. ***Inn:*** 325-654-5870.

Hensley Field AGS, Grand Prairie Armed Forces Reserve Complex, Texas 75211. ***Nearest city:*** Dallas. ***Phone:*** 972-619-4444. ***Acres:*** 23. ***Total Force:*** civilian, 0; military, 10. ***Component:*** ANG. ***Unit/mission:*** 254th CCG, combat communications.

JB San Antonio, Texas 78234 (Fort Sam Houston). ***Nearest city:*** San Antonio. ***Phone:*** 210-221-1211 (Fort Sam Houston operator). ***Acres:*** 2,808 (Fort Sam Houston). ***Total Force:*** civilian, 8,534; military, 14,699 (Fort Sam Houston only). ***Major components:*** JBSA-Fort Sam Houston, JBSA-Lackland, JBSA-Randolph, JBSA-Camp Bullis. ***Unit/mission:*** 502nd ABW (AETC), located at Fort Sam Houston, support. ***History:*** Established 2009 to consolidate the installation management and support functions for the military facilities in San Antonio as part of 2005 base realignment and closure actions. ***Museum:*** Fort Sam Houston. ***Inn:*** IHG Army Hotel at JBSA-Fort Sam Houston, 210-357-2705. ***Golf:*** Fort Sam Houston.

JBSA-Lackland, Texas 78236. ***Nearest city:*** San Antonio. ***Phone:*** 210-671-1110. ***Acres:*** 2,723. ***Medina Annex acres:*** 4,028. ***Total Force:*** civilian, 6,374; military, 19,883. ***Active-duty USAF:*** enlisted, 13,410; officer, 1,995. ***Active-duty USSF:*** enlisted, 170; officer, 7. ***Owning command:*** AETC. ***Unit/mission:*** 37th TRW (AETC), training; 59th MDW (AETC), ambulatory surgical, management, training; 67th CW (ACC), network defense operations; 149th FW (ANG), cyber, fighter operations; 433rd AW (AFRC), air mobility operations; 616th Operations Center (ACC), cyberspace operations; 688th Cyberspace Wing (ACC), information operations, engineering infrastructure services; 960th Cyberspace Wing (AFRC), cyberspace operations; Air Force Civil Engineer Center (AFMC), engineering services; Air Force Installation and Mission Support Center (AFMC), resourcing and combat support; Air Force Services Center (AFMC) support; Hq. 16th Air Force (ACC), Air Forces Cyber, information warfare; Hq. Air Force Security Forces Center (AFMC), management. ***History:*** Activated 1941 as part of Kelly Field, designated an independent installation July 1942 as San Antonio Aviation Cadet Center. Placed under Joint Base San Antonio installation management umbrella 2009. (See JBSA entry.) Named 1947 for Brig. Gen. Frank D. Lackland, early commandant of Kelly Field flying school, who died 1943. (Note: Several USAF agencies reside within Port San Antonio, the business development area created from the former Kelly AFB, but maintain JBSA-Lackland mailing addresses.) ***Museum:*** Airman Heritage Museum. ***Inn:*** 210-673-6930. ***Golf:*** Gateway Hills.

JBSA-Randolph, Texas 78150. ***Nearest city:*** San Antonio. ***Phone:*** 210-652-1110. ***Acres:*** 3,218. ***Total Force:*** civilian, 0; military, 3,142. ***Active-duty USAF:*** enlisted, 1,680; officer, 1,109. ***Active-duty USSF:*** enlisted, 34; officer, 41. ***Owning command:*** AETC. ***Unit/mission:*** 12th FTW (AETC), training; 340th FTG (AFRC), training; 502nd ABW (AETC), support; Air Force Personnel Center (USAF), management; Air Force Recruiting Service (AETC), management; 19th Air Force, Hq. (AETC), training. ***History:*** Dedicated June 20, 1930. Placed under Joint Base San Antonio installation management umbrella 2009. (See JBSA.) Named for Capt. William M. Randolph, died Feb. 17, 1928, on a training mission. ***Inn:*** 210-652-1844. ***Golf:*** Randolph Oaks.

Laughlin AFB, Texas 78843. ***Nearest city:*** Del Rio. ***Phone:*** 830-298-1110. ***Acres:*** 5,712. ***Total Force:*** civilian, 0; military, 1,363. ***Active-duty USAF:*** enlisted, 459; officer, 976. ***Owning command:*** AETC. ***Unit/mission:*** 47th FTW (AETC), training. ***History:*** Activated July 1942. Named for 1st Lt. Jack Thomas Laughlin, Del Rio native, B-17 pilot, killed Jan. 29, 1942. ***Museum:*** Laughlin Heritage Foundation. ***Inn:*** 830-298-5741. ***Golf:*** Leaning Pine.

NAS JRB Fort Worth, Texas 76127. ***Nearest city:*** Fort Worth. ***Navy-hosted switchboard:*** 817-782-5000. ***ANG Phone:*** 817-852-3136. ***Acres:*** 2,342. ***Total Force:*** civilian, 133; military, 7,303. ***Component:*** ANG/AFRC. ***Unit/mission:*** 136th AW (ANG), air mobility, combat communications operations; 301st FW (AFRC), fighter operations; Hq. 10th Air Force (AFRC), operational leadership. ***Inn:*** Navy Gateway, 817-782-5393.

Sheppard AFB, Texas 76311. ***Nearest city:*** Wichita Falls. ***Phone:*** 940-676-2511. ***Acres:*** 5,331. ***Total Force:*** civilian, 235; military, 1,078. ***Active-duty USAF:*** enlisted, 5,138; officer, 604. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AETC. ***Unit/mission:*** 80th FTW (AETC), Euro-NATO Joint Jet Pilot Training Program; 82nd TRW (AETC), training. ***History:*** Activated June 14, 1941. Named for U.S. Sen. Morris Sheppard, who died April 9, 1941. ***Museum:*** Heritage Center. ***Inn:*** 940-676-2707/2970.

UTAH

Hill AFB, Utah 84056. ***Nearest city:*** Clearfield. ***Phone:*** 801-777-1110. ***Acres:*** 6,669. ***Total Force:*** civilian, 13,026; military, 5,281. ***Active-duty USAF:***

enlisted, 3,503; officer, 692. ***Owning command:*** AFMC. ***Unit/mission:*** 75th ABW (AFMC), support; 388th FW (ACC), fighter, Utah Test and Training Range operations; 419th FW (AFRC), fighter operations; 748th SCMG (AFMC), systems life cycle support; AFNWC ICBM Systems Directorate (AFMC), ICBM acquisition, support; Ogden ALC (AFMC), weapons maintenance, repair. ***History:*** Activated 1940. Named for Maj. Ployer P. Hill, killed Oct. 30, 1935, test-flying first B-17. ***Museum:*** Hill Aerospace Museum. ***Inn:*** 801-777-1844, ***Golf:*** Hubbard Memorial.

■ **Utah Test and Training Range,** Utah. ***Acres:*** 572,656 (South); 366,877 (North). ***Total Force:*** part of Hill AFB. ***Owning command:*** ACC. ***Unit/mission:*** training for air-to-air combat, air-to-ground inert and live practice bombing, gunnery training by aircrews, large force training exercises and large footprint weapons testing. ***History:*** First parcel activated in 1942 as Wendover Army Air Base; consolidated ranges redesignated UTTR in 1979.

■ **Wright ANGB**, Salt Lake City Intl. Airport, Utah 84116. ***Nearest city:*** Salt Lake City. ***Phone:*** 801-245-2200. ***Acres:*** 140. Total Force: civilian, 0; military, 1,540. ***Component:*** ANG. ***Unit/mission:*** 151st Wing, air mobility operations; 130th EIS, cyber operations; 169th IS, intelligence operations.

VERMONT

■ **Burlington ANGB,** Burlington Intl. Airport., Vt. 05403. ***Nearest city:*** South Burlington. ***Phone***: 802-660-5379 (Public Affairs). ***Acres:*** 248. ***Total Force:*** civilian, 0; military, 1,096. ***Component:*** ANG. ***Unit/mission:*** 158th FW, fighter operations; 229th COS, cyber training.

VIRGINIA

■ **JB Langley-Eustis,** Va. 23665. ***Nearest city:*** Hampton. ***Phone:*** 757-764-1110. ***Acres:*** 3,712 (Langley), 8,274 (Eustis). ***Total Force***: civilian, 5,343; military, 14,697. ***Active-duty USAF***: enlisted, 6,727; officer, 1,417. ***Active-duty USSF:*** enlisted, 0; officer, 13. ***Langley owning command:*** ACC. ***Unit/mission:*** 1st FW (ACC), 192nd Wing (ANG), cyber, fighter operations; 480th ISRW (ACC), ISR operations; 633rd ABW (ACC), support; 363rd ISRW (ACC), ISR operations; Hq. ACC, management. ***History:*** Activated Dec. 30, 1916. Formed as joint base under Air Force lead 2010. Langley is first military base in U.S. purchased and built specifically for military aviation. Langley named for aviation pioneer and scientist Samuel Pierpont Langley, who died 1906. Eustis named for Brevet Brig. Gen. Abraham Eustis, first commanding officer of Fort Monroe, Va. ***Inn:*** 757-764-4667. ***Golf:*** Eaglewood.

WASHINGTON

■ **Fairchild AFB,** Wash. 99011. ***Nearest city:*** Spokane. ***Phone:*** 509-247-1212. ***Acres:*** 6,102. ***Total Force:*** civilian, 792; military, 4,750. ***Active-duty USAF:*** enlisted, 2,920; officer, 452. ***Owning command:*** AMC. ***Unit/mission:*** 92nd ARW (AMC), 141st ARW (ANG), air mobility operations; USAF SERE School (AETC), training. ***History:*** Activated January 1942. Named for Gen. Muir S. Fairchild, USAF Vice Chief of Staff at his death in 1950. ***Museum:*** Heritage Museum and Air Park. ***Inn:*** 509-247-5519.

■ **JB Lewis-McChord,** Wash. 98438. ***Nearest city:*** Tacoma. ***Phone:*** 253-967-1110. ***Acres:*** 87,851. ***Total Force:*** civilian, 525; military, 4,719 (McChord only. ***Active-duty USAF:*** enlisted, 2,601; officer, 482. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***McChord Field owning command:*** AMC. ***Unit/mission:*** 446th AW (AFRC), air mobility operations; 627th ABG (AMC), support; Western Air Defense Sector (NORAD/ANG), warning and control. ***History:*** Fort Lewis established 1917; McChord Field activated July 3, 1940. Formed as joint base under Army lead in 2010. Lewis named for Capt. Meriwether Lewis of Lewis and Clark Expedition (1804-05). McChord named for Col. William C. McChord, died in aircraft crash, Aug. 18, 1937. ***Museums:*** Heritage Air Park, Lewis Army Museum, McChord AFB Museum. ***Inn:*** IHG Army Hotels, 253-982-5613. ***Golf:*** Eagle's Pride, Whispering Firs.

WEST VIRGINIA

■ **McLaughlin ANGB,** Yeager Airport, W.Va. 25311. ***Nearest city:*** Charleston. ***Phone:*** 304-341-6249. ***Acres:*** 129. ***Total Force:*** civilian, 0; military, 1,292. ***Component:*** ANG. ***Unit/mission:*** 130th AW, air mobility, ISR operations. ***History:*** Named for Brig. Gen. Charles E. "Chuck" Yeager; and Brig. Gen. James K. McLaughlin, West Virginia ANG's first commanding officer.

■ **Shepherd Field ANGB, Eastern West Virginia Regional Airport,** W.Va. 25401. ***Nearest city:*** Martinsburg. ***Phone:*** 304-616-5100. ***Acres:*** 339. ***Total Force:*** civilian, 0; military, 144. ***Component:*** ANG. ***Unit/mission***: 167th AW, air mobility operations.

WISCONSIN

■ **General Mitchell Field,** Milwaukee Mitchell Intl. Airport, Wis. 53207. ***Nearest city:*** Milwaukee. ***Phone:*** 414-944-8715. ***Acres:*** 85. ***Total Force:*** civilian, 0; military, 1,233. ***Component:*** ANG. ***Unit/mission:*** 128th ARW, air mobility operations. ***History:*** Named for Brig. Gen. William "Billy" Mitchell.

■ **Hardwood Range**, Wis. 54646 ***Nearest city:*** Necedah. ***Acres:*** 7,865. ***Component:*** ANG. ***Unit/mission:*** air-to-ground weapons delivery and threat awareness training for combat aircrews.

■ **Truax Field ANGB,** Dane County Regional Airport, Wis. 53704. ***Nearest city:*** Madison. ***Phone:*** 608-245-4395. ***Acres:*** 152. ***Total Force:*** civilian, 0; military, 2,903. ***Component:*** ANG. ***Unit/mission:*** 115th FW, fighter, ISR operations (active associate), WFX. ***History:*** Activated June 1942 as AAF base. Taken over by Wisconsin ANG April 1968. Named for Lt. T. L. Truax, killed in P-40 training accident 1941.

■ **Volk Field ANGB,** Wis. 54618. ***Nearest city:*** Madison. ***Phone:*** 608-427-1448. ***Acres:*** 2,385. ***Total Force:*** civilian, 147; military, 588. ***Component:*** ANG. ***Unit/mission:*** Combat Readiness Training Center; 128th ACS, C2 operations. ***History:*** Named for Lt. Jerome A. Volk, first Wisconsin ANG pilot to be killed in the Korean War.

WYOMING

■ **F.E. Warren AFB,** Wyo. 82005. ***Nearest city:*** Cheyenne. ***Phone:*** 307-773-1110. ***Acres:*** 2,009. ***Total Force:*** civilian, 0; military, 2,903. ***Active-duty USAF:*** enlisted, 2,603; officer, 546. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** AFGSC. ***Unit/mission:*** 90th MW (AFGSC), ICBM operations; 153rd CACS (ANG), space C2 operations; Hq. 20th Air Force (AFGSC), operational leadership. ***History:*** Activated as Fort D. A. Russell July 4, 1867. Renamed in 1930 for Francis Emory Warren, Wyoming senator and first state governor. Reassigned to USAF in 1947 and received current designation in 1949. ***Museum:*** Warren ICBM and Heritage Museum. ***Inn:*** 307-773-1844. ***Golf:*** Warren.

■ **Wyoming ANGB,** Cheyenne Regional Airport, Wyo. 82001. ***Nearest city:*** Cheyenne. ***Phone:*** 307-772-6424. ***Acres:*** 126. ***Total Force:*** civilian, 1,026; military, 1,046. ***Component:*** ANG. ***Unit/mission:*** 153rd AW, air mobility, MAFFS operations.

Overseas

Overseas installations owned, operated by, or housing substantial U.S. Air Force or U.S. Space Force activities. Individual listings may not include all units or agencies at every location.

BELGIUM

■ **Kleine Brogel AB,** Belgium APO AE 09719. ***Nearest city:*** Peer. ***Phone:*** 011-003-211-51-9412. ***Total Force:*** civilian, 0; military, 153 (includes Buechel AB). ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 701st Munitions Support Squadron, receive, store and maintain U.S. munitions for Belgium's F-16 aircraft in support of NATO. ***History:*** Established as an Allied airfield in 1944, expanded by the Belgian Air Force in 1951, and first joined by U.S. support personnel in 1962. ***Museum:*** Kleine-Brogel Air Museum.

GERMANY

■ **Buechel AB,** Germany APO AE 09719. ***Nearest city:*** Cochem. ***Phone:*** 49-2678-94011162. ***Total Force:*** (part of Ramstein AB). ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 702nd Munitions Support Squadron, receive, store and maintain U.S. munitions for Germany's PA-200 Tornado aircraft in support of NATO.

■ **Ramstein AB,** Germany APO AE 09094. ***Nearest city:*** Landstuhl. ***Phone:*** 011-49-6371-47-1110. ***Acres:*** 3,095. ***Total Force:*** civilian, 0; military, 8,120. ***Active-duty USAF:*** enlisted, 7,863; officer, 1,443. ***Active-duty USSF:*** enlisted, 149; officer, 51. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 86th AW (USAFE-AFAFRICA), air mobility operations, support (including Kaiserslautern Military Community); 435th AGOW (USAFE-AFAFRICA), bare base, combat communications, combat weather, TACP operations; 521st AMOW (AMC), air transportation services; 603rd AOC (USAFE), C2 operations; Hq. 3rd Air Force (USAFE-AFAFRICA), operational leadership; Hq. USAFE-AFAFRICA, management, operational leadership. ***History:*** Originally Landstuhl AB, activated August 1952. Reactivated December 1957 as Ramstein-Landstuhl AB; later redesignated Ramstein AB. ***Inn:*** 011-49-6371-47-4920. ***Golf:*** Woodlawn.

■ **Spangdahlem AB,** Germany APO AE 09126. ***Nearest city:*** Bitburg. ***Phone:*** 011-49-6565-61-1110. ***Acres:*** 1,634. ***Total Force:*** civilian, 0; military, 2,623. ***Active-duty USAF:*** enlisted, 3,401; officer, 535. ***Active-duty USSF:*** enlisted, 0; officer, 6. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 52nd FW (USAFE), fighter operations, 726th AMS (AMC), air transport services. ***History:*** Built by French 1951 and turned over to U.S. 1952. ***Museum:*** Air Park. ***Inn:*** 011-49-06565-0500. ***Golf:*** Eifel Mountain.

GREENLAND

■ **Pituffik SB,** Greenland APO AE 09704. ***Nearest city:*** Qaanaaq. ***Phone:*** (through Peterson AFB

operator) 719-556-7321. ***Acres:*** 233,034. ***Total Force:*** civilian, 0; military, 118. ***Owning command:*** USSF. ***Unit/mission:*** 12th SWS (USSF), missile warning; 821st SBG (USSF), support. ***History:*** Dates from 1946 as a Danish-American radio and weather station. USAF Ballistic Missile Early Warning System radar began operations 1961. ***Inn:*** 719-474-3840, ext. 3276. ***Golf:*** Mount Dundas.

ITALY

Aviano AB, Italy APO AE 09604. ***Nearest city:*** Aviano. ***Phone:*** 011-39-0434-30-5407. ***Acres:*** 1,237. ***Total Force:*** civilian, 0; military, 4,189. ***Active-duty USAF:*** enlisted, 4,215; officer, 459. ***Active-duty USSF:*** enlisted, 0; officer, 1. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 31st FW (USAFE-AFAFRICA), fighter operations; 724th AMS (AMC), air transportation services. ***History:*** Dates from 1911 as Italian air base. USAF began operations 1954. ***Inn:*** 011-39-0434-94-7111. ***Golf:*** Alpine.

JAPAN

Draughon Range, Japan. ***Phone***: 011-81-176-77-4713 (35th Operations Group, Misawa AB). ***Acres:*** 1,889. ***Owning command:*** PACAF. ***Unit/mission:*** training for U.S., Japanese, and multilateral forces.

Idesuna Jima Range, Japan (uninhabited island). ***Acres:*** 61. ***Owning command:*** PACAF. ***Unit/mission:*** managed by 18th Wing, live-fire exercises from the air onto the island.

Kadena AB, Japan APO AP 96368. ***Nearest city:*** Naha. ***Phone:*** 011-81-98-961-1110. ***Acres:*** 10,983. ***Total Force:*** civilian, 0; military, 5,987. ***Active-duty USAF:*** enlisted, 5,295; officer, 717. ***Active-duty USSF:*** enlisted, 72; officer, 4. ***Owning command:*** PACAF. ***Unit/mission:*** 18th Wing (PACAF), air mobility, fighter, ISR, personnel recovery operations; 82nd RS (ACC), reconnaissance; 353rd SOW (AFSOC), special operations; 733rd AMS (AMC), air transportation services. ***History:*** Occupied by U.S. forces April 1945. Named for city of Kadena on island of Okinawa. ***Inn:*** 01-81-98-962-1100. ***Golf:*** Banyan Tree.

Misawa AB, Japan APO AP 96319. ***Nearest city:*** Misawa. ***Phone:*** 011-81-176-53-5181. ***Acres:*** 3,864. ***Total Force:*** civilian, 0; military, 3,145. ***Active-duty USAF:*** enlisted, 2,569, officer, 290. ***Active-duty USSF:*** enlisted, 34; officer, 2. ***Owning command:*** PACAF. ***Unit/mission:*** 35th FW (PACAF), fighter operations. ***History:*** Occupied by U.S. forces September 1945. ***Inn:*** 011-81-176-66-0282. ***Golf:*** Gosser Memorial.

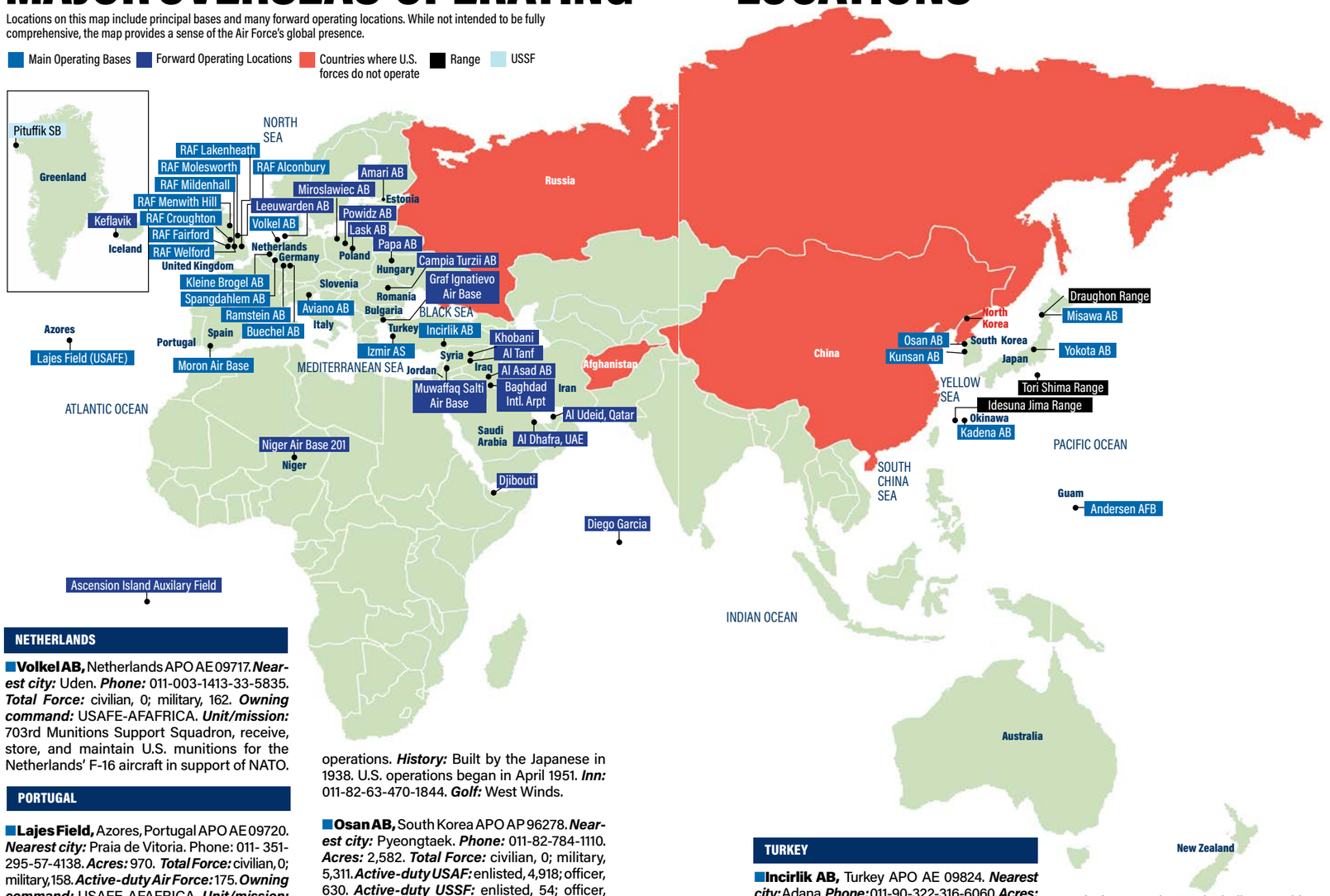
Tori Shima Range, Japan (uninhabited island). ***Acres:*** 10. ***Owning command:*** PACAF. ***Unit/mission:*** managed by 18th Wing.

Yokota AB, Japan APO AP 96328. ***Nearest city:*** Tokyo. ***Phone:*** 011-81-425-52-2510-5-1110. ***Acres:*** 1,750. ***Total Force:*** civilian, 0; military, 3,462. ***Active-duty USAF:*** enlisted, 4,022; officer, 437. ***Active-duty USSF:*** enlisted, 5; officer, 9. ***Owning command:*** PACAF. ***Unit/mission:*** 374th AW (PACAF), air mobility, personnel recovery operations; 515th AMOG (AMC), air transportation services; Hq. 5th Air Force (PACAF), Hq. US Forces Japan (PACOM), operational leadership. ***History:*** Opened as Tama AAF by Japan 1939. Turned over to U.S. forces and renamed Yokota AB on Sept. 6, 1945. ***Inn:*** 011-81-42-507-6533. ***Golf:*** Yokota Golf Center, Tama Hills.

MAJOR OVERSEAS OPERATING LOCATIONS

Locations on this map include principal bases and many forward operating locations. While not intended to be fully comprehensive, the map provides a sense of the Air Force's global presence.

Main Operating Bases | Forward Operating Locations | Countries where U.S. forces do not operate | Range | USSF



NETHERLANDS

Volkel AB, Netherlands APO AE 09717. ***Nearest city:*** Uden. ***Phone:*** 011-003-1413-33-5835. ***Total Force:*** civilian, 0; military, 162. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 703rd Munitions Support Squadron, receive, store, and maintain U.S. munitions for the Netherlands' F-16 aircraft in support of NATO.

PORTUGAL

Lajes Field, Azores, Portugal APO AE 09720. ***Nearest city:*** Praia de Vitoria. Phone: 011-351-295-57-4138. ***Acres:*** 970. ***Total Force:*** civilian, 0; military, 158. ***Active-duty Air Force:*** 175. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 65th ABG, support. ***History:*** U.S. operations began 1943. ***Inn:*** 011-351-295-545-100.

SAINT HELENA

Ascension Island Auxiliary Airfield, Saint Helena (U.K. island territory in the South Atlantic). ***Phone:*** 321-494-1110 (Space Launch Delta 45 operator at Patrick SFB). ***Acres:*** 3,463. ***Owning command:*** USSF. ***Unit/mission:*** 45th Mission Support Squadron, Det. 2, airfield maintenance, radar and telemetry tracking of space launches.

SOUTH KOREA

Kunsan AB, South Korea APO AP 96264. ***Nearest city:*** Gunsan City. ***Phone:*** 011-82-63-470-1110. ***Acres:*** 2,549. ***Total Force:*** civilian, 0; military, 2,330. ***Active-duty USAF:*** enlisted, 2,050; officer, 160. ***Owning command:*** PACAF. ***Unit/mission:*** 8th FW (PACAF), fighter operations. ***History:*** Built by the Japanese in 1938. U.S. operations began in April 1951. ***Inn:*** 011-82-63-470-1844. ***Golf:*** West Winds.

Osan AB, South Korea APO AP 96278. ***Nearest city:*** Pyeongtaek. ***Phone:*** 011-82-784-1110. ***Acres:*** 2,582. ***Total Force:*** civilian, 0; military, 5,311. ***Active-duty USAF:*** enlisted, 4,918; officer, 630. ***Active-duty USSF:*** enlisted, 54; officer, 21. ***Owning command:*** PACAF. ***Unit/mission:*** 5th RS (ACC), reconnaissance operations; 51st FW (PACAF), fighter operations; 694th ISRG (ACC), DCGS operations; 731st AMS (AMC), air transportation services; Hq. 7th Air Force (PACAF), operational leadership. ***History:*** Originally designated K-55. Runway opened December 1952. Renamed Osan AB in 1956 for nearby town that was the scene of first fighting in July 1950 between U.S. and North Korean forces. ***Inn:*** 011-82-31-661-1844. ***Golf:*** The Lakes at Osan.

SPAIN

Moron AB, Spain, APO AE 09643. ***Nearest city:*** Moron de la Frontera. ***Phone:*** 011-34-955-84-1110. ***Acres:*** 3,433. ***Total Force:*** civilian, 0; military 163. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 496th ABS, base support; 725th AMS, air mobility. ***Inn:*** 011-34-95-584-8686.

TURKEY

Incirlik AB, Turkey APO AE 09824. ***Nearest city:*** Adana. ***Phone:*** 011-90-322-316-6060. ***Acres:*** 3,352. ***Total Force:*** civilian, 0; military, 1,463. ***Active-duty USAF:*** enlisted, 1,393; officer, 136. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 39th ABW (USAFE-AFAFRICA), support; 728th AMS (AMC), air transportation services. ***History:*** Activated 1954. Named Adana AB Feb. 21, 1955. Renamed Incirlik AB on Feb. 28, 1958. ***Inn:*** 011-90-322-316-9357. ***Golf:*** Hodja Lakes.

Izmir AS, Turkey APO AE 09821. ***Nearest city:*** Izmir. ***Phone:*** 011-90-232-455-6694. ***Total Force:*** civilian, 0; military, 46. ***Unit/mission:*** 425th ABS, support.

UNITED KINGDOM

RAF Alconbury, UK APO AE 09470. ***Nearest city:*** Huntingdon. ***Phone:*** 011-44-1480-84-3557 (Alconbury/Molesworth). ***Acres:*** 218. ***Total Force:*** civilian, 0; military, 312 (includes RAF Molesworth). ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 423rd ABG, including munitions, civil engineer, communications, medical, and Security Forces squadrons. ***History:*** Began in WWII. The U.S. 93rd Bombardment Group arrived in 1942 flying B-24 Liberators. ***Inn:*** 011-44-01480-84-6000.

RAF Croughton, UK APO AE 09494. ***Nearest City:*** Brackley. ***Phone:*** 011-44-1280-70-8716 (RAF Croughton/Fairford/Welford). ***Acres:*** 740. ***Total Force:*** civilian, 0; military, 424. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 422nd ABG, civil engineer, communications, medical, and Security Forces squadrons. ***History:*** Built in 1938 and originally known as Brackley Landing Ground, in use by U.S. since 1950. ***Inn:*** 011-44-128-070-8158.

RAF Fairford, UK APO AE 09456. ***Nearest city:*** Fairford. ***Phone:*** 011-44-1280-70-8158 (RAF Croughton/Fairford/Welford). ***Acres:*** 1,270. ***Total Force:*** civilian, 0; military, 125. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 420th ABS, mission support. ***History:*** Built in 1944 to support D-Day operations, in use by U.S. since 1950.

RAF Lakenheath, UK APO AE 09461. ***Nearest city:*** Cambridge. ***Phone:*** 011-44-1638-52-4800. ***Acres:*** 1,881. ***Total Force:*** civilian, 0; military, 5,162. ***Active-duty USAF:*** enlisted, 4,513; officer, 605. ***Active-duty USSF:*** enlisted, 24; officer, 2. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 48th FW (USAFE-AFAFRICA), fighter, personnel recovery operations. ***History:*** Began as Royal Air Force decoy field in 1930s. Activated as RAF airfield November 1941. USAF bombers arrived August 1948. USAF took administrative control May 1951. Named after nearby village. ***Inn:*** 011-44-1638-52-6713. ***Golf:*** Breckland Pines.

RAF Menwith Hill, UK APO AE 09468. ***Nearest city:*** Harrogate. ***Phone:*** 011-44-01423-777895. ***Acres:*** 545. ***Total Force:*** civilian, 0; military, 3,243. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 421st Air Base Squadron, communications and intelligence support services. ***History:*** Became operational in 1959.

RAF Mildenhall, UK APO AE 09459. ***Nearest city:*** Cambridge. ***Phone:*** 011-44-1638-54-1110. ***Acres:*** 1,163. ***Total Force:*** civilian, 0; military, 424. ***Active-duty USAF:*** enlisted, 3,757; officer, 523. ***Active-duty USSF:*** enlisted, 1; officer, 3. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 95th RS (ACC), reconnaissance operations; 100th ARW (USAFE), air mobility operations; 352nd SOW (AFSOC), special operations; 488th IS (ACC), intelligence operations; 727th AMS (AMC), air transportation services. ***History:*** Activated as RAF bomber base October 1934. Named after nearby town. U.S. bomber operations began July 1950. Strategic Air Command had control from October 1951 to September 1959, when USAFE took over. ***Inn:*** 011-44-1638-71-1236.

RAF Molesworth, UK APO AE 09470. ***Nearest city:*** Huntingdon. ***Phone:*** 011-44-1480-84-3557 (Alconbury/Molesworth). ***Acres:*** 659. ***Total Force:*** civilian, 0; military, 312 (includes RAF Alconbury). ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** Joint Intelligence Operations Center Europe Analytic Center. ***History:*** Started as a WWI airfield.

RAF Welford, UK APO AE 09494. ***Nearest city:*** Welford. ***Phone:*** 011-44-128-070-8158 (RAF Croughton/Fairford/Welford). ***Acres:*** 736. ***Total Force:*** 386. ***Owning command:*** USAFE-AFAFRICA. ***Unit/mission:*** 420th Munitions Squadron; munitions storage area. ***History:*** First used by U.S. Army Air Forces in 1943.

Sources and definitions

Addresses, phone numbers, and the names of museums and golf courses are from official installation websites, the Air National Guard's recruiting website goang.com, the Defense Department's Military OneSource listings, and the official online directories of Air Force Inns and other DOD lodging. Acres are the total acres reported in the DOD's Base Structure Report—Fiscal Year 2025 Baseline. Acres may not include storage annexes or other associated sites. Total Force combines all Active, Reserve, and appropriated fund civilian personnel, regardless of military service branch, derived from ZIP code data provided by the Defense Manpower Data Center.

WEAPONS & PLATFORMS

By Aaron M.U. Church

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BOMBER AIRCRAFT



Richard Gonzales/USAF

B-1B LANCER

Long-range conventional bomber

Brief: The B-1B is a conventional, long-range, supersonic, penetrating strike aircraft derived from the canceled B-1A. The B-1A first flew on Dec. 23, 1974, and four prototypes were developed and tested before program cancellation in 1977. The Reagan administration revived the program as the B-1B in 1981, adding 74,000 lb of usable payload, improved radar, and reduced radar cross section, but reducing speed to Mach 1.2. Its three internal weapons bays carry the largest payload of guided/unguided weapons in the Air Force inventory, and its blended wing/body and variable-geometry wing permit long-range/loiter time. Offensive avionics include terrain-following SAR and a fully integrated Sniper ATP to track and target moving vehicles. B-1B made its combat debut over Iraq during Desert Fox in 1998. The B-1B is USAF's sole Long-Range Anti-Ship Missile (LRASM) carrier and its range, speed, and payload make it a key power-projection asset in USAF's Indo-Asia Pacific strategy. The fleet completed its most comprehensive upgrade in 2020 including an all-digital glass cockpit, Fully Integrated Data Link (FIDL) to enhance targeting/LOS/BLOS C2, and an internal test system to simplify troubleshooting. Ongoing upgrades include Load Adaptable Modular (LAM) pylons to carry long-range standoff, hypersonic, or 5,000-lb-class guided weapons externally. LAM expands capacity to 36 JASSM, LRASM, or developmental Hypersonic Attack Cruise Missiles (HACM). The aircraft completed a successful weapon separation test in preparation to take over hypersonic weapons testing from the B-52. The B-1 finished developmental flight-testing of the next-gen MUOS secure, jam-resistant BLOS SATCOM, and is also undergoing radio crypto modernization. FY26 launches integration of the newest LRASM C3 variant as well as "hybrid" dispersed low-Earth orbit SATCOMS development for INDOPACOM requirements. ACC deployed a third of the fleet for Operation Epic Fury, operating 15 B-1Bs alongside B-52s at RAF Fairford, U.K., in early 2026. USAF plans to spend $342 million on B-1 modernization from 2027 to 2031, which will keep the platform relevant until 2037, according to budget documents.

Contractor: Boeing (formerly Rockwell International).
First Flight: Oct. 18, 1984 (B-1B).
Delivered: June 1985-May 1988.
IOC: Oct. 1, 1986, Dyess AFB, Texas.
Production: 104.
Inventory: 45.
Operator: AFGSC, AFMC.
Aircraft Location: Dyess AFB, Texas; Edwards AFB, Calif.; Eglin AFB, Fla.; Ellsworth AFB, S.D.
Active Variant:
▪B-1B. Upgraded production version of the B-1A.
Dimensions: Span 137 ft (forward sweep) to 79 ft (aft sweep), length 146 ft, height 34 ft.
Weight: Max T-O 477,000 lb.
Power Plant: Four GE Aviation F101-GE-102 augmented turbofans, each 30,780 lb thrust.
Performance: Speed 900+ mph at S-L, range approx. 7,455 miles (farther with air refueling).
Ceiling: 30,000+ ft.
Armament: 84 Mk 82 (500-lb) or 24 Mk 84 (2,000-lb) general-purpose bombs; 84 Mk 62 (500-lb) or eight Mk 65 (2,000-lb) Quickstrike naval mines; 30 CBU-87/89 cluster bombs or 30 CBU-103/104/105 WCMDs; 24 GBU-31 or 15 GBU-38 JDAMs/GBU-54 JDAM; 24 AGM-158A JASSM, JASSM-ER, or LRASM.
Accommodation: Pilot, copilot, and two WSOs (offensive/defensive) on ACES II zero/zero ejection seats.

B-2 SPIRIT

Long-range heavy bomber

Brief: The B-2 is a stealthy, long-range, penetrating nuclear and conventional strike bomber. It is based on a flying wing design combining low observability (LO) with high aerodynamic efficiency. The aircraft's blended fuselage/wing holds two weapons bays capable of carrying nearly 60,000 lb in various combinations. Spirit entered combat during Allied Force on March 24, 1999, striking Serbian targets. Production was completed in three blocks, and all aircraft were upgraded to Block 30 standard with AESA radar. Construction was limited to 21 aircraft due to cost and political considerations, and a single B-2 was subsequently lost in a crash at Andersen on Feb. 23, 2008. Modernization is focused on safeguarding the B-2A's penetrating strike capability in high-end threat environments and integrating advanced weapons. Recent upgrades significantly enhance the B-2's ability to deliver precision nuclear and conventional weapons under GPS-denied or degraded conditions. The aircraft is now capable of using radar targeting data and feeding coordinates to weapons pre-release to thwart jamming. Ongoing efforts include Advanced Communications upgrades to Mobile User Objective System (MUOS) secure, jam-resistant SATCOM and NATO-interoperable SATURN UHF/VHF as well as Link 16-based in-flight retasking. B-2s are also receiving updated primary cockpit display and advanced IFF and shifting to an easily upgradable open-system architecture to keep pace with emerging threats. USAF is enhancing the fleet's maintainability with improvements to low-observable coatings and materials, and radar-absorptive structures such as the radome and engine inlets/exhausts. Seven B-2s employed the GBU-57 Massive Ordnance Penetrator (MOP) in combat for the first time, dropping 14 of the 30,000-lb weapons against Iran's hardened nuclear weapons facilities during Operation Midnight Hammer on June 21, 2025. The service previously planned to retire the B-2 sometime in the early 2030s, but revealed plans in its 2027 budget request to spend $1.35 billion through 2031 modernizing the B-2, suggesting it intends to fly the bomber deeper into the next decade.



Airman 1st Class Ivy Thomas/ANG

Contractors: Northrop Grumman; Boeing; Vought; Sierra Nevada (ACS).
First Flight: July 17, 1989.
Delivered: December 1993-December 1997.
IOC: April 1997, Whiteman AFB, Mo.
Production: 21.
Inventory: 20.
Operator: AFGSC, AFMC, ANG (associate).
Aircraft Location: Edwards AFB, Calif.; Whiteman AFB, Mo.
Active Variant:
▪B-2A. Production aircraft upgraded to Block 30 standards.
Dimensions: Span 172 ft, length 69 ft, height 17 ft.
Weight: Max T-O 336,500 lb.
Power Plant: Four GE Aviation F118-GE-100 turbofans, each 17,300 lb thrust.
Performance: Speed high subsonic, range 6,900 miles (farther with air refueling).
Ceiling: 50,000 ft.
Armament: Nuclear: 16 B61-12, B83, or eight B61-11 bombs (on rotary launchers). Conventional: 80 Mk 62 (500-lb) sea mines, 80 Mk 82 (500-lb) bombs, 80 GBU-38 JDAMs, or 34 CBU-87/89 munitions (on rack assemblies); or 16 GBU-31 JDAMs, 16 Mk 84 (2,000-lb) bombs, 16 AGM-154 JSOWs, 16 AGM-158 JASSM/JASSM-ERs, or eight GBU-28 LGBs.
Accommodation: Two pilots on ACES II zero/zero ejection seats.

B-21 RAIDER

Long-range heavy bomber

Brief: The B-21 Raider is a developmental, penetrating strike bomber planned to deliver both conventional and nuclear munitions. The low-observable flying-wing design was christened "Raider" in honor of the WWII Doolittle Raiders, who mounted the surprise attack on Japan in April 1942. Though similar in shape to the B-2, the B-21 features more deeply recessed engine inlets, dual-wheel main-landing gear, unique trapezoidal windscreens, and a more advanced low-observable design. The Air Force awarded Northrop Grumman the Long-Range Strike Bomber contract in 2015, aimed at developing an affordable, next-generation stealth bomber utilizing modern systems and materials. The type is the Air Force's first new bomber since the B-2 Spirit in 1988 and is planned to become the mainstay of the strategic fleet alongside the modernized B-52J. USAF is developing the B-21 as part of a "family of systems" encompassing complementary ISR, C2, and electronic warfare platforms designed for survivability in high-end threat environments. Northrop Grumman is using digital design techniques to quickly incorporate changes and speed fielding, as well as an open-system architecture to easily enable future upgrades. Notional nuclear armament includes the planned Long-Range Standoff (LRSO) missile and B61-12 guided free-fall weapons, as well as a range of advanced conventional weapons. AFGSC plans to acquire a fleet of at least 100 B-21s for delivery starting in the mid-2020s. USSTRACOM is advocating for up to 145 aircraft to deter simultaneous threats from China and Russia. Concurrent development and low-rate initial production (LRIP) aim to accelerate fielding, starting with the first LRIP contract awarded in 2023. USAF awarded the second of five LRIP contracts in late 2024, totaling 21 aircraft prior to full-rate production. Congress allocated and the Air Force awarded Northrop an additional $4.5 billion to accelerate production by 25 percent in 2026, and at least six airframes are in production at Northrop Grumman's Palmdale, Calif., facility. Aircraft T-1, dubbed "Cerberus," completed ground testing and taxi trials at Palmdale before beginning flight-testing at Edwards on Jan. 17, 2024 and recently underwent refueling test with a KC-135 in 2026. The initial aircraft is currently focused on handling flight envelope expansion trials, while a second aircraft delivered on Sept. 11, 2025, is now tasked with weapons integration and system tests. The program continues to outperform projections, and multiple airframes are engaged in ground-based risk reduction and structural testing to assess durability and performance. Development encompasses LRSO missile and other advanced weapons integration, nuclear certification, and adaptation for future sensors and capabilities. Flyable test aircraft will be updated to operational specification once testing is complete. The bomber program remains on time and within budget, and initial operational aircraft will be delivered to AFGSC's formal training and operational units at Ellsworth in 2027, followed by Whiteman and Dyess.

Contractors: Northrop Grumman (aircraft); Pratt & Whitney (engines); Collins Aerospace; GKN Aerospace; BAE Systems; Spirit Aerosystems; Janicki Industries (advanced structures).
First Flight: Nov. 10, 2023.
Delivered: Nov. 10, 2023-present.
IOC: N/A.
Production: ≥100 (projected).
Inventory: Two (flyable test aircraft).



Giancarlo Casem/USAF

Operator: AFMC. Planned: AFGSC.
Aircraft Location: Edwards AFB, Calif. (test location); Planned: Ellsworth AFB, N.D.; Whiteman AFB, Mo.; Dyess AFB, Texas.
Active Variant:
▪B-21. Developmental Long-Range Strike Bomber.
Dimensions: Span 140 ft (estimated), length 55 ft (estimated), height 18 ft (estimated).
Weight: Max T-O unknown.
Power Plant: Undisclosed number of Pratt & Whitney engines.
Performance: Speed high-subsonic (estimated), range intercontinental.
Ceiling: Unknown.
Armament: Nuclear and conventional (planned).
Accommodation: Two pilots.

B-52 STRATOFORTRESS

Long-range heavy bomber

Brief: The B-52H is a long-range nuclear/conventional bomber and USAF's primary standoff cruise missile carrier. The YB-52 prototype first flew on April 15, 1952, and Strategic Air Command declared IOC with the B-52A on June 19, 1955. Boeing produced a total of 744 B-52s culminating in the current B-52H. Multimission capabilities include long-range precision strike, CAS, air interdiction, defense suppression, and maritime surveillance utilizing both Litening and Sniper targeting pods. The B-52 is undergoing major upgrades to replace key obsolescent systems including engines, radar, comms, and weapons interface to extend the fleet through the 2050s. Combat Network Communications Technology (CONECT) recently replaced cockpit displays and comms and added integrated mission-management, including Link 16, and machine-to-machine tasking/retargeting. It forms the digital backbone of the Internal Weapons Bay Upgrade transitioning the Conventional Rotary Launchers designed for CALCM to carry the modern AGM-158B JASSM-ER.



Senior Airman Celeste Zuniga

This nearly doubles the B-52's JASSM, JDAM, and MALD payloads and reduces drag for longer range. CONECT also enables associated mods including Tactical Data Link to add low-latency, jam-resistant C2/comms as well as GPS updates. USAF is pursuing the Radar Modernization Program to replace the B-52's legacy radar with an AESA radar and Commercial Engine Replacement Program (CERP) to reengine the fleet. CERP will replace the B-52's

current engines with efficient and reliable Rolls-Royce F130-200 turbofans in a modified pylon-mounted eight-engine arrangement. Reengined aircraft will be redesignated B-52J and fleetwide retrofits are expected to be completed by 2038. The B-52J's IOC has slipped three years to 2033 due to the cost and complexity of integrating new engines and radar. The radar entered flight-testing last December but USAF was also forced to postpone retrofitting the B-52J with AESA-tailored radomes after a critical cost spike triggered by congressional notification and program re-scope in 2025. An initial two B-52s will be retrofit with Rolls-Royce engines for flight-testing as Boeing works to correct engine nacelles airflow issues. Current upgrades include MIDS/JTRS higher capacity, jam-resistant Link 16, Mobile User Objective System (MUOS) secure, jam-resistant SATCOM and NATO-interoperable SATURN UHF, and VLF/LF receiver modernization. Future upgrades include color targeting pod displays to enhance performance and situational awareness, and AEHF SATCOM installation. Ongoing Long-Range Standoff (LRSO) cruise missile flight-testing will cement the B-52's nuclear role, complementing the B-21 Raider, potentially through the 2050s.

Contractors: Boeing (airframe/CONECT); Rolls-Royce (CERP)/Collins Aerospace (nacelles); Raytheon (RMP).
First Flight: July 20, 1960 (B-52H).
Delivered: May 9, 1961-Oct. 26, 1962 (B-52H).
IOC: May 1961 (B-52H).
Production: 102 (B-52H).
Inventory: 76.
Operator: AFGSC, AFMC, AFRC.
Aircraft Location: Barksdale AFB, La.; Edwards AFB, Calif.; Minot AFB, N.D.
Active Variants:
▪B-52H. Longer-range development of the original B-52A with more efficient turbofan engines.
▪B-52J. Future modernized B-52H, retrofitted with more efficient Rolls-Royce F130-200 turbofans.
Dimensions: Span 185 ft, length 159.3 ft, height 40.7 ft.
Weight: Max T-O 488,000 lb.
Power Plant: Eight Pratt & Whitney TF33-P-3 turbofans, each 17,000 lb thrust.
Performance: Speed 650 mph, range 8,800 miles (farther with air refueling).
Ceiling: 50,000 ft.
Armament: Nuclear: 12 AGM-86B ALCMs externally, and eight ALCMs or gravity weapons internally. Conventional: 12 AGM-158 JASSM externally, and eight JASSM-ER/MALD/ MALD-J internally (upgraded aircraft), or Mk 62 sea mines, Mk 82/84 bombs, CBU-87/89 cluster bombs, CBU-103/104/105 WCMDs, GBU-31/38 JDAMs, AGM-158A JASSMs, GBU-10/12/28 LGBs, MALD, and MALD-J jammer variant.
Accommodation: Two pilots, navigator, radar navigator, and EWO on upward/downward ejection seats. (Radar navigator position will be eliminated on the B-52J).



F-35

Ralph Branson/ANG

A-10 THUNDERBOLT II

Attack, close-air support, forward air control

Brief: The A-10 "Warthog" is a specialized CAS aircraft tasked with interdiction, Forward Air Controller-Airborne (FAC-A), CSAR, and Strike Control & Reconnaissance. It combines a heavy, diverse weapons load with low-level maneuverability, a large combat radius, and long loiter time. The A-10 carries up to 16,000 lb of ordnance in addition to its 30 mm cannon which can destroy heavy armor while the pilot is protected by a titanium-armored cockpit. The prototype YA-10A first flew on May 10, 1972, winning USAF's A-X competition for a new attack aircraft. The A-10A development aircraft first flew on Feb. 15, 1975, and A-10As were delivered between October 1975 and March 1984. USAF declared A-10A IOC in October 1977. The fleet was modernized under the Precision Engagement Program, resulting in the A-10C which first flew at Eglin in 2005. The A-10C adds color cockpit MFDs, a Helmet Mounted Cueing System (HMCS), Hands-on-Throttle and Stick, digital stores management, improved fire-control, GPS-guided weapons, Litening/Sniper pods, advanced data links, and integrated sensors. The A-10C debuted in combat during Iraqi Freedom in 2007. With NVGs and targeting pods, the A-10C can operate under ceilings as low as 1,000 ft including at night. USAF has not requested modernization funding since fleet divestment began in FY23, but continued installing previously funded high-resolution digital glass cockpit instruments, directional audio threat cueing, UHF/VHF comms, Ethernet, and Small Diameter Bomb I integration, transitioning to Onboard Oxygen Generation Systems (OBOGS). Fleetwide rewinging was completed in 2024, extending remaining airframes to 10,000 flying hours. USAF requested to accelerate retirement by three years to FY26, but Congress limited retirement to 59 aircraft this year to ensure orderly transition to unit's new missions. The Maryland ANG's 175th Fighter Wing ended A-10 operations on Sept. 23, 2025, followed by Osan and the A-10 test unit at Eglin in December, ending overseas basing. Divestments from Davis-Monthan, Moody, and the Idaho ANG's 124th Fighter Wing continue and fleetwide retirement is now expected by 2030. A-10s continue combat operations flying maritime interdiction over the Straits of Hormuz, as well as CAS and combat search and rescue over Iran supporting Operation Epic Fury. The final class of A-10 pilots graduated training in April 2026.



Staff Sgt. Tylin Rust

Contractors: Fairchild Republic (Lockheed Martin); Boeing/Korean Aerospace Industries (rewing).
First Flight: Jan. 20, 2005 (A-10C).
Delivered: 2006-2012 (A-10C).
IOC: September 2007 (A-10C).
Production: 713.
Inventory: 163.
Operator: ACC, ANG, AFRC.
Aircraft Location: Boise Air Terminal, Idaho; Davis-Monthan AFB, Ariz.; Moody AFB, Ga.; Nellis AFB, Nev.; Selfridge ANGB, Mich.; Whiteman AFB, Mo.
Active Variant:
▪ A-10C. Upgraded version of the A-10A ground-attack aircraft.
Dimensions: Span 57.5 ft, length 53.3 ft, height 14.7 ft.
Weight: Max T-O 51,000 lb.
Power Plant: Two GE Aviation TF34-GE-100 turbofans, each 9,065 lb thrust.
Performance: Speed 518 mph, range 800 miles (farther with air refueling).
Ceiling: 45,000 ft.
Armament: One internally mounted 30 mm, seven-barrel GAU-8/A cannon (1,174 rd of high-explosive incendiary (HEI) or HEI/armor-piercing incendiary); four AIM-9 Sidewinders, AGM-65 Mavericks, laser-guided rockets, most free-fall or guided air-to-surface weapons in USAF inventory, as well as ECM and advanced targeting pods.
Accommodation: Pilot on ACES II zero/zero ejection seat.

F-15 EAGLE

Air superiority fighter

Brief: The F-15 Eagle was the world's dominant, supersonic, all-weather, day/night air-superiority fighter for more than 40 years. The F-15A first flew on July 27, 1972, and F-15A/Bs were delivered between 1974 and 1979, attaining IOC in September 1975. F-15C/Ds began replacing F-15A/Bs in 1979, offering superior maneuverability, acceleration, range, weapons, and avionics. F-15s accounted for 34 of USAF's 37 air-to-air kills during Desert Storm. The C/D added EW countermeasures and 2,000 lb of internal fuel and the final 43 production aircraft received the F-15E's APG-70 radar and Multi-Stage Improvement Program (MSIP). USAF received the first APG-63(V)3 AESA-modified F-15 in 2010, but comprehensive modernization, including the Eagle Passive/Active Warning Survivability System (EPAWSS) was canceled with the decision to buy new-build F-15EX. USAF also reduced the number of MIDS/JTRS secure high-capacity comm and networking upgrades and limited SLEP to 63 airframes. The majority of F-15C/Ds suffer performance-limiting structural issues. The ANG's 104th Fighter Wing at Barnes flew its final F-15 sortie on Oct. 23, 2025, followed by the 173rd Fighter Wing at Kingsley Field on Dec. 22. Both units are transitioning to the F-35A. Congress added F-15EX funds to backfill the ANG but slowed divestiture of the F-15C/D. USAF now plans to delay F-15 retirement by four years to FY31. A total of 42 aircraft will continue flying homeland air defense through 2028, with the 21 most viable consolidating to Fresno, the final operating location, through 2030. USAF plans to cut 13 airframes in FY26.



Tyler Greenlees/USAF

Contractor: Boeing (previously McDonnell Douglas).
First Flight: Feb. 26, 1979 (F-15C).
Delivered: 1979-85 (F-15C/D).
IOC: 1979 (F-15C/D).
Production: 874.
Inventory: 108 (F-15C); 8 (F-15D) (Current as of FY24).
Operator: ACC, ANG.
Aircraft Location: Fresno ANGB, Calif.; Jacksonville Arpt., Fla.; NAS JRB New Orleans, La.; Portland Arpt., Ore.
Active Variants:
▪F-15C. Upgraded version of the single-seat F-15A.
▪F-15D. Upgraded version of the two-seat F-15B.
Dimensions: Span 42.8 ft, length 63.8 ft, height 18.7 ft.
Weight: Max T-O 68,000 lb.
Power Plant: Two Pratt & Whitney F100-PW-220 augmented turbofans, each 23,450 lb thrust; or two P&W F100-PW-229 augmented turbofans, each 29,000 lb thrust.
Performance: Speed Mach 2.5, ferry range 2,878 miles (3,450 miles with CFTs and three external tanks; farther with air refueling).
Ceiling: 60,000 ft.
Armament: One internally mounted M61A1 20 mm six-barrel cannon (940 rd); four AIM-9 Sidewinders and four AIM-120 AMRAAMs, or eight AIM-120s as well as ECM pods; in a one-time test, an Eagle successfully launched an anti-satellite missile.
Accommodation: Pilot (C); two pilots (D), on ACESII zero/zero ejection seats.

F-15E STRIKE EAGLE

Multirole fighter

Brief: F-15E is an upgraded, two-seat, all-weather F-15 capable of deep interdiction/attack, tactical nuclear delivery, and air-to-air combat. The Strike Eagle can sustain 9 Gs throughout the flight envelope. It first saw combat in Desert Storm in 1991. F-15E's large, varied load of precision weapons and 20 mm cannon make it a potent ground-attack platform, and radar-guided and IR-homing missiles give it an additional air-to-air capability. Its advanced cockpit includes a wide-field-of-view HUD and helmet-mounted cockpit-cueing. The F-15E's avionics permit all-weather day/night engagement and it carries LANTIRN, Sniper, and Litening ATPs on dedicated pylons. The "Dragon's Eye" SAR pod fielded in 2009 provides all-weather surveillance/reconnaissance capability. The Strike Eagle is undergoing major avionics modernization centered on the new APG-82(V)1 AESA radar which will increase its lethality against more capable targets. The Eagle Passive/Active Warning Survivability System (EPAWSS) is simultaneously replacing the Strike Eagle's obsolete self-defense suite to increase survivability in future high-threat environments. Supporting upgrades include color Large Area Digital (LAD) displays and updated removable data transfer modules. F-15Es recently began transition to Mobile User Objective System (MUOS) secure, jam-resistant SATCOM and NATO-interoperable SATURN UHF radios, with 43 slated for upgrade in FY26. Boeing completed EPAWSS installation on the first two F-15Es in 2022 and plans to upgrade 14 jets this year. Future enhancements include GPS hardening, updated EW protection and warning, and Legion Pod IRST to discreetly engage airborne targets starting in FY26. USAF plans to retire roughly half the F-15E fleet through 2029, retaining and upgrading only 99 late-model PW-229-engined aircraft to fund other priorities. Congress blocked the retirement of 21 F-15Es in FY26 but signaled willingness to consider retiring approximately 50 jets through 2028. Three F-15s were shot down by Kuwaiti air defenses in a friendly fire incident during Operation Epic Fury on March 2, 2026.

Contractors: Boeing (previously McDonnell Douglas); BAE Systems (EPAWSS); Raytheon (AESA).
First Flight: Dec. 11, 1986.
Delivered: April 1988-2004.
IOC: September 1989.
Production: 236.
Inventory: 217.
Operator: ACC, AFMC, USAFE.
Aircraft Location: Eglin AFB, Fla.; Mountain Home AFB, Idaho; Nellis AFB, Nev.; RAF Lakenheath, U.K.; Seymour-Johnson AFB, N.C.
Active Variant:
▪F-15E. All-weather strike aircraft derived from the F-15C/D.
Dimensions: Span 42.8 ft, length 63.8 ft, height 18.5 ft.


Maj. Dorian Javidi

Weight: Max T-O 81,000 lb.
Power Plant: Two Pratt & Whitney F100-PW-220 augmented turbofans, each 23,450 lb thrust; or two F100-PW-229 augmented turbofans, each 29,000 lb thrust.
Performance: Speed Mach 2.5, range 2,762 miles with CFTs and three external tanks (farther with air refueling).
Ceiling: 50,000 ft.
Armament: One internally mounted M61A1 20 mm six-barrel cannon (500 rd); four AIM-9 Sidewinders and four AIM-120 AMRAAMs or eight AIM-120s; most air-to-surface weapons in USAF inventory (nuclear and conventional) including GBU-53 Stormbreaker and B61-12 nuclear free-fall weapon, as well as ECM, SAR, and advanced targeting pods.
Accommodation: Pilot and WSO on ACES II zero/zero ejection seats.

F-15EX EAGLE II

Multirole fighter

Brief: F-15EX is the most advanced Eagle variant based on the two-seat F-15QA as a replacement for the legacy F-15C/D. The Eagle II is the first USAF F-15 to boast digital fly-by-wire flight controls, LAD glass-cockpit with touch-screen interface, and incorporate APG-82 AESA radar, Joint Helmet Mounted Cueing System (JHMCS), and EPAWSS self-defensive suite from the outset. The aircraft pioneers Open Mission System (OMS) software to enable rapid upgrades and capability enhancement, as well as the latest Suite 9.1 software in common with upgraded legacy aircraft. F-15EX promises higher speed, longer range, increased 29,500-lb payload (including two additional weapon stations), and

lower operating costs than previous variants. The type also boasts the longest stand-off air-to-air engagement range of any fighter in the USAF inventory. Due to insufficient F-22 procurement, the F-15C/D fleet has continued flying beyond its designed service life, posing a serious risk of structural failure. USAF awarded Boeing a $1.2 billion contract for the first eight jets in July 2020 and approved the jet for full-rate production in June 2024, accelerating funds to speed phase-out of the F-15C/D, with FY26 funding 22 conformal fuel tank-equipped jets. The first of six test aircraft was delivered to Eglin on March 11, 2021, completing combined developmental and operational testing in August 2023. F-15EX proved operationally effective in air superiority and offensive and defensive counter-air including against simulated fifth-generation threats.



Staff Sgt. Blake Wiles

F-15EX was also deemed effective in a limited air-to-ground role, but test limitations inhibited full evaluation of EW capabilities. Early aircraft are undergoing retrofit to current production standards including jam-resistant MIDS/JTRS Link 16, Mobile User Objective System (MUOS) BLOS, NATO-interoperable LOS SATURN, advanced GPS, and Automatic Ground Collision Avoidance System (AGCAS). FY26 launches initial Hybrid SATCOM development and long-range offensive counter-air weapons integration. The service planned to purchase 144 aircraft before reducing to 104 and again to 98 (plus two developmental aircraft). F-15EX achieved IOC a year later than initially planned following delivery of the second operational jet to the ANG at Portland on July 5, 2024. Aircraft similarities permit existing F-15 units to transition to the F-15EX in a matter of months and USAF plans to field the 44 jets to reach full operational capability (FOC) by 2027. F-15EX is in Follow-On Operational Testing and Evaluation (FOT&E) against more capable fifth-generation threats in complex scenarios in addition to cyber security evaluation. F-15EX will replace legacy F-15s at Fresno and New Orleans, and Selfridge and Barnes will transition to either F-15EX or F-35 pending environmental reviews. Kadena planned to receive F-15EX in early 2026, though strikes at Boeing are delaying deliveries. In its 2027 budget request, the Air Force more than doubled its total planned purchase of F-15EXs from 129 to 267 aircraft.

Contractors: Boeing; BAE Systems (EPAWSS); Raytheon/RTX (AESA).
First Flight: Feb. 2, 2021.
Delivered: March 11, 2021-present.
IOC: July 2024.
Production: 100 (planned).
Inventory: 13.
Operator: ACC, AFMC, ANG.
Aircraft Location: Eglin AFB, Fla.; Portland Arpt., Ore. Planned: Fresno ANGB, Calif.; Kadena AB, Japan; Klamath Falls (Kingsley Field), Ore.; NAS JRB New Orleans, La.; and Selfridge ANGB, Mich.
Active Variant:
▪F-15EX. Future F-15C/D replacement based on the F-15QA developed for Qatar.
Dimensions: Span 42.8 ft, length 63.8 ft, height 18.5 ft.
Weight: Max T-O 81,000 lb.
Power Plant: Two General Electric F110-GE-129 augmented turbofans, each 29,000 lb thrust.
Performance: Speed Mach 2.5, range approx. 2,762 miles (air refuelable).
Ceiling: 60,000 ft.
Armament: One internally mounted M61A1 20 mm six-barrel cannon (500 rd); combination of up to 12 AIM-9 Sidewinders or AIM-120 AMRAAMs, or combination of up to 24 air-to-ground munitions including SDB I, GBU-38 JDAM, and JASSM.
Accommodation: Pilot and (optional) second aircrew member on ACES 5 zero/zero ejection seats.

F-16 FIGHTING FALCON

Multirole fighter

Brief: The F-16 is a lightweight, multirole fighter capable of air-to-air, CAS, SEAD, interdiction, FAC-A, tactical nuclear delivery, and all-weather strike missions. The "Viper" makes up approximately 40 percent of the fighter inventory, carries the majority of PGMs in service, and is one of the most maneuverable fighters ever built. The prototype YF-16 first flew Feb. 2, 1974, competing in the USAF Lightweight Fighter competition. After selection, F-16A flew on Dec. 8, 1976, followed by the two-seat F-16B on Aug. 8, 1977. Deliveries began in August 1978, and USAF declared F-16A IOC in October 1980. F-16C/D deliveries began at Block 25 in 1984, adding the APG-68 radar and AMRAAM missile as well as cockpit, airframe, and avionics improvements. Block 30/32 added the HARM missile and more powerful engines, and Block 40/42 introduced the terrain-following LANTIRN pod and wide-angle HUD for high-speed night/all-weather penetration. These airframes boasted higher takeoff weight and G-limits and an expanded flight envelope starting in 1988. Block 50/52 was introduced to replace the F-4G in the "Wild Weasel" SEAD-role armed with the HARM missile, longer-range radar, and even higher-performance engines. The F-16 entered combat during Desert Storm in 1991 and scored its first USAF air-to-air kill during Southern Watch on Dec. 27, 1992. The fleet is now cockpit-standardized with color MFD, modular mission computer, Helmet Mounted Integrated Targeting (HMIT), and Link 16. The Operational Flight Program (OFP) continuously updates the F-16's software, most recently adding JASSM-ER and enhanced AMRAAM. USAF reduced the older Block 30-32 fleet and is modernizing late-block aircraft as a low-cost "capacity" fleet to augment fifth-generation fighters. Modernization centers on the new AN/APG-83 AESA radar which was initially fielded to counter cruise missile threats to the homeland. The rapidly developed Integrated Viper Electronic Warfare Suite (IVEWS) leverages AESA to give the F-16 self-defensive capabilities on par with fifth-generation aircraft and entered flight-testing in late 2024. IVEWS is designed to be rapidly upgradable against emerging threats combining EW/active jamming as well as digital RWR and self-defenses into a fully integrated internal suite. Comm upgrades add Mobile User Objective



Nicolas Cholula/USAF

System (MUOS) secure, jam-resistant BLOS and NATO-interoperable LOS SATURN, while MIDS/JTRS will provide higher capacity, jam-resistant Link 16. Other efforts include modernizing the mission computer, cockpit displays and secure data systems—networking in conjunction with offensive/defensive upgrades. Aircraft are also receiving Mode 5 IFF, jam-resistant GPS, and early block aircraft are being retrofit with automatic air/ground collision avoidance. Structural life extensions are stretching 350 airframes beyond 8,000 hours and USAF plans to continue upgrading the F-16 to keep pace with threats through 2040 or beyond. A Thunderbirds flight demonstration pilot successfully ejected from an F-16C that crashed near China Lake, Calif., Dec. 3, 2025. The schoolhouse at Luke ended 42 years of pilot training on March 24, 2025, after graduating more than 20,000 Viper pilots. Luke still hosts allied F-16 training for the Republic of Singapore Air Force. USAF plans to divest 62 pre-Block airframes this year.

Contractors: Lockheed Martin (previously General Dynamics); Northrop Grumman (AESA/ IVEWS).
First Flight: June 19, 1984 (F-16C).
Delivered: July 13, 1984-2005 (F-16C/D).
IOC: 1981 (Block 25-32); 1989 (Block 40/42); 1994 (Block 50/52).
Production: 2,206 for USAF (nearly 5,000 for global users).
Inventory: 704 (F-16C); 134 (F-16D) (Current as-of FY24)
Operator: ACC, AETC, AFMC, PACAF, USAFE, ANG, AFRC.
Aircraft Location: Aviano AB, Italy; Edwards AFB, Calif.; Eglin AFB, Fla.; Eielson AFB, Alaska; Holloman AFB, N.M.; Homestead ARB, Fla.; Kunsan AB, South Korea; Misawa AB, Japan; NAS JRB Fort Worth, Texas; Nellis AFB, Nev.; Osan AB, South Korea; Shaw AFB, S.C.; Spangdahlem AB, Germany; and ANG in Arizona, Colorado, District of Columbia (flying from Maryland), Indiana, Minnesota, New Jersey, Ohio, Oklahoma, South Carolina, South Dakota, and Texas. Planned: Gowen Field ANGB, Idaho.
Active Variants:
▪F-16C/D Block 30/32. Multinational Staged Improvement Program II upgraded with new engines, flown by ANG, AFRC, and test/aggressor units.
▪F-16CG Block 40/42. Optimized for night/all-weather attack.
▪F-16CJ Block 50/52. Optimized for SEAD with long-range radar, engines, and weapons.
Dimensions: Span 32.8 ft, length 49.3 ft, height 16.7 ft.
Weight: Max T-O 37,500 lb (Block 30/32); 42,300 lb (Block 40/42); 48,000 lb (Block 50/52).

Power Plant: GE Aviation F110-GE-100 augmented turbofan, 29,000 lb thrust (Block 30); Pratt & Whitney F100-PW-220 augmented turbofan, 24,000 lb thrust (Block 32/42); F110-GE-129 turbofan, 29,000 lb thrust (Block 50); F100-PW-229 augmented turbofan, 29,000 lb thrust (upgraded Block 42, Block 52).
Performance: Speed Mach 2+, ferry range 2,002+ miles.
Ceiling: 50,000 ft.
Armament: One M61A1 20 mm cannon (500 rd); up to six AIM-9 Sidewinder or AIM-120 AMRAAMs air-to-air missiles; most air-to-surface weapons in USAF inventory (nuclear and conventional) including JASSM-ER, as well as ECM and advanced targeting pods.
Accommodation: Pilot (C), two pilots (D), on ACESII zero/zero ejection seats.

F-22 RAPTOR

Air superiority/multirole fighter

Brief: The F-22 is a stealthy, penetrating, air dominance fighter built for day, night, and adverse weather, full-spectrum operations. The prototype YF-22 first flew as part of USAF's Advanced Tactical Fighter competition on Sept. 29, 1990, followed by the flight of the first F-22 test aircraft in 1997. The Raptor debuted in combat striking Islamic State ground targets during Inherent Resolve in 2014 and achieved its first air-to-air kill downing a Chinese surveillance balloon off the coast of North Carolina on Feb. 3, 2023. It is the world's most advanced fighter and its mix of stealth, long-range supercruise, and multitarget engagement capability make it a key platform in USAF's Indo/Asia-Pacific strategy. F-22's advanced flight controls and high-performance thrust-vectoring engine enable extreme maneuverability. The Raptor features six LCD color cockpit displays, APG-77 AESA radar, EW system with RWR and missile launch detection, and advanced comm/ navigation and data links. USAF is aggressively testing enhancements to ensure the F-22's "first-shot, first-kill" advantage against advanced threats until replaced or augmented by the F-47 Next-Generation Air Dominance (NGAD) fighter in the 2030s. Combat-coded aircraft recently completed Increment 3.2B software upgrades adding high-resolution ground-mapping SAR, threat geolocation, EA capability, and integrated SDB I, AIM-120D, and AIM-9X. The program employs an "agile" strategy to continuously develop, test and rapidly field improvements, including rolling F-47 technologies back into the Raptor. Ongoing efforts include a distributed IRST system to passively track and target airborne threats, stealthy external fuel tanks/ pylons to extend unrefueled range, AIM-260 Joint Advanced Tactical Missile integration, radar electronic hardening, and jam-resistant navigation. Supporting efforts include the Reliability, Availability, and Maintainability Program (RAMP), Link 16, IFF



Airman 1st Class Michael

enhancement, and engine reliability and performance improvements. RAMP improves electrical power, replaces avionic-fiberoptics, adds more durable LO, and fixes structures and wiring. Link 16 will enable two-way networking with legacy aircraft via Multifunctional Information Distribution System/Joint Tactical Radio System (MIDS/JTRS). Initial installs began in FY22 and fleetwide upgrade has been extended to FY27. F-22 mission capable rates dropped to 40 percent in 2024, and USAF proposed retiring noncombat-coded Block 20s to fund the F-47. Congress blocked the move pending cost analysis to upgrade the jets to Block 30 combat-capability. FY26 launches IR defensive system upgrades to surface-to-air/air-to-air missile launch detection, and development of a Helmet Mounted Display Cueing System (HMDCS). Both the Low Drag Tanks and Pylons to extend range without compromising maneuverability and stealth as well as the IR search and track targeting pods are undergoing developmental and operational flight-testing at Edwards.

Contractors: Lockheed Martin; Boeing (production partner).
First Flight: Sept. 7, 1997.
Delivered: Oct. 23, 2002-May 2, 2012.
IOC: Dec. 15, 2005.
Production: 195.
Inventory: 184.
Operator: ACC, AFMC, AFRC (associate), PACAF, ANG.
Aircraft Location: Edwards AFB, Calif.; JB Elmendorf-Richardson, Alaska; JB Langley-Eustis, Va.; JB Pearl Harbor-Hickam, Hawaii; Nellis AFB, Nev.
Active Variant:
▪F-22A. Fifth-generation air dominance fighter.
Dimensions: Span 44.5 ft, length 62 ft, height 16.6 ft.
Weight: Max T-O 83,500 lb.
Power Plant: Two Pratt & Whitney F119-PW-100 augmented turbofans, each 35,000 lb thrust.
Performance: Speed Mach 2 with supercruise capability, ferry range 1,850+ miles with two external wing fuel tanks (farther with air refueling).
Ceiling: Above 50,000 ft.
Armament: One internal M61A2 20 mm gun (480 rds); two AIM-9 Sidewinders inside internal weapons bays; six AIM-120 AMRAAMs (air-to-air loadout), or two AIM-9, two AIM-120s, two GBU-32 JDAMs or eight SDBs (air-to-ground loadout) in main internal weapons bay.
Accommodation: Pilot on ACES II zero/zero ejection seat.

F-35 LIGHTNING II

Multirole fighter

Brief: The F-35 Lightning II is a multirole, stealthy, penetrating, all-weather fighter/attack family of tactical aircraft developed under the multinational Joint Strike Fighter program. USAF's conventional F-35A is complemented by the F-35B short takeoff and vertical landing (STOVL) version for USMC, and the carrier-capable F-35C for the Navy and USMC. The X-35 demonstrator first



Senior Airman Nicholas Rupiper

flew on Oct. 24, 2000, winning the go-ahead for the F-35A which first flew in developmental form in 2006. Lightning II is replacing legacy fleets, offering better penetrating capability against advanced A2/AD threats to strike heavily defended targets. USAF's F-35A can carry up to 22,000 lb of weapons on 10 stations: two internal bays for stealth, and/or six wing and fuselage pylons for max loadout. Air Force F-35s first saw combat on April 30, 2019, during Inherent Resolve. The baseline F-35A is fully combat capable in interdiction, basic CAS, and limited SEAD. Continuous Capability Development and Delivery (C2D2) will provide ongoing development and modernization. The program office and Lockheed Martin agreed on a finalized deal for Lots 18 and 19 in September 2025, with deliveries starting this year through FY27. The F-35A was approved for full rate production on March 12, 2024, following completion of initial operational and live-fire testing, opening the possibility of cost-saving multiyear block buys starting with Lot 20. Rollout of Block 4 intended to expand the jet's combat roles, add advanced weapons, synthesize sensors and correct deficiencies from concurrent development and fielding has been hampered by development and test delays. Problems testing the TR-3 configuration required to host Block 4 resulted in a yearlong pause in deliveries. USAF cleared the 30-jet backlog in July 2024, but jets were delivered with "truncated" software which limited them to noncombat training. Integration and supply problems with the Block 4's improved APG-85 radar slated for phase-in last year resulted in aircraft delivered with legacy AESA or no radar installed. Lockheed opted to re-scope Block 4 due to delays and changing mission requirements, delaying some capabilities to Block 5 or later, and accelerating mature technologies such as Automatic Ground Collision Avoidance. Planned capabilities previously included maritime strike, nuclear B61-12 as well as Stand-in Attack Weapon (SiAW) and SDB II integration, as well as the new radar and EW improvements. Block 4 also requires additional power which Pratt and Whitney is adding via their Engine Core Upgrade. The company also expanded engine production by nearly 20 percent to alleviate supply chain problems which have contributed to the F-35's low mission capable rate. USAF requested only 24 F-35As in FY26, focusing instead on maturing TR-3 software, Block 4, and robusting sustainment, and three additional jets are undergoing modification to support accelerated testing. The 500th production F-35A was delivered to the Florida ANG's 125th FW at Jacksonville on Aug. 21, 2025, and Misawa received its first USAF F-35A on March 28, 2026. The Lightning II flew its first operational "Wild Weasel" SEAD mission over Iran during Operation Midnight Hammer on June 22, 2025. Two aircraft were lost in nonfatal incidents at Eielson on Jan. 28, 2025, and at Nellis on March 31, 2026.

Contractors: Lockheed Martin; BAE Systems; Northrop Grumman; Pratt & Whitney (engine and Engine Core Upgrade).
First Flight: Dec. 15, 2006.

Delivered: April 2011-present.
IOC: Aug. 2, 2016.
Production: Planned: 1,763 (USAF F-35As).
Inventory: 500 (USAF).
Operator: ACC, AETC, AFMC, AFRC, ANG, PACAF, USAFE.
Aircraft Location: Burlington ANGB, Vt.; Dannelly Field, Ala.; Edwards AFB, Calif.; Eglin AFB, Fla.; Eielson AFB, Alaska; Hill AFB, Utah; Jacksonville Arpt., Fla.; Luke AFB, Ariz.; Misawa AB, Japan; NAS JRB Fort Worth, Texas; Nellis AFB, Nev.; RAF Lakenheath, U.K.; Truax Field, Wis.; Tyndall AFB, Fla. Planned: Barnes ANGB, Mass.; Jacksonville ANGB, Fla.; Kingsley Field, Ore.; Moody AFB, Ga.
Active Variant:
▪F-35A. Conventional takeoff and landing (CTOL) variant for the Air Force.
Dimensions: Span 35 ft, length 51.4 ft, height 14.4 ft.
Weight: Max T-O 70,000 lb.
Power Plant: F-35A: one Pratt & Whitney F135-PW-100 augmented turbofan, 40,000 lb thrust.
Performance: Speed Mach 1.6 with full internal weapons load, range 1,380 miles.
Ceiling: 50,000 ft.
Armament: F-35A: one 25 mm GAU-22/A cannon; standard internal loadout: two AIM-120 AMRAAMs and two GBU-31 JDAMs.
Accommodation: Pilot on Martin Baker MK16 zero/zero ejection seat.

F-117 NIGHTHAWK

Test and training

Brief: The F-117 was the world's first operational stealth aircraft, designed to expand USAF's ability to strike critical, heavily defended targets. Its small radar signature, LO technologies, and advanced targeting system allowed the aircraft to penetrate dense threat environments and deliver precision weapons against heavily defended, high-value targets with pinpoint accuracy. Primary missions included precision attack, air interdiction, SEAD, and special operations. The type was first publicly acknowledged in November 1988 and conducted its first operational deployment during Just Cause over Panama in 1989. Highly classified F-117A development and manufacturing began simultaneously in November 1978, using many parts transferred or modified from existing aircraft. The F-117As were first stationed at Tonopah Test Range in Nevada to conduct test flying before transferring operationally to Holloman in 1992. A single aircraft was shot down in combat over Serbia on March 27, 1999, and the F-117 fleet was officially retired on April 22, 2008. The remaining airframes entered climate-controlled storage at Tonopah, with several being maintained in flyable condition for the Air Force Flight Test Center. F-117s have recently reemerged, notably supporting several exercises, operating more frequently and openly alongside Aggressor aircraft at Nellis and MCAS Miramar. USAF has acknowledged a need for more advanced, threat-representative training and reactivated the 65th Aggressor Squadron at Nellis with early F-35As to enhance fifth-generation combat training. USAF acknowledged plans last year to certify the KC-46 to refuel the F-117. A combined 45 aircraft remained in flying (or regeneratable stored) condition in 2023 with approximately three airframes undergoing demilitarization and disposal each year. USAF contracted to maintain the type for test and training support through at least 2034.



Sheila deVera/USAF

Contractor: Lockheed Martin.
First Flight: June 18, 1981.
Delivered: 1982-summer 1990.
IOC: October 1983.
Production: 59.
Inventory: Approx. 39 (Type 1000 storage).
Operator: AFMC.
Aircraft Location: Tonopah Test Range, Nev.
Active Variants:
▪F-117A. First-generation stealth attack aircraft.
Dimensions: Span 43.3 ft, length 65.9 ft, height 12.4 ft. Weight: Max gross 52,500 lb.
Weight: Max T-O 70,000 lb.
Power Plant: Two General Electric F404-GE-F1D2 non-afterburning turbojets, each 9,040 lb thrust.
Performance: Speed 0.9 Mach, mission radius unrefueled (5,000 lb weapons load) 656 miles.
Ceiling: 35,000 ft.
Armament: Full internal carriage of a variety of tactical weapons, including laser- and GPS-guided 2,000 lb munitions.
Accommodation: Pilot on ACES II zero/zero ejection seat.

SPECIAL OPERATIONS AIRCRAFT



Staff Sgt. Kevin Williams

AC-130J GHOSTRIDER

Attack

Brief: The AC-130J is AFSOC's primary CAS, air interdiction, and armed reconnaissance platform optimized for convoy escort, point defense, and urban combat support. The advanced gunship provides ground forces a persistent direct-fire platform and is based on a highly modified MC-130J. Airframes are retrofit with the modular Precision Strike Package, wing-mounted weapons, and gunship-specific systems. The initial aircraft was overstressed beyond repair when it departed controlled flight during a test sortie on April 21, 2015. Ghostrider deployed to combat for the first time in Afghanistan in June 2019. AC-130Js are upgraded and managed in common with the HC/MC-130J and are receiving Block 8.1 avionics upgrades along with the baseline C-130J. SOF-specific enhancements are rapidly developed and integrated in response to operational requirements. The aircraft's PSP weapons system includes a dual mission management console, robust

communications suite, two EO/IR sensors, advanced fire-control equipment, PGM delivery capability, and trainable cannons. Block 20 added a 105 mm gun, laser-guided SDB, side-facing pilot tactical HUD, and Large Aircraft Infrared Countermeasures (LAIRCM). Block 20+/30 improved gun accuracy, hardened GPS, and added Hellfire missile and Small Glide Munition. Block 30 upgrades completed in FY25 brought all AC-130Js to a common configuration. SOCOM is upgrading both the AC-130J and MC-130J with the APG-83 AESA radar to enhance all-weather targeting, range, and accuracy, as well as survivability and collaboration against advanced threats. Modernization across AFSOC's fleets is aimed at automating mission and comm/nav systems to alleviate crew workload. Ongoing upgrades include radio frequency countermeasures (RFCM) to detect, locate, and respond to threats, LAIRCM defensive systems upgrades, HF/VHF/UHF/SATCOM suite modernization, and laser SDB and SDB II integration. Future modernization aims to optimize gunships for high-threat operations in USINDOPACOM by networking it with RPAs for stand-off ISR and electronic or kinetic strikes via the Airborne Adaptive Enterprise/Enhanced Precision Effects effort.

Contractors: Lockheed Martin; Sierra Nevada Corp. (RFCM).
First Flight: Jan. 31, 2014.
Delivered: July 29, 2015-Nov. 2, 2022.
IOC: Sept. 30, 2017.
Production: 31.
Inventory: 30.
Operator: AETC, AFSOC.
Aircraft Location: Cannon AFB, N.M.; Hurlburt Field, Fla.; Kirtland AFB, N.M.
Active Variants:
▪ AC-130J Ghostrider Block 30. Production aircraft with post-operational test upgrades.
Dimensions: Span 132.6 ft, length 97.7 ft, height 39.1 ft.
Weight: Max T-O 164,000 lb.
Power Plant: Four Rolls-Royce AE 2100D3 turboprops, each 4,700 shp.
Performance: Speed 416 mph, range 3,000 miles (farther with air refueling).
Ceiling: 28,000 ft.
Armament: Trainable 30 mm GAU-23/A cannon; 105 mm cannon; up to eight wing pylon-mounted GBU-39 SDB or AGM-114 Hellfire; aft-firing GBU-69B Small Glide Munition or AGM-176 Griffin (deployed from 10 Common Launch Tubes integrated into the aircraft's ramp/door).
Accommodation: Two pilots, CSO, WSO, sensor operator, loadmaster, and three gunners.

C-146 WOLFHOUND

Special operations mobility

Brief: The C-146 provides flexible, responsive airlift for special operations teams flying from austere and semiprepared airfields worldwide. Wolfhound is based on the German-built Dornier 328 regional airliner and was purchased by USSOCOM, modified by Sierra Nevada Corp., and designated C-146. The aircraft are operated by AFSOC as a nonstandard fleet providing direct support to SOF teams worldwide. Modifications include ARC-231, PRC-117, Iridium communications suite, troop/cargo-



Tech. Sgt. Victor Caputo

capable cabin, casualty evacuation capability, NVG compatibility, and STOL/austere operations enhancements. The aircraft first deployed in support of USAFRICOM in 2011. Recent upgrades include navigation enhancements to permit operations in GPS-degraded environments. Ongoing upgrades include sensor, networking, comms, and electrical systems. Future plans include equipping C-146s with self-defensive systems to counter MANPAD-type threats. AFSOC is considering options to replace the fleet with a more modern aircraft, but the command plans to operate Wolfhounds through at least 2030.

Contractors: Fairchild-Dornier; Sierra Nevada Corp.
First Flight: December 1991 (Dornier 328).
Delivered: 2011-2017.
IOC: Circa 2011.
Production: 20 (converted).
Inventory: 20 (USSOCOM-owned).
Operator: AFSOC.
Aircraft Location: Cannon AFB, N.M.; Duke Field, Fla.; RAF Mildenhall, U.K.
Active Variant:
▪ C-146A. Pre-owned civil Dornier 328 modified for SOF airlift.
Dimensions: Span 69.6 ft, length 68.8 ft, height 23.8 ft.
Weight: Max T-O 30,843 lb.
Power Plant: Two Pratt & Whitney PW-119C turboprops, each 2,282 shp.
Performance: Speed 310 mph, range 1,500 miles (2,000 lb cargo).
Ceiling: 31,000 ft.
Accommodation: Two pilots, one loadmaster.

CV-22 OSPREY

Multimission lift

Brief: The CV-22 is a medium-lift, vertical takeoff and landing (VTOL) tilt-rotor, primarily used for clandestine long-range, all-weather penetration to insert, recover, and support SOF teams in hostile, denied, and politically sensitive areas. Derived from the V-22, which flew in prototype form on March 19, 1989, USAF CV-22Bs are equipped with a fully integrated precision TF/TA radar navigation, digital cockpit management system, FLIR, integrated NVG/HUD, digital map system, robust self-defense systems, and secure antijam comms. The CV-22 can conduct shipboard and austere forward operations and is



Senior Airman Wyatt Stabler

USAF's sole high-speed vertical lift asset. It is also fully capable of operating in nuclear, biological, and chemical (NBC) warfare conditions. CV-22s first deployed to Africa in November 2008 and debuted in combat in Iraq in 2009. The Department of the Navy leads joint-service sustainment with USAF funds, while SOCOM manages special operations specific mods. Primary efforts include upgrading the fleet to Block 20 standards, replacing the legacy TF/TA radar with the Silent Knight (in common with the MC-130J), as well as critical safety and maintainability improvements. Block 20 brings the baseline airframe in line with USMC's MV-22 configuration including new cabin lighting, Color Helmet Mounted Displays, IR searchlight, lightweight ballistic armor, EW upgrades, modernized avionics and mission computers, self-defensive improvements, weapons integration, and ISR and situational awareness enhancements. AFSOC completed developmental flight-testing the stealthier, low-altitude, night/all-weather navigation radar in 2025 and it is currently in operational testing prior to fielding. Development includes improving the Osprey's rapid, long-distance self-deployment capabilities, modifying its nacelles to improve safety and maintainability, improving engine IR suppression, and reducing dust/debris ingestion. The nacelles improved availability by more than 20 percent and modifications are anticipated fleetwide in 2026. Airborne Mission Networking (AbMN) will eventually give the aircrew a common air/ground picture and manage complex workloads (in common with the AC/MC-130 fleet), while TacNet will add lightweight Link-16. The CV-22 fleet was grounded in 2022 and 2023 following a fatal accident linked to engine-gearbox failure. The fleet resumed restricted operation in March 2024, though AFSOC placed 15 aircraft in storage to enable nacelle, gearbox, clutch, and prop-rotor safety improvements. Gearbox replacement began in January 2026, and for fleet-wide installation is planned by the end of next year, followed by reengineered clutch units. AFSOC postponed full operational capability (FOC) by at least two years and a return to unrestricted flight by a year for safety modifications. Bell Textron delivered the 56th and final CV-22 on April 18, 2025, replacing two unserviceable aircraft withdrawn from service.

Contractors: Boeing; Bell Helicopter Textron.
First Flight: February 2000 (CV-22).
Delivered: Sept. 19, 2005-April 18, 2025.
IOC: 2009.
Production: 56.
Inventory: 53.
Operator: AETC, AFSOC, ANG (associate).
Aircraft Location: Cannon AFB, N.M.; Hurlburt Field, Fla.; Kirtland AFB, N.M.;

RAF Mildenhall, U.K.; Yokota AB, Japan. Planned: Davis-Monthan AFB, Ariz.
Active Variant:
▪ CV-22B. Air Force special operations variant of the V-22 Osprey.
Dimensions: Span 84.6 ft, length 57.3 ft, height 22.1 ft, rotor diameter 38 ft.
Weight: Max vertical T-O 52,870 lb; max rolling T-O 60,500 lb.
Power Plant: Two Rolls-Royce-Allison AE1107C turboshafts, each 6,200 shp.
Performance: Cruise speed 277 mph, combat radius 575 miles with one internal auxiliary fuel tank, self-deploys 2,100 miles with one in-flight refueling.
Ceiling: 25,000 ft.
Armament: One ramp-mounted .50-caliber machine gun.
Accommodation: Two pilots, two flight engineers.
Load: 24 troops seated, 32 troops on floor, or 10,000 lb cargo.

MC-12W LIBERTY

Tactical ISR

Brief: The MC-12W is a crewed, medium/low-altitude tactical ISR, SIGINT, and targeting platform based on the Beechcraft King Air 350ER (Extended Range). It was hastily developed under Project Liberty to meet an urgent operational need for crewed battlefield ISR and deployed to Iraq and Afghanistan in less than a year in 2009. MC-12W is capable of complete ISR collection, processing, analysis, and dissemination. The aircraft provides



Airman Erika Chapa/ANG

targeting data and tactical ISR direct to special operations ground forces. Specialized equipment includes FMV, laser designation, SIGINT, advanced BLOS connectivity, and advanced SATCOM. ACC passed 20 airframes to USSOCOM in 2015, and the Oklahoma ANG formed a dedicated SOF support mission with the remaining aircraft, deploying for the first time to Afghanistan in 2015. The 137th SOW achieved IOC with the MC-12 in 2022 and logged 50,725 flying hours, 2,501 operational sorties and deployed to six operating locations outside the U.S. before retiring the fleet on Aug. 2, 2025. The unit will gradually transition to the OA-1K Skyraider II through 2027.

Contractors: Beechcraft; L3Harris (EO/IR sensors).
First Flight: April 28, 2009.
Delivered: April 2009-2012.
IOC: June 2009.
Production: 42.
Inventory: 0.
Operator: ANG.
Aircraft Location: Will Rogers ANGB, Okla.
Active Variant:
▪MC-12W. Modified Beechcraft King Air 350ER equipped for battlefield ISR and targeting.
Dimensions: Span 57.9 ft, length 46.7 ft, height 14.3 ft.
Weight: Max T-O 16,500 lb.
Power Plant: Two Pratt & Whitney Canada PT6A-60A turboprops, each 1,050 shp.
Performance: Speed 359 mph, range 2,760 miles.
Ceiling: 35,000 ft.
Accommodation: Two pilots, combat systems operator, tactical systems operator.

MC-130J COMMANDO II/ COMBAT TALON III

Special operations airlift/aerial refueling

Brief: The MC-130J is AFSOC's current special operations tanker/mobility aircraft based on the C-130J. Designated Commando II (previously Combat Shadow II) in honor of the WWII C-47, the aircraft are tasked with covert day, night, and adverse weather infiltration, exfiltration, and resupply of special operations forces in hostile or denied territory. They also provide airdrop resupply, rotary wing aerial refueling, psyops, and rubber raiding craft deployment for littoral ingress/egress. Specialized mission systems include advanced, integrated defensive systems including LAIRCM, EO/IR targeting sensor, and an added CSO flight-deck station to manage refueling, tactical navigation, and comms. MC-130Js are equipped with wing-mounted external tanks and drogue refueling pods to provision tilt-rotor and rotary-winged aircraft as well as a boom-style receptacle to receive fuel in flight. The MC-130J shares system commonality with both the HC-130J rescue and AC-130J gunship versions, sharing overlapping upgrades and modernization with both types. The MC-130J was pulled out of baseline C-130J Block 7/8.1 software upgrades, which were then merged with comm/nav modernization in 2022. "Block 8.X" now comprises critical software for HF/VHF/UHF SATCOM upgrades, including secure, jam-resistant Mobile User Objective System (MUOS) BLOS and antijam NATO-interoperable SATURN UHF with installs starting in FY25. Link 16 mods were delayed for funding and a planned switch to high-capacity, jam-resistant MIDS-JTRS. AFSOC is significantly enhancing the MC-130J's ability to operate in future high-end-threat environments under Capability Release 2. This update includes Terrain-Following/Terrain Avoidance (TF/TA) radar, Radio Frequency Countermeasure (RFCM), and Airborne Mission Networking (AbMN). Silent Knight TF/TA is housed in a second radome below the cockpit and enables the MC-130J to conduct low-level nighttime/



Senior Airman Natalie Fiorilli

adverse weather penetration. RFCM modernizes EW, improves detection, location, and response to emerging threats, while AbMN gives the crew a common air/ground picture to manage complex workloads. Modernization also includes radar warning receivers, chaff, and flare systems. MC-130s are also receiving Variable Speed Drogues to refuel a wider-range of aircraft in a single sortie without reconfiguration. Upgraded aircraft are redesignated Combat Talon III and pave the way toward future open-architecture, highly integrated, and automated mission and defensive systems. Testers are also evaluating fuel-saving wingtip "winglets" to increase lift and aft cargo door "finlets" to reduce drag and improve fuel efficiency. Lockheed Martin delivered the final production MC-130J to Kirtland Jan. 14, 2025. Two MC-130Js were destroyed by US forces on the ground during a combat rescue mission in Iran on April 5, 2026.

Contractors: Lockheed Martin (airframe); Boeing; Sierra Nevada Corp. (RFCM); Raytheon (TF/TA radar).
First Flight: April 20, 2011.
Delivered: Sept. 29, 2011-Jan. 14, 2025.
IOC: Dec. 7, 2012.
Production: 65.
Inventory: 65.
Operator: AETC, AFSOC, ANG.
Aircraft Location: Cannon AFB, N.M.; Harrisburg Arpt., Pa.; Kadena AB, Japan; Kirtland AFB, N.M.; RAF Mildenhall, U.K.
Active Variant:
▪MC-130J. Commando II. SOF support and aerial refueling tanker based on the C-130J.
▪MC-130J. Combat Talon III. MC-130J upgraded with TF/TA radar, RFCM, and AbMN.
Dimensions: Span 132.6 ft, length 97.8 ft, height 38.8 ft.
Weight: Max T-O 164,000 lb.
Power Plant: Four Rolls-Royce AE2100D3 turboprops, each 4,591 shp.
Performance: Speed 416 mph, range 3,000 miles (farther with air refueling).
Fuel Capacity: 61,360 lb at 150-300 gpm (100 gpm dual, simultaneous refueling).
Ceiling: 28,000 ft with 42,000-lb payload.
Accommodation: Two pilots, CSO, two loadmasters.
Load: 42,000 lb of cargo/personnel (see C-130J for configurations).

OA-1K SKYRAIDER II

Tactical ISR/Armed Overwatch

Brief: The OA-1K is a tactical ISR and armed-overwatch platform based on the Air Tractor 802A agricultural aircraft with mission systems integrated by L3Harris. The type was dubbed "Skyraider II," in a salute to the Vietnam-era Douglas A-1 Skyraider. The short takeoff and landing (STOL) aircraft can operate from unimproved airstrips less than 1,400 ft long while carrying a weapons load of up to 6,000 lb. The OA-1K's cockpit and engine compartment

are fully armored and the fuel tanks are self-sealing to enhance survivability against small-arms fire. Mission equipment includes LOS/BLOS comms, LINK-16, two pylon-mounted EO-IR full-motion video ISR sensors, and air-to-ground networking that permits tablet-control of sensors by ground troops. Planned weapons include GBU-12 500-lb bombs, AGM-114 Hellfire missiles, and Advanced Precision Kill Weapons System. SOCOM picked the AT-802U as the winner of its light attack/armed reconnaissance competition to replace the U-28A as well as the MC-12W in 2022, redesignating the aircraft OA-1K. The command maintains its original requirement for a fleet of 75 AFSOC-operated aircraft but cut the purchase to 62 due to budget constraints. Initial test pilots and instructors began training on a pair of AT-802Us at Hurlburt in July 2024, while the 137th Special Operations Wing at Will Rogers received its first aircraft on July 29, 2024. The unit is currently conducting pilot qualifications, and AFSOC is targeting IOC for 2026, followed by FOC in 2029. Air Tractor and L3Harris are on contract to delivery 40 OA-1Ks through mid-2026 and the FY26 budget requested



Staff Sgt. Natalie Fiorilli/USAF

funds for six. Development is focused on integrating and certifying the special operations-specific systems, sensor enhancement, and weapons integration. The first operationally configured Skyraider II arrived at Hurlburt on April 3, 2025. An OA-1K was significantly damaged in a forced-landing incident near Tinker on Oct. 23, 2025.

Contractors: Air Tractor Inc. (airframe); L3Harris (mission systems and conversion).
First Flight: Circa 2025.
Delivered: April 3, 2025-present.
IOC: 2026 (planned).
Production: 62 (planned).
Inventory: 14.
Operator: AFSOC, ANG.
Aircraft Location: Hurlburt Field, Fla.; Will Rogers ANGB, Okla. Planned: Davis-Monthan AFB, Ariz.
Active Variant:
▪OA-1K. Special operations tactical ISR aircraft based on the Air Tractor 802A.
Dimensions: Span 59.2 ft, length 37.5 ft, height 11.2 ft.
Weight: Max T-O 16,000 lb.
Power Plant: Single Pratt & Whitney PT6A-67F, 1,600 shp.
Performance: Speed 245 mph, range 1,500 miles (with auxiliary fuselage fuel).
Ceiling: 30,000 ft.
Accommodation: One pilot, one CSO; up to 6,000 lbs of weapons and/or external sensor payloads on 11 wing- and fuselage-mounted hardpoints.

U-28A DRACO

Tactical ISR

Brief: The U-28A is a crewed, tactical ISR and targeting platform based on the Pilatus PC-12. The USSOCOM-owned aircraft are operated by AFSOC as a nonstandard fleet. Draco is employed worldwide in support of special operations ground forces, humanitarian efforts, and search and rescue. AFSOC first employed the aircraft during Enduring Freedom in Afghanistan as well as Iraqi Freedom. Mission equipment includes advanced radio/comms suite, IR suppression, missile, hostile fire and laser warning, EO sensors, remote SIGINT, and advanced navigation systems. The primary Multispectral Targeting System includes FMV, EO-IR, IR real-time video, and coaligned laser designator. U-28 EQ+ mods added high-definition FMV to EQ/PC-



Senior Airman Ty Pilgrim

12 configured aircraft for extended standoff "find, fix, finish" capabilities in support of counter-ISIS ops. Additional improvements include Enhanced Ground Proximity Warning to prevent flight-into-terrain accidents, updated BLOS SATCOM connectivity, and navigation mods for GPS-degraded operations. Two aircraft were lost to fatal mishaps in Djibouti in 2012 and at Cannon in 2017, and FY21 funds were allocated to replace an airframe lost in an airfield attack at a forward location. SOCOM began procuring a truncated fleet of 62 OA-1K Skyraider II light attack/armed reconnaissance aircraft to supersede the U-28A and MC-12W fleets. FY26 funds are limited to low-cost upgrades. AFSOC eliminated two PC-12s in FY25 and plans to cut another airframe this year and divest the full fleet by 2029.

Contractor: Pilatus Aircraft Ltd.
First Flight: May 31, 1991 (PC-12).
Delivered: 2006-present.
IOC: June 2006.
Production: 36.
Inventory: 30 (U-28A); two (PC-12) (USSOCOM-owned).
Operator: AFSOC, AFRC.
Aircraft Location: Cannon AFB, N.M.; Hurlburt Field, Fla.
Active Variant:
▪U-28A. Special operations tactical ISR aircraft based on the Pilatus PC-12.
▪PC-12. Converted civilian Pilatus PC-12 equipped for SOF support/training.
Dimensions: Span 53.3 ft, length 47.3 ft, height 14 ft.
Weight: Max T-O 10,935 lb.
Power Plant: Single Pratt & Whitney PT6A-67B, 1,200 shp.
Performance: Speed 253 mph, range 1,725 miles.
Ceiling: 30,000 ft.
Accommodation: Two pilots, CSO, tactical systems officer; up to nine passengers or 3,000 lb cargo (configuration dependent).

C3/BM/ISR AIRCRAFT



William Lewis/USAF

E-3 SENTRY

Battle management/early warning/C2

Brief: The E-3 Airborne Warning and Control System (AWACS) is a heavily modified Boeing 707-320B tasked with all-weather, air and maritime surveillance, command and control, battle management, target, threat, and emitter detection, classification, and tracking. The aircraft can surveil airspace in excess of a 250-mile radius from surface to stratosphere. AWACS coordinates theater air operations in direct subordination to joint/combined air and space operations centers. It can simultaneously conduct C2, BM, and target detection/tracking. E-3Bs were upgraded to Block 30/35 standards in 2001 and current Block 40/45 aircraft are redesignated E-3G. Block 40/45 comprehensively modernized tracking/identification, system reliability, and sustainability, paired with separate flight deck modernization which added a digital cockpit and next-generation CNS/GATM. The E-3 is increasingly unable to counter current and emerging threats and suffers a 55 percent mission capable rate due to obsolescence. USAF sharply curtailed modernization and retired roughly half the fleet, opting instead to award a $1.2 billion contract to adapt the Boeing E-7A Wedgetail operated by several allies. Anticipated cost increased and delivery of the first of 26 planned E-7As slipped to 2028, leading USAF to attempt to cancel the program in FY26. Two "production representative" development prototypes were already on order and Congress intervened to restore FY26 funding to continue development. Future E-3 upgrades will be limited to sensors, comms, networking, and computing improvements to maintain capability until retirement. Upgrades are focused on the AWACS Communications Integration Program (ACIP) which will include BLOS SATCOM/second-generation NATO UHF, and anti-jam GPS. USAF reduced the E-3 fleet to 16 aircraft in FY23 to improve sustainment through targeted phaseout in FY29. One of the remaining aircraft was destroyed by an Iranian attack on Prince Sultan Air Base, Saudi Arabia, on March 27, 2026.

Contractors: Boeing, Northrop Grumman (radar); Lockheed Martin (computer); Collins Aerospace (DRAGON cockpit upgrade).
First Flight: Oct. 31, 1975 (full mission equipment).
Delivered: March 1977-1984.
IOC: 1977; July 28, 2014 (Block 40/45).
Production: 31.
Inventory: 16 (E-3G).
Operator: ACC, AFRC (associate).
Aircraft Location: JB Elmendorf-Richardson, Alaska; Kadena AB, Japan; Tinker AFB, Okla.
Active Variants:
▪E-3B. Block 30/35 upgraded aircraft.
▪E-3G. Block 40/45 upgraded aircraft.
Dimensions: Span 145.8 ft, length 152.9 ft, height 41.8 ft.
Weight: Max T-O 335,000 lb.
Power Plant: Four Pratt & Whitney TF33-PW-100A turbofans, each 21,000 lb thrust.
Performance: Speed 360 mph, range 5,000+ miles (air refuelable).
Ceiling: Above 35,000 ft.
Accommodation: Two pilots, navigator, flight engineer, 13 to 19 mission specialists.

E-4 NATIONAL AIRBORNE OPERATIONS CENTER

Nuclear command and control

Brief: The E-4B is a highly survivable flying C3 center enabling national leaders to direct nuclear and conventional forces, execute emergency war orders, and coordinate civil response actions in support of the National Military Command System (NMCS). The early E-4A first flew on June 13, 1973, reaching IOC in December 1974. The fleet was fully upgraded to E-4B standards in 1985. It is hardened against the effects of nuclear detonations, including electromagnetic pulse (EMP). Comms and data processing capabilities include EHF Milstar SATCOM, six-channel International Maritime Satellite, and a tri-band radome that houses the SHF communications antenna. All aircraft underwent Block 1 upgrades, enhancing electronic and communications infrastructure with commercial off-the-shelf (COTS) systems. Ongoing upgrades include replacing Milstar data links with AEHF- compatible FAB-T and modernized presidential voice-conferencing, replacing the VLF/LF transmitter and legacy SHF with Survivable Super High Frequency (SSHF) for uninterrupted, jam-resistant nuclear C2 fleet-wide. FY25 launched replacement of legacy UHF comms with Mobile User Objective System (MUOS) secure, jam-resistant BLOS. E-4B airframes are viable to approximately 2033, but phaseout of commercial 747-200s hampers continued sustainment. USAF awarded Sierra Nevada Corp. the $13 billion Survivable Airborne Operations Center (SAOC) contract to replace the fleet on April 26, 2024. The company bought five new-generation 747-8 Intercontinental airframes from Korean Airlines and began reengineering the aircraft in 2024. An E-4C flew its maiden test flight from Dayton, Ohio, on Aug. 7, 2025, and flight and ground tests will continue through 2026 prior to mission equipment installation. The replacement fleet is scheduled for delivery through 2036. USAF is also considering options to reabsorb the "Looking Glass" nuclear C2 mission primarily performed by the Navy's E-6A Mercury which is being replaced by a C-130J variant. Though the E-4B is capable of operating in this role, it is not the type's dedicated, primary mission.



Justin Oakes/USAF

Contractors: Boeing; Raytheon (FAB-T); L3Harris (SSHF); Boeing/Collins Aerospace (Low-Frequency Transmit System); Sierra Nevada Corp. (E-4C SAOC).
First Flight: June 10, 1978 (E-4B); Aug. 7, 2025 (E-4C).
Delivered: December 1974-1985.
IOC: January 1980 (E-4B).
Production: Four.
Inventory: Four.
Operator: AFGSC.
Aircraft Location: Offutt AFB, Neb.; Dayton, Ohio (E-4C).
Active Variant:
▪E-4B. Modified Boeing 747-200 equipped as a NAOC.
▪E-4C. Modified Boeing 747-8i SAOC, planned to replace the E-4B.
Dimensions: Span 195.7 ft, length 231.3 ft, height 63.4 ft.; span 224.5 ft, length 250.2 ft, height 63.4 ft (C).
Weight: Max T-O 800,000 lb (B); max T-O 987,000 lb (C).
Power Plant: Four General Electric CF6-50E2 turbofans, each 52,500 lb thrust (B).; four GE Aviation GEnx-2B turbofans, each 66,500 lb thrust (C).
Performance: Speed 602 mph, range 7,130 miles, 12-hr normal endurance, 72-hr with air refueling (B); speed 660 mph, range 8,900 miles, (C) (unmodified 747-8i).
Ceiling: Above 30,000 ft.; 43,100 ft (C) (unmodified 747-8i).
Accommodation: Two pilots, navigator, flight engineer, up to 110 battle staff/mission crew (B); TBD (C).

E-9A WIDGET

Range control

Brief: The E-9A is a modified DHC-8 commuter aircraft that provides air-to-air telemetry support for weapons testing, target drone operations, and range clearance. The aircraft supports operations at the Eglin Test and Training Range over the Gulf of Mexico and provides telemetry for weapons system evaluation at Holloman and the Utah Test and Training Range. Mission modifications include AN/APS-143(V-1) airborne sea surveillance radar, UHF telemetry, and signal relay systems. The E-9 can track flying and surface targets. It can detect small watercraft at ranges up to 25 miles. The fleet operates in concert with three drone recovery vessels and two patrol boats to clear waterways and airspace of civil traffic before live-fire testing or hazardous military activities commence. It also provides tracking and assistance with recovering targets. The aircraft can remotely initiate destruction of damaged or malfunctioning aerial target drones. Widget recently completed an overhaul and repaint, including modifications to ease the removal, maintenance, and installation of mission systems.

Contractors: Bombardier (formerly De Havilland Canada); Sierra Nevada Corp. (conversion).
First Flight: June 1983 (DHC-8).
Delivered: 1988.
IOC: June 1988.
Production: Two.
Inventory: Two.
Operator: ACC.
Aircraft Location: Tyndall AFB, Fla.



Staff Sgt. Bennie Davis III

Active Variant:
▪E-9A. Military surveillance version of the DHC-8 commuter airliner.
Dimensions: Span 85 ft, length 73 ft, height 24.5 ft.
Weight: Max T-O 34,500 lb.
Power Plant: Two Pratt & Whitney PW-120A turboprop engines, each 1,800 shp.
Performance: Speed 280 mph, range 1,000 miles.
Ceiling: 30,000 ft.
Accommodation: Two pilots, two mission operators.

E-11A BATTLEFIELD AIRBORNE COMMUNICATIONS NODE

Communications relay

Brief: The E-11 is a modified Bombardier Global 6000/BD-700-1A10 or Global 6500 business jet equipped with specialized communications relay equipment to translate between tactical comm and data links. It provides joint range extension, BLOS C2, and internet protocol-based data transfer between dissimilar systems. E-11A was fielded to meet an urgent operational need for BLOS air-to-ground relay and enables troops to overcome comm limitations in rugged terrain. The system entered combat in Afghanistan in 2008, and an E-11 crashed near Kandahar Airfield on Jan. 27, 2020, killing the aircrew. The fleet was designated E-11A after USAF purchased the first (previously leased) aircraft in 2011. The Battlefield Airborne Communications Node (BACN) payload was initially integrated on a mixed fleet of manned E-11As and unmanned EQ-4B Global Hawks prior to the type's



Senior Airman Ashley Richards

phase out in 2021 which prompted expansion of the E-11 fleet to nine aircraft. Northrop Grumman was awarded a five-year support contract in 2021, which also includes funding for research, development and testing, as well as the integration of future payloads. USAF plans to upgrade the E-11 with a High-Capacity Backbone (HCB) to support advanced battle management connectivity. Ongoing upgrades include adding military GPS to operate in high-threat environments, advanced navigation, as well as Link-16 modernization adding MIDS-JTRS jam-resistant networking to aid advanced targeting and situational awareness. Additional upgrades include flight safety, reliability, performance, and self-defensive improvements. Bombardier delivered the ninth aircraft on Sept. 22, 2025, and ACC planned to divest the nonstandard prototype airframe. ACC and the Georgia ANG expect to reach full operational capability at Robins by 2027.

Contractors: Bombardier; Northrop Grumman (integration and support).
First Flight: August 2007.
Delivered: December 2008-present.
IOC: Circa 2011.
Production: Seven (nine planned).
Inventory: Seven.
Operator: ACC, ANG (associate).
Aircraft Location: Prince Sultan AB, Saudi Arabia; Robins AFB, Ga.
Active Variant:
▪E-11A. Modified Bombardier Global 6000, BD-700, or Global 6500 equipped with the BACN payload.
Dimensions: Span 94 ft, length 99 ft 5 in, height 25 ft 6 in.
Weight: Max T-O 99,500 lb.
Power Plant: Two Rolls-Royce BR710A2-20 turbofans, each 14,750 lb thrust (Global 6000/BD-700); two BR700-710D5-21 turbofans, each 15,125 lb thrust (Global 6500).
Performance: Speed Mach 0.88, range 6,900 miles (Global 6000); speed Mach 0.9, range, 7,595 miles (Global 6500).
Ceiling: 51,000 ft.
Accommodation: Two pilots.

EA-37B COMPASS CALL

Electronic warfare/electronic attack

Brief: The EA-37B is a next-generation, tactical jamming platform tasked with disruption of enemy C3, radar, and navigation. It will also offer offensive counterinformation, EA, and SEAD support. The aircraft is based on the ultra-long-range Gulfstream G550 business aircraft and adapted from the Navy's special mission configuration. USAF awarded L3 Technologies a contract on Sept. 7, 2017, to replace the EC-130H in the tactical EA role and transport its "Compass Call" systems to a more modern aircraft. The program, originally dubbed "EC-X" is "rehosting" upgraded EC-130H mission equipment directly to the EA-37 with nearly 70 percent remaining unchanged. Redesignated from EC-37B to EA-37B in November 2023, the aircraft is faster, more economical, capable of higher altitude operations, and is more survivable than the EC-130H. Upgrades will allow it to conduct standoff jamming/EA from greater distances for attacks against A2/AD



L3Harris

targets. The first aircraft was purchased in FY17, and Congress accelerated the program in FY19, completing procurement of the 10-aircraft fleet this year. The first five aircraft are receiving the EC-130H's upgraded Baseline 3 package, including Advanced Radar Countermeasure System (ARCS) and other significant capability enhancements. The EA-37 will not receive legacy-comparable low-band capability until Baseline 4, which debuts on the sixth airframe. Baseline 4 will add System-Wide Open Reconfigurable Dynamic Architecture (SWORD-A) to enable rapid future upgrades. BAE Systems and L3 Harris delivered the first EA-37B for Baseline 3 development and operational testing Sept. 12, 2023, prior to initial crew training sorties starting May 2, 2025. Initial operational testing was completed in July 2025, and FY26 efforts focus on completing developmental and operational testing, continued SWORD-A and Baseline 4 development, and defining baseline 5 to improve connectivity. Baseline 4 upgrades planned for 2026 to coincide with IOC risk slipping 10 months due to obsolescence and evolving mission requirements. ACC took delivery of the first of two operational aircraft at Davis-Monthan on Aug. 23, 2024. A total of five aircraft have been delivered, with an additional five planned through 2028. Congress added two additional aircraft in FY26, which will return the fleet to 12 aircraft, as originally planned.

Contractors: Gulfstream Aerospace (airframe); BAE Systems; L3 Harris (mission equipment).
First Flight: Aug. 25, 2021.
Delivered: Sept. 12, 2023-present.
IOC: 2026 (planned).
Production: 10 (planned).
Inventory: Four.
Operator: ACC.
Aircraft Location: Davis-Monthan AFB, Ariz.; Edwards AFB, Calif.
Active Variant:
▪EA-37B. Military Electronic Attack special-mission variant of the Gulfstream G550.
Dimensions: Span 93.5 ft, length 96.4 ft, height 25.8 ft.
Weight: Max T-O 91,000 lb.

Power Plant: Two BR710C4-11 turbofans, each 15,385 lb thrust.
Performance: Speed 629 mph, range 4,410 miles.
Ceiling: 45,000 ft.
Accommodation: Two pilots; mission crew: two EWOs, mission crew supervisor (cryptologic), two cryptologic linguists, acquisition operator, and airborne maintenance technician.

EC-130H COMPASS CALL

Electronic warfare/electronic attack

Brief: The EC-130H is a modified C-130H designed to disrupt enemy C3 and limit adversary coordination and force management. Tasks include tactical jamming/disruption of communications, radar, and navigation, offensive counterinformation, EA, and SEAD support. The fleet has been



Master Sgt. Wolfram Stumpf

deployed almost constantly since the beginning of combat operations in Afghanistan in 2001. The aircraft was designed to be easily updated and all aircraft were retrofitted to Block 35 standards with aerial refueling capability. The most recent Baseline 3 configuration includes the Advanced Radar Countermeasure System (ARCS) and other significant capability enhancements, while Baseline 4 will be fielded on the next-generation EA-37B in 2026. EC-130H airframes have reached the limit of their planned service life and the first aircraft retired to the "Boneyard" at Davis-Monthan on Aug. 31, 2021. Some 70 percent of the EC-130H's mission equipment is directly cross-decked to its EA-37B successor platform. Compass Call made its combat debut during Operations Just Cause in Panama in 1989. Some of the few remaining airframes supported U.S. Caribbean operations culminating in Operation Absolute Resolve on Jan. 3, 2026. ACC plans to fully retire the fleet this year.

Contractors: Lockheed Martin; BAE Systems (mission equipment); L3Harris (integration and sustainment).
First Flight: 1981.
Delivered: March 19, 1982-unknown.
IOC: 1983; Block 35 from 2011.
Production: (Converted).
Inventory: Three (EC-130H).
Operator: ACC.
Aircraft Location: Davis-Monthan AFB, Ariz.
Active Variant:
▪EC-130H. Electronic attack variant of the C-130H.
Dimensions: Span 132.6 ft, length 99 ft, height 38 ft.
Weight: Max T-O 155,000 lb.
Power Plant: Four Allison T56-A-15 turboprops, each 4,910 shp.
Performance: Speed 300 mph at 20,000 ft, unrefueled range 2,295 miles, seven-hour normal endurance (air refuelable).
Ceiling: 25,000 ft.
Accommodation: Two pilots, navigator, flight engineer; mission crew: two EWOs, mission crew supervisor (cryptologic), four cryptologic linguists, acquisition operator, and airborne maintenance technician.

P-9A PALE ALE

Maritime patrol, detection, and monitoring

Brief: The P-9A is a heavily modified Bombardier Q202 (DHC-8) commuter aircraft equipped for maritime patrol as well as advanced detection and monitoring missions. The four-aircraft fleet is owned by ACC and primarily tasked to USSOUTHCOM to detect and monitor narcotic and illicit trafficking from South and Central America, as well as the Caribbean and Eastern Pacific. The P-9A is a government-owned, contractor-operated (GOCO) fleet and conducts more than 7,200 flying hours per year, primarily based from the Navy's counterdrug cooperative security location in Comalapa, El Salvador. Aircraft also conduct forward-deployed operations from airfields



Tomas Acevedos/Vlimages

throughout the Caribbean as well as South and Central America, lasting approximately 730 days. Congress allocated additional funding in FY23 to expand the fleet by two aircraft, though FY25 requests no additional procurement. P-9s were notably staged from Panamá Pacífico airport (former Howard AFB), Panama, operating in conjunction with enhanced counternarcotic operations in the region in late 2025.

Contractors: Bombardier (formerly De Havilland Canada); Sierra Nevada Corp. (operator).
First Flight: N/A.
Delivered: Circa 2018-present.
IOC: 2013.
Production: Four.
Inventory: Four (contractor operated).
Operator: ACC.
Aircraft Location: Comalapa, El Salvador; forward operating locations across USSOUTHCOM.
Active Variant:
▪P-9A. Maritime patrol, detection and monitoring aircraft converted from the Bombardier Q202 commuter airliner.
Dimensions: Span 85 ft, length 73 ft, height 24.6 ft.
Weight: Max T-O 37,300 lb.
Power Plant: Two Pratt & Whitney PW-123C/D turboprop engines, each 2,380 shp.
Performance: Speed 333 mph, range 2,300 miles.
Ceiling: 25,000 ft.
Accommodation: Two pilots, two sensor operators.

RC-135S COBRA BALL

Electronic reconnaissance

Brief: The RC-135S gathers measurement and signature intelligence (MASINT) on missile-associated signatures and tracks during boost and reentry. Cobra Ball superseded Rivet Ball and Rivet Amber, receiving the current designation on Oct. 24, 1969, and collects both optical and electronic data on ballistic missile activity. An aircraft was lost in a crash during inclement weather at Shemya AFB, Alaska, on March 15, 1981. The



Senior Airman Jacob Skovo

variant's specialized equipment includes the long-range Medium Wave Infrared Array (MIRA) EO/IR sensor suite, all-weather tracking radar, and an advanced communications suite. Reconnaissance data is used to assess missile threats, evaluate missile performance, characterize adversary missiles, and analyze weapons testing and technology. Data also supports treaty verification and theater ballistic missile nonproliferation. It can deploy anywhere in the world in 24 hours and provide on-scene

EO reconnaissance. Continuous baseline upgrades are now projected to keep the fleet viable through 2050, and flexible funding permits rapid, variant-specific mods in response to emerging/evolving threats. Aircraft were slated to complete integration of Baseline 7 mods (similar to Rivet Joint Baseline 12) in late 2024, including integrating Rivet Joint's COMINT suite, digital electromagnetic signature direction-finding, digital search, and SATCOM-aided target discrimination. Baseline 14 is undergoing testing and integration of SIGINT direction finding and steerable K-band collection antennas, digital search and recording, improved signal identification, SATCOM target identification, and Rivet Joint Baseline 14 COMINT suite.

Contractors: Boeing (airframe); L3Harris, Textron Systems (mission systems).
First Flight: Circa 1969.
Delivered: Jan. 11, 1970-November 2000 (redelivery as RC-135S).
IOC: March 1972 (Cobra Ball II).
Production: Four converted.
Inventory: Three.
Operator: ACC.
Aircraft Location: Offutt AFB, Neb.
Active Variant:
▪RC-135S Cobra Ball. Modified C-135 equipped for MASINT/treaty verification.
Dimensions: Span 131 ft, length 135 ft, height 42 ft.
Weight: Max T-O 297,000 lb.
Power Plant: Four CFM International F108-CF-201 turbofans, each 21,600 lb thrust.
Performance: Speed 517+ mph, range 3,900 miles (farther with air refueling).
Ceiling: 45,000 ft.

RC-135U COMBAT SENT

Electronic reconnaissance

Brief: The RC-135U is tasked with strategic reconnaissance and technical intelligence (TECHINT) gathering on radar/emitter systems. Three Combat Sent aircraft were converted from RC-135Cs in 1970-71 to fill a critical need for data collection on adversary radar threats and defenses. Combat Sent's distinctive chin and wingtip antenna arrays, large cheek fairings, and extended tail contain specialized sensor suites to collect data and analyze airborne, land, and naval radar/emitter systems. Each airframe incorporates a different, tailored sensor suite, and the data gathered is critical to the



SuneKuma

effective design and programming of RWR (radar warning receivers), jammers, decoys, antiradiation missiles, and threat simulators. Combat Sent additionally enables strategic analysis for National Command Authorities and combatant forces. The aircraft utilizes radar/solid-state doppler, INS, celestial, and GPS for navigation, and is capable of operator, automated, and blended signal gathering and analysis. Continuous baseline upgrades are now projected to keep the fleet viable through 2050, and flexible funding permits rapid variant-specific mods in response to emerging/evolving threats. FY26 focuses on sustaining and upgrading and completing integration of Baseline 6 (similar to Rivet Joint Baseline 12). Baseline 6 includes wideband SATCOM reachback, integrating Rivet Joint's Baseline 13 COMINT suite, improving operator interface, enhancing antennas and processors, and providing capability upgrades for dense signal environments. Development of the future Baseline 7 began in FY23 and aims to complete integration and continue testing in 2026.

Contractors: Boeing (airframe); L3Harris, Textron (mission systems).
First Flight: N/A.
Delivered: May-December 1971 (RC-135U).
IOC: 1971.
Production: Three converted.
Inventory: Two.
Operator: ACC.
Aircraft Location: Offutt AFB, Neb.; forward operating locations: Al Udeid AB, Qatar; NSF Diego Garcia, U.K.; Eielson AFB, Alaska; Kadena AB, Japan; RAF Mildenhall, U.K.; NSA Souda Bay, Greece.
Active Variant:
▪RC-135U Combat Sent. Modified C-135 equipped for radar/emitter analysis.
Dimensions: Span 135 ft, length 140 ft, height 42 ft.
Weight: Max T-O 299,000 lb.
Power Plant: Four CFM International F108-CF-201 turbofans, each 21,600 lb thrust.
Performance: Cruise speed 517 mph, range 4,140 miles, 8-hr normal endurance, 24-hr crew endurance (farther with air refueling).
Ceiling: 42,000 ft.
Accommodation: Two pilots, one navigator, two airborne systems engineers; mission crew: 10 EW officers, six or more electronic, technical, mission-area specialists.

RC-135V/W RIVET JOINT

Electronic reconnaissance

Brief: The RC-135V/W is tasked with real-time electronic and signals intelligence gathering, analysis, and dissemination in support of theater and strategic-level commanders. The extensively modified C-135s detect, identify, and geolocate signals throughout the electromagnetic spectrum. Rivet Joint is mostly used to exploit electronic battlefield intelligence and deliver near-real-time ISR information to tactical forces, combatant commanders, and National Command Authorities. The British Royal Air Force also operates three



Josh Plueger/USAF

RC-135W Airseeker aircraft, which are co-crewed by USAF/RAF personnel under an agreement through at least 2035. Onboard capabilities encompass rapid search, detection, measurement, identification, demodulation, geolocation, and fusion of data from potentially thousands of electronic emitters. Continuous baseline upgrades keep the fleet viable and drive standards for Combat Sent/Cobra Ball. Flexible funds permit rapid, variant-specific mods in response to emerging/evolving threats. The earlier Baseline 11/12 modernized cockpit and operator interface added new direction finding COMINT, precision ELINT/SIGINT, improved collection in dense-signal environments, enhanced near-real-time data dissemination, and integrated RC-135 with the Distributed Common Ground Station (DCGS). FY26 efforts focus on upgrading remaining Baseline 12 aircraft to Baseline 14 and starting test and integration of Baseline 15 on the eight most recently upgraded Baseline 13 aircraft. Baseline 13 included signal search and geolocation improvements, wideband signal recording, jam-resistant search, moving emitter target location and tracking, and wideband data link improvement. Baseline 14 will incorporate signal recording and spectral receiver enhancements, modernized navigation, surveillance, and air traffic management (CNS/ATM), advanced Mode 5 IFF, and upgraded autopilot. Baseline 15 will add automated search and detection, employment of artificial intelligence, and collaboration to speed collection, analysis, and distribution. The full fleet is receiving Starshield secure SATCOMS and FY26 also fields Rivet Joint ground networking, data processing, and crew trainers. USAF recently tested an Electromagnetic Warfare Integrated Reprogramming (EWIR) concept to enable the RC-135 to quickly respond to evolving adversary tactics in a high-threat environment.

Contractors: Boeing (airframe); L3Harris (mission systems).
First Flight: N/A.
Delivered: Circa 1973-99 (continuous equipment updates).
IOC: Circa 1973.
Production: Converted.
Inventory: Eight (RC-135V); 12 (RC-135W); three (TC-135W).

Operator: ACC, AFMC.
Aircraft Location: Offutt AFB, Neb.; forward operating locations: Elmendorf AFB, Alaska; Kadena AB, Japan; RAF Mildenhall, U.K.; RAF Waddington, U.K. (USAF co-manned).
Active Variants:
▪RC-135V/W Rivet Joint. Standoff airborne SIGINT variant of the C-135.
▪TC-135W. Training version of the operational aircraft.
Dimensions: Span 131 ft, length 135 ft, height 42 ft.
Weight: Max T-O 297,000 lb.
Power Plant: Four CFM International F108-CF-201 turbofans, each 21,600 lb thrust.
Performance: Speed 500+mph, range 3,900 miles (farther with air refueling).
Ceiling: 50,000 ft.
Accommodation: Three pilots, two navigators, three EWO, 14 intelligence operators, four airborne maintenance technicians (six additional, if required).

U-2S DRAGON LADY

High-altitude reconnaissance

Brief: U-2S is the Air Force's only manned, strategic, high-altitude, long-endurance ISR platform and is capable of SIGINT, IMINT, and MASINT collection. The aircraft's modular payload systems allow it to carry a wide variety of advanced optical, multispectral, EO/IR, SAR, SIGINT, and other payloads simultaneously. Its open system architecture also permits rapid fielding of new sensors to counter emerging threats and requirements. The original U-2A first flew on Aug. 4, 1955. The type was further developed into the larger, more capable U-2R, which first took flight on Aug. 28, 1967, and was delivered between 1967 and 1968. Current U-2s date to the 1980s when U-2R production was reopened under the designation TR-1 (later returned to U-2R designation in 1992). The TR-1A first flew on Aug. 1, 1981, and was reengined and modernized starting in 1994, emerging as the U-2S. Current Block 20 U-2S feature glass cockpits, digital autopilot, modernized EW systems, and updated data links. Its major sensors are the ASARS-2A SAR, modernized SYERS-2C multispectral EO/IR imagery system, and enhanced Airborne Signals Intelligence Payload (ASIP). The aircraft is also capable of mounting the legacy optical bar camera for broad-area synoptic imagery, though operations from Beale concluded in 2022. Modification and upgrades are focused on sustaining U-2 capability through its currently planned retirement, while meeting current and emerging requirements. Major recent efforts include ASARS-2B/C integration, avionics and navigation refresh, (Link-16/IFDL, MADL) modernization, next-



Nicholas Harnack/USAF

generation SIGINT, and quick-response capabilities to meet emergent ISR requirements. ASARS-2B/C significantly improves the U-2's high-altitude, deep-look radar ground mapping, moving target, and maritime capabilities and moves to an open, easily upgradable architecture, transferable to future platforms. Avionics Technical Refresh (ATR) upgrades debuted in 2023 added open-architecture systems, enhanced C2 networking, and pilot workload management features. Two U-2s notably intercepted and photographed a Chinese ISR balloon over the central U.S. on Feb. 3, 2023, marking the two-seat TU-2S's first operational use. A two-seater also flew a record setting 14-hour maximum-endurance high-flight covering some 3,000 miles and overflying 48 states from Beale on July 31, 2025. ACC retired the first TU-2S and three U-2S in early 2024 with plans to retire the entire fleet this year.

Contractors: Lockheed Martin, Northrop Grumman (ASIP); Raytheon (ASARS); UTC Aerospace (SYERS/Optical Bar Camera).
First Flight: October 1994 (U-2S).
Delivered: September 1981-October 1989 (TR-1/U-2R).
IOC: Circa 1981 (U-2R).
Production: 35 (T/U-2S).
Inventory: 27 (U-2); four (TU-2).
Operator: ACC.
Aircraft Location: Beale AFB, Calif.; forward operating locations: Osan AB, South Korea; RAF Akrotiri, Cyprus; RAF Fairford, U.K.
Active Variants:
▪U-2S. Current variant of the U-2/TR-1.
▪TU-2S. A two-seat trainer aircraft originally designated U-2ST.
Dimensions: Span 105 ft, length 63 ft, height 16 ft.
Weight: Max T-O 40,000 lb.
Power Plant: GE Aviation F118-GE-101A turbofan, 17,000 lb thrust.
Performance: Speed 410 mph, range 7,000+ miles.
Ceiling: Above 70,000 ft.
Accommodation: Pilot (U-2S); two pilots (TU-2S) on RQ201 zero/zero ejection seats.

WC-130J HERCULES

Weather reconnaissance

Brief: The WC-130J "Weatherbird" is a modularly configurable C-130J equipped with specialized systems to penetrate tropical and winter storms, capture meteorological data, and aid severe weather forecasting. Early WC-130Bs entered service in 1959, followed by the WC-130E in 1962, and WC-130H in 1964. The WC-130J began replacing legacy variants in 1999, though several H models remained in service with the Puerto Rico ANG



USAF

until a fatal crash resulted in the fleet's retirement in 2019. All WC-130Js are operated by AFRC's 53rd Weather Reconnaissance Squadron "Hurricane Hunters" at Keesler. Mission equipment includes a pod-mounted Stepped-Frequency Microwave Radiometer (SFMR) for monitoring surface winds and precipitation rates, parachute-deployed GPS dropsondes to gather vertical atmospheric profiles, and palletized operator stations/equipment running specialized software. WC-130Js are optionally equipped with two external wing tanks, as well as an internal auxiliary fuel tank to increase range and endurance. Crews include an added aerial weather reconnaissance officer/flight director and weather system specialist/loadmaster. Aircraft can penetrate tropical cyclones from up to 10,000 ft to as low as 500 ft. The fleet primarily monitors oceanic weather over the Atlantic, Central Pacific, Caribbean, and Gulf of Mexico. Airframes are modernized alongside the baseline C-130J fleet, including Block 8.1 upgrades, and enhanced service-life center wing sections, MUOS jam-resistant BLOS and wide-band SATCOMS. AFRC is returning the fleet to the more weather-resistant gloss-gray paint scheme worn by WC-130s prior to 2007 and aims to add a dedicated weather radar as well as modular sensor pods for specific missions. The small, hard-used WC-130J fleet has suffered a 65 percent mission capable rate, struggling with the demands of longer, busier storm seasons. WC-130Js flew 928 hours over 77 missions, collecting data on nine Atlantic and three Pacific hurricanes during the 2025 storm season. Crews flew a single storm in the Gulf of Mexico, as well as 17 missions collecting data on Category 5 Hurricane Melissa in the Caribbean, which was the most powerful storm to make landfall in 90 years.

Contractor: Lockheed Martin.
First Flight: April 5, 1996 (C-130J).
Delivered: Sept. 30, 1999-September 2005.
IOC: October 2006.
Production: 10.
Inventory: 10.
Operator: AFRC.
Aircraft Location: Keesler AFB, Miss.
Active Variant:
▪WC-130J. Weather reconnaissance version of the C-130J.
Dimensions: Span 132.6 ft, length 97.8 ft, height 38.8 ft.
Weight: Max T-O 155,000 lb; max payload 42,000 lb.

Power Plant: Four Rolls-Royce AE2100D3 turboprops, each 4,700 shp.
Performance: Speed 417 mph; range with 35,000-lb payload 1,841 miles (3,000+ miles with external/auxiliary tanks).
Ceiling: With max payload, 26,000 ft.
Accommodation: Two pilots, aerial reconnaissance weather officer, loadmaster/dropsonde operator.
Load: Palletized weather systems.

WC-135 CONSTANT PHOENIX

Air sampling and collection

Brief: WC-135's mission is nuclear test monitoring, airborne radiological sampling, and arms control treaty verification. The KC-135R-based aircraft is equipped with air sampling and collection equipment and primarily supports monitoring under the 1963 Limited Nuclear Test Ban Treaty. Air sampling WB-29s detected debris from the Soviet Union's first atomic test in 1949, and subsequent aircraft have monitored weapons tests in North Korea, as well as the Chernobyl and Fukushima nuclear disasters. The original fleet of modified C-135Bs was delivered between 1965 and 1996 and was fully retired in 2022 with delivery of the first modernized WC-135R. The WC-135R features modernized glass cockpits and uprated CFM-56 turbofans (common with the KC-135 fleet) which significantly improve the aircraft's range, service ceiling, performance, and maintainability. Constant Phoenix's sampling and collection suite allows mission crew to detect radioactive "clouds" in real time. The collection system uses external flow-through devices to collect particles on filter paper for later analysis. The podded particulate sampler/Radiation Monitoring and Analysis System (RMAS) detects radiation contact, and the Directional Gamma Sensor System (DGSS) guides the crew toward the plume for collection. The Whole Air Collection System (WACS) captures and stores radioactive samples from the aircraft's bleed-air system. An integrated control system permits real-time mission system interface and monitors internal and external radiation levels for safety and analysis. L3 Technologies completed retrofit and redelivery of the first modernized WC-135R Constant Phoenix on July 11, 2022, followed by a second aircraft on May 11, 2023. The third and final aircraft was delivered to Offutt on Dec. 4, 2023.


Tech. Sgt. Anthony Hetlage

Contractors: Boeing; L3 Technologies (WC-135R conversion).
First Flight: June 2022 (WC-135R).
Delivered: July 11, 2022-Dec. 4, 2023 (WC-135R).
IOC: 2022 (WC-135R).
Production: Two (WC-135C/W); three (WC-135R).
Inventory: Three (WC-135R).
Operator: ACC.
Aircraft Location: Offutt AFB, Neb.
Active Variants:
▪WC-135R. Modified KC-135R tankers succeeding the WC-135C/W fleet.
Dimensions: Span 130.8 ft, length 136.3 ft, height 41.7 ft.
Weight: Max T-O 322,500 lb.
PowerPlant: Four CFM International CFM56-2 turbofans, each 21,634 lb thrust.
Performance: Speed 530 mph, range approx. 3,900 miles (farther with air refueling).
Ceiling: 50,000 ft.
Accommodation: Two pilots, navigator, up to 31 special equipment operators/observers as required.

TANKER AIRCRAFT


Airman 1st Class Jonah Bliss

A KC-46 Pegasus aircraft from Altus Air Force Base, Okla., executes a flyover at The Wings and Warriors Fly-In at San Marcos, Texas, in 2024.

HC-130J COMBAT KING II

Aerial refueling/airlift

Brief: The HC-130J is tasked with helicopter in-flight refueling support for CSAR/personnel recovery, tactical C2, and pararescue (PJ) deployment. It replaced the HC-130N/P and is based on the USMC's KC-130J tanker. It adds an enhanced service-life wing, improved cargo handling system, refueling receptacle, EO/IR sensor, flight deck CSO console, and dual SATCOM. It is also equipped with INS/GPS, NVG-compatible lighting, FLIR, and integrated situational awareness. Recently added Advanced Threat Warning and RF countermeasures, as well as chaff/flares give the HC-130 the latest self-defensive capability for recovery operations in contested environments. USAF plans to standardize HC/AC/MC-130J block upgrades, and past efforts aimed to bring all HC-130Js to a more common configuration. Avionics Block 8.1 development (in common with the C-130J fleet) was completed in FY23 and large-scale retrofits are planned starting this year. The ongoing Situational Awareness Capabilities Upgrade (SACU) is modernizing the HC-130's real-time networking, including friendly force tracking, SADL data link, and flight deck displays. The next phase will also add video data link and onboard classified networking. FY26 begins Star mission computer refresh and interim Link 16 networking to as a bridge capability to SACU, and also continues EO/IR sensor life extension. Comm Modernization Phase I including Mobile User Objective System (MUOS) and crypto updates were pushed to FY27, and future Comm Modernization Phase II will add NATO-interoperable LOS SATURN and updated UHF/VHF radios.


Tech. Sgt. Dhruv Gopinath

Contractor: Lockheed Martin.
First Flight: July 29, 2010.
Delivered: Sept. 24, 2010-2022.
IOC: April 25, 2013.
Production: 39.
Inventory: 39.
Operator: ACC, AETC, AFRC, ANG.
Aircraft Location: Davis-Monthan AFB, Ariz.; Francis S. Gabreski Arpt., N.Y.; JB Elmendorf-Richardson, Alaska; Kirtland AFB, N.M.; Moffett Field, Calif.; Moody AFB, Ga.; Patrick SFB, Fla.
Active Variants:
▪HC-130J. KC-130J modified for CSAR and aerial refueling.
Dimensions: Span 132.6 ft, length 97.8 ft, height 38.8 ft.
Weight: Max T-O 164,000 lb.
Power Plant: Four Rolls-Royce AE2100D3 turboprops, each 4,591 shp.
Performance: Speed 363.4 mph at S-L, range 4,000+ miles (farther with air refueling).
Ceiling: 33,000 ft.
Fuel Capacity: 61,360 lb at 150-300 gpm (100 gpm dual, simultaneous refueling).
Accommodation: Two pilots, CSO, two loadmasters, three PJs.

KC-46 PEGASUS

Aerial refueling/airlift

Brief: The KC-46A is a heavily modified Boeing 767-200ER multirole passenger/cargo-tanker equipped with flying boom and probe/drogue refueling capability using the Wing Air Refueling Pod (WARP) system. It is also equipped for aeromedical evacuation. KC-46 incorporates the 787's state-of-the-art cockpit, a fly-by-wire boom, remote boom-operator's station, advanced self-defensive suite including Large Aircraft IR Countermeasures (LAIRCM), RWR, tactical situational awareness, comms relay hosting, and nuclear/chem/bio hardening. Boeing was contracted for 179 KC-46A tankers under the first increment (KC-X) to replace approximately half of USAF's KC-135R fleet in 2011. Pegasus incorporates more fuel capacity, improved efficiency, enhanced cargo and AE capability and independently operating hose/ drogue system. The 767-2C prototype (minus refueling boom) flew on Dec. 28, 2014, and received FAA certification in 2017 prior to the first production delivery in 2019. USAF awarded the first contract in 2016 and most recently awarded Lot 12 in November 2025, raising the quantity on contract to 183 airframes. Boeing is working to correct



Bryce Bennett/USAF

long-running deficiencies with the boom, remote vision system (RVS), and fuel drain lines. USAF began flight-testing the revised 3D-RVS system which incorporates six color/IR cameras as well as boom modifications though plans to retrofit the fleet have slipped four years to 2027. KC-46s suffered four refueling boom-related mishaps, most recently involving an F-22 in July 2025, and the 50 percent mission capable rate falls significantly short of the target 90 percent rate. The KC-46 is cleared to refuel receivers in combat (except for the A-10) while awaiting resolution of the final three critical deficiencies. The KC-46 completed developmental testing and entered operational testing in 2019, which USAF now plans to complete in FY26. The KC-46 is additionally testing a C2 pod which is the first element of the Advanced Battle Management System (ABMS) to network fifth-generation aircraft in high-threat environments. FY26 aims to launch LOS/BLOS secure comms C2 and situational awareness. USAF announced it will buy the maximum number of KC-46s under the current contract, upping procurement from 183 to 188. The service also announced it will pursue the KC-46 for its 75-aircraft "bridge" fleet to the next-generation, possibly stealthy, tanker. The service will not contract the additional aircraft until existing deficiencies are resolved. KC-46s debuted in combat supporting B-2 strikes on Iranian nuclear facilities during Operation Midnight Hammer on June 22, 2025.

Contractor: Boeing.
First Flight: Sept. 25, 2015 (KC-46A).
Delivered: Jan. 10, 2019-present.
IOC: FY24 (planned).
Production: 183 (planned).
Inventory: 96 (KC-46A).
Operator: AETC, AFMC, AFRC, AMC, ANG.
Aircraft Location: Altus AFB, Okla.; Edwards AFB, Calif.; JB McGuire-Dix-Lakehurst, N.J.; McConnell AFB, Kan.; Pease ANGB, N.H.; Seymour-Johnson AFB, N.C.; Travis AFB, Calif. Planned: MacDill AFB, Fla.; March ARB, Calif.; McGhee Tyson ANGB, Tenn.; Selfridge ANGB, Mich.; others TBD.
Active Variant:
▪KC-46A. Modified Boeing 767 designed as a multirole cargo tanker.
Dimensions: Span 156 ft, length 165.5 ft, height 52.8 ft.
Weight: Max T-O 415,000 lb.
Power Plant: Two Pratt & Whitney PW4062, each 62,000 lb thrust.
Performance: Speed 650 mph, range 7,350 miles (farther with air refueling).
Ceiling: 43,000 ft.
Fuel Capacity: 212,299 lb, max transfer load 207,672 lb at 1,200 gpm (boom), 400 gpm (drogue).
Accommodation: Two pilots, boom operator, and up to 12 additional crew; 15 crew seats, incl AE crew.
Passenger Load: 58 or up to 114 for contingency operations. AE load: 58 patients (24 litters and 34 ambulatory).
Cargo Load: 18 pallet positions, max 65,000 lb.

KC-135 STRATOTANKER

Aerial refueling/airlift

Brief: The KC-135 is an aerial tanker capable of simultaneous cargo and AE missions and has been the mainstay of the USAF tanker fleet for more than 60 years. The C-135 family is similar in appearance to the commercial 707 but designed to unique military specifications. It first flew on Aug. 31, 1956, and the KC-135A fleet was delivered between June 1957 and January 1965, reaching



Staff Sgt. Ryan Gomez

IOC at Castle AFB, Calif., in 1957. KC-135s were reengined under two separate but concurrent programs and redelivered as the KC-135E and the current KC-135R beginning in July 1984. Twenty KC-135Rs received Multipoint Refueling System (MPRS) hose/drogue pods on each wing to simultaneously refuel two NATO or Navy aircraft. (Standard KC-135s can use a single drogue adapter attached to the boom). A small number of McConnell-based aircraft are also receiver-capable, incorporating a forward-fuselage receptacle. KC-135s can be equipped with a podded Large-Aircraft IR Countermeasures (LAIRCM) system to track/jam IR missiles for high-threat missions. The fleet completed Block 45 cockpit upgrades that updated its glass flight deck with additional digital engine displays, a radar altimeter, advanced autopilot, and modern flight director in FY24. Ongoing upgrades include Mobile User Objective System (MUOS) secure, jam-resistant BLOS, NATO-interoperable LOS SATURN mods, replacing Aero-I long-distance oceanic satellite tracking/C2 with the Iridium system, Real-Time Information in the Cockpit (RTIC) to network active-duty aircraft with Link-16/SADL, and a rudder position indicator to increase crew safety awareness. Planned upgrades include crypto modernization and HF radio replacement for SATCOM-denied operations. Air Force Research Laboratory recently tested prototype winglets to potentially increase the KC-135's fuel efficiency. USAF plans to keep the KC-135 in service until at least 2050 but is considering replacing some with an interim aircraft until arrival of the notional Next-Generation Air-refueling System (NGAS). USAF aims to retire 14 KC-135s in FY26, replacing aircraft on a one-for-one basis with KC-46s through the late 2030s, maintaining a minimum of 466 tankers. Six personnel were killed in a midair collision involving two KC-135s during Operation Epic Fury, one of which crashed in northern Iraq on March 12, 2026.

Contractors: Boeing; Collins Aerospace (MUOS, Iridium SATCOM, crypto).
First Flight: Aug. 4, 1982 (KC-135R).

Delivered: July 1984-June 9, 2005 (KC-135R).
IOC: June 1957.
Production: 732 (420 converted to KC-135R).
Inventory: 324 (KC-135R); 51 (KC-135T).
Operator: AETC, AFMC, AMC, PACAF, USAFE, ANG, AFRC.
Aircraft Location: Altus AFB, Okla.; Beale AFB, Calif.; Fairchild AFB, Wash.; Grissom ARB, Ind.; JB Andrews, Md.; Kadena AB, Japan; MacDill AFB, Fla.; March ARB, Calif.; McConnell AFB, Kan.; RAF Mildenhall, U.K.; Seymour-Johnson AFB, N.C.; Tinker AFB, Okla.; and ANG in Alabama, Alaska (active associate), Arizona, Hawaii, Illinois, Iowa, Kansas, Maine, Michigan, Mississippi, Nebraska, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Utah, Washington, and Wisconsin.
Active Variants:
▪KC-135R. Reengined KC-135A fitted with CFM turbofan engines.
▪KC-135T. Reengined former KC-135Qs, able to carry different fuels in wing and fuselage tanks.
Dimensions: Span 130.8 ft, length 136.3 ft, height 41.7 ft.
Weight: Max T-O 322,500 lb.
Power Plant: Four CFM International CFM56-2 (USAF designation F108) turbofans, each 21,634 lb thrust.
Performance: Speed 530 mph at 30,000 ft, range 1,500 miles with 150,000 lb transfer fuel, up to 11,015 miles for ferry missions.
Ceiling: 50,000 ft.
Fuel Capacity: Max transfer load 200,000 lb at 1,100 gpm (boom), 450 gpm (MPRS pods).
Accommodation: Two pilots, navigator, boom operator; AE crew: two flight nurses, three medical technicians (adjusted as needed).
Load: 37 passengers, six cargo pallets, max 83,000 lb.

AIRLIFT AIRCRAFT



Roland Balik/USAF

C-5 GALAXY

Strategic airlift

Brief: The C-5 is USAF's largest airlifter and one of the world's largest aircraft, capable of carrying unusually large/heavy cargo over intercontinental ranges. It can also take off and land in relatively short distances and taxi on substandard surfaces if required. The Galaxy's front and rear cargo doors permit simultaneous drive-through loading/unloading. The aircraft's unique upper deck is split between the flight deck—with galley and crew rest area forward of the wing—and a troop compartment seating 75 passengers and a second galley/lavatory aft of the wing. The C-5A first flew on June 30, 1968, and a total of 81 were delivered between 1969 and 1973, reaching IOC in September 1970. C-5As underwent major wing modifications to extend their service lives and all but one (converted to C-5M) were retired. The C-5B first flew in 1985 and was delivered between 1986 and 1989. C-5Bs incorporated all C-5A improvements including strengthened wings, uprated turbofans, color weather radar, triple INS, and defensive systems (on some aircraft). Two C-5As were modified for outsize space cargo and redelivered as C-5Cs in 1989 and 1990. The combined Avionics Modernization Program (AMP) and Reliability Enhancement and Re-engining Program (RERP) resulted in the C-5M Super Galaxy. Upgraded aircraft incorporate new engines with a 20 percent increase in thrust, as well as avionics, structural, and reliability fixes. A total of 49 B models, two C models, and the single C-5A were converted. Major modifications include CNS/ATM upgrades, new mission computers and off-the-shelf color weather radar which was planned for completion last year. Additional ongoing efforts include a lavatory redesign to address corrosion slated for completion in FY27 and targeted external skin replacements to increase structural life. Development includes flight deck display replacement as well as studies to replace legacy SATCOMS with modern Mobile User Objective System (MUOS). FY26 begins upgrading the internal maintenance diagnostic system. AMC is working to improve the C-5 fleet's mission capable rate, which dipped below 46 percent, through engagement with industry suppliers.

Contractors: Lockheed Martin; Collins Aerospace and Honeywell (CNS/ATM, weather radar/mission computer).
First Flight: June 6, 2006 (C-5M).
Delivered: Feb. 9, 2009-Aug. 2, 2018 (C-5M).
IOC: Feb. 21, 2014 (C-5M).
Production: 131 (52 converted to C-5M).
Inventory: 50 (C-5M); two (C-5M-SCM).
Operator: AMC, AFRC.
Aircraft Location: Dover AFB, Del.; JBSA-Lackland, Texas; Travis AFB, Calif.; Westover ARB, Mass.
Active Variants:
▪C-5M. Super Galaxy converted from C-5A/B, incorporating AMP and RERP.
▪C-5M-SCM. Super Galaxy converted from C-5C to carry large NASA/space cargo.
Dimensions: Span 222.8 ft, length 247.8 ft, height 65.1 ft.
Weight: Max T-O 840,000 lb.
Power Plant: Four GE Aviation F138-GE-100 (CF6-80C2) turbofans, each 50,580 lb thrust.
Performance: Speed 518 mph, range 5,524 miles with 120,000 lb of cargo.
Ceiling: 45,000 ft.
Accommodation: Two pilots, two flight engineers, three loadmasters.
Cargo Load: 81 troops and 36 standard pallets, max 285,000 lb; incl seven MRAP vehicles, six AH-64 Apache helicopters, four M2 Bradley fighting vehicles, or two M1 Abrams main battle tanks.

C-12 HURON

Light airlift

Brief: C-12 is tasked with multimission passenger and priority light-cargo airlift, medevac, as well as diplomatic and flight-test support. The family of aircraft includes military versions of the Beechcraft King Air and 1900C (C-12J). Flight decks and cabins are pressurized for high-altitude flight. The C-12D incorporates a cargo door with an integral airstair, high-flotation landing gear, structural improvements, and optional external wingtip tanks. Both C-12C and C-12D are deployed to U.S. embassies worldwide and incorporate earlier three-bladed propellers. The C-12F incorporated uprated engines, four-bladed propellers, and an increased service ceiling. The C-12J is based on the elongated Beechcraft 1900C commuter airliner with a large, aft cargo door. C-12Js are operated by AFMC for testing and PACAF in support of U.S. Forces Japan with provision for two litters or 10 ambulatory patients in the AE role. C-12Js incorporate extensive avionics upgrades, including three MFDs, integrated GPS, flight management systems, autopilot, VHF/UHF radios, and weather radar. FY26 funds the Electronic Flight Instruments System (EFIS) upgrading the flight deck with modern communications and navigation systems, glass displays, and color weather radar.



Adam Bowles/USAF

Contractor: Beechcraft.
First Flight: Oct. 27, 1972 (Super King Air 200); March 1, 1990 (1900C).
Delivered: 1974-mid 1990s.
IOC: Circa 1974.
Production: 30 (C-12A/C); six (C-12D); 46 (C-12F): five (C-12J).
Inventory: 16 (C-12C); six (C-12D); three (C-12F); five (C-12J).
Operator: AFMC, PACAF.
Aircraft Location: Edwards AFB, Calif.; Holloman AFB, N.M. (J); JB Elmendorf-Richardson, Alaska; Yokota AB, Japan (J); various U.S. embassies.
Active Variants:
▪C-12C. C-12As retrofit with PT6A-41 engines.
▪C-12D. C-12 with an enlarged cargo door and strengthened wings.
▪C-12F. C-12 with uprated PT6A-42 engines, eight-passenger seating, and AE capability.
▪C-12J. Military version of the Beechcraft Model 1900C commuter airliner.
Dimensions: Span 54.5 ft, length 43.8 ft, height 15 ft (C/D/F); span 54.5 ft, length 57 ft, height 15 ft (J).
Weight: Max T-O 15,000 lb (F); 16,710 lb (J).
Power Plant: Pratt & Whitney Canada PT6A-41 (C/D) or PT6A-42 (F) turbo-props, each 850 shp; PT6A-65B turboprops, each 1,173 shp (J).
Performance: Speed 300 mph (C/D), 336 mph (F), range 2,271 miles; 284 mph, range 1,669 miles (J).
Ceiling: 31,000 ft (C/D); 35,000 ft (F); 25,000 ft (J).
Accommodation: Two pilots.
Load: Eight passengers (C/D/F), 19 passengers or 3,500 lb cargo (C-12J).

C-17 GLOBEMASTER III

Tactical/strategic airlift

Brief: C-17 is a heavy-lift, strategic transport capable of direct tactical delivery of all classes of military cargo. It is the U.S. military's core airlift asset, capable of operating on small, austere airfields (3,500 ft by 90 ft) previously



USAF

limited to C-130s. It is the only aircraft able to directly deliver or airdrop outsize cargo into a tactical environment, and it is the first military transport to feature fully digital, fly-by-wire control. Early production aircraft have been upgraded to a common fleetwide configuration, and the most recent Block 21 including Mode 5 IFF and airspace compliance were completed in 2020 and most recently received modern, fleetwide LAIRCM self-defenses. FY26 continues HUD replacement through FY28, ramps-up install of enhanced high-bandwidth BLOS voice/data SATCOMS as well as fire-protection, safety and sustainment mods. Future efforts include Flight Deck Replacement with an easily updatable modular infrastructure, and enhancing LOS/BLOS C2 capabilities. The C-17 is USAF's largest consumer of jet fuel and Pratt & Whitney is under contract to improve the F117 engine's efficiency and increase maintenance intervals by 2027. Air Force Research Laboratory is also testing drag-reducing fuselage microvanes on several C-17s, which could be retrofit across the fleet.

Contractor: Boeing (previously McDonnell Douglas).
First Flight: Sept. 15, 1991.
Delivered: June 1993-Sept. 12, 2013.
IOC: Jan. 17, 1995.
Production: 257.
Inventory: 222.
Operator: AETC, AMC, PACAF, ANG, AFRC.
Aircraft Location: Altus AFB, Okla.; Dover AFB, Del.; JB Charleston, S.C.; JB Elmendorf-Richardson, Alaska; JB Lewis-McChord, Wash.; JB McGuire-Dix-Lakehurst, N.J.; JB Pearl Harbor-Hickam, Hawaii; March ARB, Calif.; Pittsburgh Arpt., Pa.; Travis AFB, Calif.; Wright-Patterson AFB, Ohio; and ANG in Hawaii (associate), Mississippi, North Carolina, West Virginia, and New York.
Active Variant:
▪C-17A. Long-range tactical/strategic airlifter.
Dimensions: Span 169.8 ft, length 174 ft, height 55.1 ft.
Weight: Max T-O 585,000 lb.
Power Plant: Four Pratt & Whitney F117-PW-100 turbofans, each 40,440 lb thrust.
Performance: Speed 518 mph at 25,000 ft, range 2,760 miles with 169,000-lb payload (farther with air refueling).
Ceiling: 45,000 ft.
Accommodation: Two pilots, loadmaster; AE crew: Two flight nurses, three medical technicians (mission dependent).
Load: 102 troops/paratroopers; 36 litter and 54 ambulatory patients; 18 pallets up to max payload 170,900 lb.

C-21

Light airlift

Brief: The C-21 "Cougar" is a militarized Learjet 35 used for passenger and priority light-cargo airlift and aeromedical transport. It is equipped with color weather radar, TACAN, and HF/VHF/UHF radios. It provides medium-range operational support for time-sensitive movement of people and cargo throughout the U.S. and the European theater, including AE missions if required. Recent upgrades include the C-21 Avionics Upgrade Program (AUP), which added a modern glass cockpit, digital weather



Airman 1st Class De'Quan Simmons

radar, GPS, flight management system, satellite-updating real-time flight information, digital black boxes, and ADS-B/Mode 5 transponder. USAF added BLOS comms concurrently with AUP to save costs. The fleet was also retrofitted with enlarged aft-fuselage "delta fins" to improve low-speed stability and control, eliminating previous approach/landing flight restrictions. USAF plans to sustain the fleet through the 2030s.

Contractor: Bombardier (previously Gates Learjet).
First Flight: January 1973.
Delivered: April 1984-October 1985.
IOC: April 1984.
Production: 84.
Inventory: 19.
Operator: AMC, USAFE.
Aircraft Location: Ramstein AB, Germany; Scott AFB, Ill.
Active Variant:
▪C-21A. Military version of the Learjet 35A.
Dimensions: Span 39.5 ft, length 48.6 ft, height 12.2 ft.
Weight: Max T-O 18,300 lb.
Power Plant: Two AlliedSignal TFE731-2-B2 turbofans, each 3,500 lb thrust.
Performance: Speed 530 mph at 41,000 ft, range 2,306 miles.
Ceiling: 45,000 ft.
Accommodation: Two pilots; AE crew: Flight nurse, two medical technicians (mission dependent).
Load: Eight passengers, 3,153 lb cargo; one litter or five ambulatory patients (AE role).

C-32

VIP transport

Brief: The C-32A provides dedicated vice presidential and DV airlift while the C-32B is tasked with politically sensitive crisis mobility. Both types were acquired as commercial Boeing 757s. Aircraft assigned to the 89th Airlift Wing at JB Andrews fly under the call sign "Air Force Two" during vice presidential missions but additionally serve the First Lady, Congress, and Cabinet officials. The cabin is divided into sections, including a worldwide clear and secure voice and data communications



Tech. Sgt. Benjamin Mota

suite, first-class cabin, two business-class cabins, center galley, lavatories, fully enclosed stateroom, and a conference and staff area. The C-32B provides DOD discreet, rapid, global airlift in support of government crisis response efforts and is equipped to receive in-flight refueling. The C-32's modern flight deck is designed to be easily upgraded. The C-32A fleet recently underwent a full cabin refurbishment to match the VC-25, as well as installation of fully reclining crew rest seats to enable long-endurance missions without pre-positioned relief crews. The C-32A fleet is undergoing significant comm-suite modernization including a Senior Leader Communication System (SLC C3), next-generation Presidential and National Voice Conferencing (PNVC), and provisioning to replace obsolescent UHF SATCOM with Mobile User Objective System (MUOS) compatible BLOS. SLC is installing Wideband SATCOM, secure air-to-air/ground comms, commercial WiFi, in-flight information, and enhanced airborne executive phones across USAF's executive fleets. Two C-32A will undergo installation in FY26 with modification fleetwide planned by 2027. DOD scrapped plans to replace the C-32A, opting to retain the fleet through 2038 or beyond.

Contractors: Boeing; L3 Harris (Senior Leader Communications Modernization).
First Flight: Feb. 11, 1998 (C-32A).
Delivered: June-December 1998.
IOC: 1998.
Production: Six.
Inventory: Four (C-32A); two (C-32B).
Operator: AMC, ANG.
Aircraft Location: JB Andrews, Md. (A); JB McGuire-Dix-Lakehurst, N.J. (B).
Active Variants:
▪C-32A. Presidential support-configured commercial Boeing 757-200 airliner.
▪C-32B. Commercial Boeing 757-200 tasked with global crisis response airlift.
Dimensions: Span 124.6 ft, length 155.2 ft, height 44.5 ft.
Weight: Max T-O 255,000 lb.
Power Plant: Two Pratt & Whitney PW2040 turbofans, each 41,700 lb thrust.
Performance: Speed 530 mph, range 6,325 miles (C-32B is capable of farther with aerial refueling).
Ceiling: 42,000 ft.
Accommodation: Two pilots, up to 14 cabin and maintenance crew (varies with mission).
Load: Up to 45 passengers.

C-37

VIP transport

Brief: The C-37 family provides worldwide special air mission and DV support, consisting of military versions of the ultra-long-range Gulfstream business aircraft. The C-37A is based on the Gulfstream V and is equipped with separate VIP and passenger areas, secure global voice and data communications suites, enhanced weather radar, autopilot, and advanced HUD. The C-37B, first delivered in 2004, is based on the G550 and adds directional IR countermeasures for self-defense and the



Senior Airman Shelimar Rivera-Rosado

advanced Honeywell PlaneView flight deck. Ongoing mods include commercial wideband SATCOM, to ensure leaders access to secure data and voice networks, and FAA-required CNS/ATM updates. FY26 continues comm suite upgrades as part of the Senior Leader Communication Modernization effort across USAF's executive fleets. A total of 16 aircraft will be modified, including two in FY26, to ensure redundant, survivable and secure/top-secret voice, data, and videoconferencing for uninterrupted worldwide C2. Existing aircraft will receive modernized en route air traffic SATCOMS, which will be standard on future airframes. USAF aims to acquire as many as 40 aircraft to backfill the retired C-20. Four aircraft were delivered between 2019 and 2022.

Contractors: Gulfstream Aerospace; Honeywell (commercial SATCOM replacement); L3 Harris (Senior Leader Communications Modernization).
First Flight: October 1998 (C-37A).
Delivered: Oct. 14, 1998-February 2022.
IOC: Dec. 9, 1998.
Production: 16.
Inventory: Nine (C-37A); seven (C-37B).
Operator: AMC, PACAF, USAFE.
Aircraft Location: JB Andrews, Md.; JB Pearl Harbor-Hickam, Hawaii; Ramstein AB, Germany.
Active Variants:
▪C-37A. Military version of the Gulfstream V.
▪C-37B. Military version of the Gulfstream G550.
Dimensions: Span 93.5 ft, length 96.4 ft, height 25.8 ft.
Weight: Max T-O 90,500 lb. (A); 91,000 lb. (B).
Power Plant: Two BMW/Rolls-Royce BR710A14-10 turbofans, each 14,750 lb thrust (A); two BMW/Rolls-Royce BR710C4-11 turbofans, each 15,385 lb thrust (B).
Performance: Speed 600 mph (cruise 345 mph); range 6,300 miles (A), 6,700 miles (B).
Ceiling: 51,000 ft.
Accommodation: Two pilots, flight attendant, crew chief.
Load: Up to 12 passengers (A); 14 passengers (B).

C-40 CLIPPER

VIP transport

Brief: The C-40 is a medium-range DV lift aircraft based on the commercial Boeing 737-700. It is used to transport senior military commanders, Cabinet officials, and members of Congress, as well as performing other support missions. C-40Bs are equipped with an office-in-the-sky arrangement, including clear and secure voice/data communication and broadband



Airman 1st Class Luis Rios Calderon

data/video. C-40Cs lack the advanced communications suite, are VIP configured with sleep accommodations, and are reconfigurable to carry 42 to 111 passengers. Both versions have modern avionics, integrated GPS and flight-management system/electronic flight instrument system, and HUD. Each aircraft has auxiliary fuel tanks and managed passenger

communications. Recent mods add fully reclining crew rest seats to enable long-endurance missions without pre-positioned relief crews. Both variants are receiving updated Large Aircraft Infrared Countermeasures (LAIRCM) through FY27. Senior Leader Communication Modernization across the executive fleets includes Wideband SATCOM, secure air-to-air/ground comms, commercial WiFi, in-flight information, and enhanced airborne executive phones. Two C-40Bs will be upgraded in FY26 to ensure redundant, survivable and secure/top-secret voice, data, and video conferencing for uninterrupted worldwide C2. C-40Bs are also receiving MUOS-compatible crypto to support upgraded secure, jam-resistant BLOS UHF SATCOM. USAF sought up to two aircraft to augment the heavily tasked C-32 and C-40 fleets over the last two years. Congress approved a single aircraft in FY26, which will likely be converted from a second-hand commercial 737-700.

Contractors: Boeing; L3Harris (Wideband SATCOM/Senior Leader Communication Modernization).
First Flight: April 14, 1999 (C-40A).
Delivered: 2002-2007.
IOC: Feb. 28, 2003.
Production: 11.
Inventory: Four (C-40B); seven (C-40C).
Operator: AMC, ANG, AFRC.
Aircraft Location: JB Andrews, Md.; Scott AFB, Ill.
Active Variants:
- C-40B. VIP military-configured Boeing 737-700 with advanced comms.
- C-40C. Passenger-configured Boeing 737-700, lacking advanced comms.
- C-40D. Future VIP military-configured Boeing 737 with advanced comms and increased passenger capacity.

Dimensions: Span 117.4 ft, length 110.3 ft, height 41.2 ft.
Weight: Max T-O 171,000 lb.
Power Plant: Two GE Aviation CFM56-7 turbofans, each 27,000 lb thrust.
Performance: Speed 530 mph, range 5,750 miles.
Ceiling: 41,000 ft.
Accommodation: Two pilots, up to eight cabin and maintenance crew (varies by model/mission).
Load: Up to 89 passengers (B); up to 111 passengers (C).

C-130H HERCULES

Tactical airlift

Brief: The C-130H is an all-purpose theater transport that performs diverse roles, including tactical and intertheater airlift and airdrop, AE, aerial spraying, aerial firefighting, and humanitarian support. The developmental YC-130A



Staff Sgt. Janae Masoner

first flew in August 1954 with the C-130A entering USAF service in 1956. The H model improved on the later C-130E and was delivered starting in 1965, with delivery of the current, more advanced models starting in 1974. Improvements included uprated engines, redesigned outer-wing, improved pneumatic systems, new avionics, improved radar, and NVG lighting. USAF is replacing the fleet with the C-130J while modernizing the remaining C-130Hs. Primary upgrades consist of the Avionics Modernization Program and NP2000 propeller retrofits, center wing box replacement, and low-cost mods. AMP Increment 1 added new CNS/ATM and brought legacy C-130s into compliance with international airspace rules. The first Increment 2 upgrade was completed in 2022, adding terrain awareness and warning, new flight management, and modern glass cockpit displays. UHF SATCOM modernization was added to roll-in Mobile User Objective System (MUOS) secure, jam-resistant BLOS, and NATO-interoperable LOS SATURN. A total of 71 aircraft are planned for upgrade through 2029. At least 90 aircraft were upgraded with eight-bladed NP2000 propellers through 2025, enhancing performance up to 20 percent and eliminating cracking problems. AFRC's 910th AW at Youngstown began transitioning to the C-130J in 2024, and ANG units in Connecticut, Illinois, Minnesota, and Montana plan to upgrade to the C-130J. Retired C-130H are replaced on a one-for-one basis with C-130J procurement to maintain the congressionally mandated 271-airframe tactical fleet through 2028.

Contractors: Lockheed Martin (airframe); L3Harris (AMP Increment 2); Collins Aerospace (NP2000).
First Flight: 1965 (C-130H).
Delivered: April 1975-96 (current C-130H2/H3).
IOC: Circa 1974.
Production: 1,202 (C-130H).
Inventory: 106.
Operator: ANG, AFRC.
Aircraft Location: Dobbins ARB, Ga.; Little Rock AFB, Ark.; Minneapolis-St. Paul Arpt./ARS, Minn.; Peterson SFB, Colo. (MAFFS); Youngstown ARS, Ohio (Electronic Modular Aerial Spray System (EMASS), and ANG in Arkansas, Connecticut, Delaware, Illinois, Minnesota, Missouri, Montana, Nevada (MAFFS), Texas, and Wyoming (MAFFS).
Active Variant:
- C-130H Hercules. Updated late-production version of the legacy C-130.

Dimensions: Span 132.6 ft, length 97.8 ft, height 38.8 ft.
Weight: Max T-O 155,000 lb; max payload 42,000 lb.
Power Plant: Four Allison T56-A-15, or Rolls-Royce T56 3.5 turboprops, each 4,591 shp (approx. 20 percent increased thrust with NP2000 propellers).
Performance: Speed 366 mph; range with 35,000-lb payload 1,496 miles.
Ceiling: With max payload, 23,000 ft.
Accommodation: Two pilots, navigator, flight engineer, loadmaster.
Load: Up to 92 combat troops or 64 paratroopers or 74 litters or six cargo pallets or 16 Container Delivery System (CDS) bundles or any combination of these up to max weight.

C-130J/C-130-J-30 SUPER HERCULES

Tactical airlift

Brief: The C-130J is the redesigned, current production version of the C-130 all-purpose theater transport. Missions include tactical and intertheater airlift, airdrop, AE, and wildfire suppression using the Modular Airborne Fire Fighting System (MAFFS), and humanitarian relief. The aircraft first deployed to combat in Southwest Asia in 2004. The Super Hercules features three-crew flight operations, more powerful engines, composite six-blade propellers, and digital avionics and mission computers. The C-130J can fly faster, higher, and farther than the C-130H. The C-130J-30 variant features a 15-foot-longer "stretched" fuselage. The combined fleet is sustained via block upgrades. USAF combined Block 7/8.1 upgrades to reduce modification downtime. Block 7 includes Link 16, new flight management systems, civil GPS, and a special mission processor. Ongoing Block 8.1 upgrades add improved LOS data link and BLOS comms, improved precision navigational aids, and enhanced covert lighting, replace UHF comms with SATCOMS, and update mission planning systems. Block 8.1's Mode 5 IFF and air traffic management upgrades were fielded ahead of cycle to meet airspace requirements and the first full 7/8.1 aircraft was redelivered in late 2020 and the first production-equipped aircraft was delivered in 2024. C-130Js continue to receive Large Aircraft IR Countermeasures (LAIRCM) upgrades and enhanced service-life center wings to bring pre-2009 aircraft in line with current standards. Major development is focused on Comm Modernization to provide jam-resistant HF/UHF/SATCOM voice and data (MUOS and NATO Saturn), as well as crypto and data links to keep pace with newer satellites and networking starting in FY27. AMC recently tested external fuel tanks to enhance the J-model's range and endurance for USINDOPACOM. An AFRC C-130J also trialed the Electronic Modular Aerial Spray System (EMASS) in preparation for taking over the aerial spray mission from the C-130H. FY26 funds six C-130Js though Lockheed Martin has paused deliveries due to a comm system integration problem. ANG units in Connecticut, Montana, Minnesota, and Illinois also plan to upgrade to the Super Hercules.

Contractor: Lockheed Martin.
First Flight: April 5, 1996.
Delivered: February 1999-present.
IOC: October 2006.
Production: 545+ worldwide (J), 202 (USAF).
Inventory: 165.
Operator: AETC, AFMC , AMC, PACAF, USAFE, ANG, AFRC.



Yasuo Osakabe/USAF

Aircraft Location: Dyess AFB, Texas; Keesler AFB, Miss.; Little Rock AFB, Ark.; Ramstein AB, Germany; Yokota AB, Japan; and ANG in California (EMASS), Georgia, Kentucky, Rhode Island, Texas, and West Virginia. Planned: Youngstown ARS, Ohio; ANG in Arkansas, Connecticut, Montana, Minnesota, and Illinois.
Active Variants:
▪C-130J Super Hercules. Short-fuselage current production version.
▪C-130J-30 Super Hercules. Stretched version capable of accommodating larger loads.
Dimensions: Span 132.6 ft, length 97.8 ft, height 38.8 ft.; (J-30 length) 112.8 ft.
Weight: Max T-O 155,000 lb (J), 164,000 lb (J-30); max payload 42,000 lb (J), 44,000 lb (J-30).
Power Plant: Four Rolls-Royce AE2100D3 turboprops, each 4,700 shp.
Performance: Speed 417 mph (J), 410 mph (J-30); range with 35,000 lb payload 1,841 miles (J), 2,417 miles (J-30).
Ceiling: With max payload, 26,000 ft (J), 28,000 ft (J-30).
Accommodation: Two pilots, loadmaster.
Load: Up to 92 combat troops or 64 paratroopers or 74 litters or six cargo pallets or 16 Container Delivery System (CDS) bundles or any combination of these up to max weight (J); 128 combat troops or 92 paratroopers or 97 litters or eight pallets or 24 CDS bundles or any combination of these up to max weight (J-30).

LC-130H SKIBIRD

Arctic support/tactical airlift

Brief: The LC-130H is a ski-equipped, Arctic-support derivative of the C-130H. It is capable of direct resupply of Antarctic research stations and high-Arctic radar sites using ice and snowpack runways. The LC-130H fleet supports the National Science Foundation's (NSF) Antarctic research, ferrying much of the materials, provisions, and personnel between Christchurch, New Zealand, and McMurdo Station, Antarctica.



Jaclyn Lyons/USAF

The aircraft also provide onward support to the remote Amundsen-Scott South Pole Station. USAF began augmenting the Navy's "Operation Deep Freeze" with the C-124 in 1956. C-130s began Antarctic support in 1959, operating without skis until the initial ski-borne deployment of the C-130D in January 1960. By 1975, the New York ANG's 109th AW operated USAF's only ski-equipped LC-130 supporting Distant Early Warning sites in the high Arctic. The unit began augmenting Navy LC-130s during Deep Freeze in 1988, before taking over primary responsibility in 1999. Three aircraft were converted from ex-Navy LC-130Rs, and the NSF funded an additional three new-build aircraft in 1995-96. LC-130s have been upgraded with eight-bladed NP-2000 propellers to increase takeoff performance, digital cockpit displays and flight management systems, multifunction radar, modernized comms, and a single air data computer. LC-130s are upgraded along with the baseline C-130H fleet, including Avionics Modernization Program Increment 2 launched in 2022 and center wing box replacement. Required upgrades include NVG-compatible flight deck, secure BLOS data link, increased reliability commercial SATCOM, and self-defensive/missile warning capability. The ANG test-flew an LC-130 with upgraded T56 3.5 engine enhancements for the first time in October 2022. Paired with the NP2000 propellers, the upgrade improves payload, range, high-altitude performance, and reliability. A total of four LC-130s flew 63 Operation Deep Freeze missions supporting NSF research during the 2025-2026 season. Aircraft carried a total of 1,086 passengers, 1,350 tons of cargo and fuel. LC-130s also completed nine medical evacuations from Antarctica to Christchurch, New Zealand, and cooperated with Canadian Forces landing on a freshwater ice runway for the first time in decades during Operation Nanook-Nunalivut. Increased Russian and Chinese activity in the Arctic and a current mission capable rate below 50 percent prompted USAF to shift funds to begin developing a next-generation LC-130J for arctic support. Congress approved funding the first aircraft in FY26.

Contractor: Lockheed Martin.
First Flight: 1957 (ski-equipped C-130D).
Delivered: 1974-96.
IOC: Circa October 1984.
Production: 10.
Inventory: 10.
Operator: ANG.
Aircraft Location: Stratton ANGB, N.Y.
Active Variants:
▪LC-130H Skibird. Arctic support variant with wheel-ski gear and eight-bladed propellers.
Dimensions: Span 132.6 ft, length 97.8 ft, height 38.8 ft; nose ski 10 ft by 6 ft wide, main gear skis 12 ft by 6 ft wide.
Weight: Max T-O 155,000 lb; max payload 45,000 lb.
Power Plant: Four Rolls-Royce T56 3.5 turboprops, each 4,591 shp.
Performance: Speed 366 mph; range with 35,000-lb payload 1,636 miles (with engine upgrades).
Ceiling: With max payload, 23,000 ft.
Accommodation: Two pilots, navigator, flight engineer, loadmaster.
Load: Up to 92 passengers or 74 litters; six cargo pallets, 16 Container Delivery System (CDS) bundles, or any combination up to max weight.

VC-25 AIR FORCE ONE

Presidential airlift

Brief: The VC-25 is a specially configured Boeing 747-200B equipped for airlifting the President and his entourage. VC-25s operate under the call sign "Air Force One" when the President is aboard, and SAM (Special Air Mission) during nonpresidential flights. Aircraft are equipped with staff work areas, a conference room, a general seating area, and an executive office. Communications capability includes worldwide secure and clear communications and a full suite of strategic C2 comm/data links. The aircraft also have a full self-defensive suite. The fleet is operated by the Presidential Airlift Group of the 89th Airlift Wing at JB Andrews. FY20 funded the fleet's final block upgrade, which included MUOS and protected



Adam Schultz/White House

SATCOM, weather radar, digital voice/data comms, and networking. FY26 funds integration of the Multi-Role Tactical Common Data Link to add low-latency satellite teleconferencing and higher-capacity tactical data links on a second aircraft. USAF also plans to upgrade the fleet with the Senior Leader Communication Modernization effort in common with its

executive fleets. These aim to keep the VC-25A fleet viable until the next generation VC-25B enters service. Boeing began converting two undelivered commercial 747-8 Intercontinental airframes to VC-25B standards under a $3.9 billion contract in 2020. VC-25B modification includes adding mission comms, DV interior, self-defensive systems, integral airstairs/ground-level boarding, as well as autonomous baggage handling, a second auxiliary power unit, and uprated electrical systems. Unlike the current fleet, the VC-25B will not be capable of refueling in-flight as a cost-saving measure. Production challenges have delayed the aircraft by three years jeopardizing the VC-25A's congressionally mandated 2025 out-of-service date. USAF is working to modernize the anticipated communications suite to keep pace with operational requirements and acquired two additional 747-8 airframes to accelerate prototyping and development. Boeing now plans to deliver the first aircraft in 2028, and the second in 2029. The White House also accepted a 747-8 donated by the Qatari government for use as a temporary presidential aircraft as early as 2026.

Contractor: Boeing.
First Flight: Sept. 6, 1990 (VC-25A).
Delivered: August-December 1990.
IOC: Dec. 8, 1990; planned 2027 (VC-25B).
Production: Two VC-25A; two VC-25B (undergoing modification).
Inventory: Two (VC-25A).
Operator: AMC.
Aircraft Location: JB Andrews, Md.
Active Variants:
▪VC-25A. Specially configured presidential support version of the Boeing 747-200B.
▪VC-25B. Next-generation presidential aircraft based on the Boeing 747-8 Intercontinental.
Dimensions: Span 195.8 ft, length 231.8 ft, height 63.4 ft (A); span 224.5 ft, length 250.2 ft, height 63.4 ft (B).
Weight: Max T-O 833,000 lb (A); max T-O 987,000 lb (B).
Power Plant: Four GE Aviation CF6-80C2B1 turbofans, each 56,700 lb thrust (A); four GE Aviation GEnx-2B turbofans, each 66,500 lb thrust (B).
Performance: Speed 630 mph, range 7,800 miles (farther with air refueling) (A); speed 660 mph, range 8,900 miles (B).
Ceiling: 45,100 ft.
Accommodation: Two pilots, navigator, flight engineer, up to 22 cabin and maintenance crew; Load: Up to 102 passengers (A); TBD (B).



Senior Airman William Finn V

HH-60 Jolly Green

HH-60 PAVE HAWK

Personnel recovery/medium lift

Brief: The HH-60G Pave Hawk is an armed, all-weather day/night CSAR helicopter derived from the UH-60 Black Hawk. Additional missions include casualty/medical evacuation, disaster and humanitarian response, firefighting, and combat/utility support. The HH-60G is equipped with advanced INS/GPS/Doppler navigation systems, SATCOM, and secure/antijam communications, and personnel locating system (PLS) that aids location of a survivor's radio. It includes automatic flight control, NVG lighting, FLIR, an engine/rotor blade anti-ice system, in-flight refueling probe, additional fuel tanks, and an integral rescue hoist. Combat enhancements include a full self-defensive suite and two miniguns (or .50-caliber guns). Major upgrades include Block 162, which encompasses Avionics Communications Suite Upgrade and replaced obsolete systems with color weather radar, improved TACAN, new RWR, auto direction finding, and digital intercoms. HH-60U are modified UH-60Ms operated by AFMC for testing and support. USAF modified 21 Army surplus UH-60Ls as combat loss replacements which were delivered between 2016 and 2022. USAF began retiring the Pave Hawk fleet in 2022 and plans to fully recapitalize its rescue fleet with new-build HH-60Ws this year. AFRC's 920th Rescue Wing at Patrick decommissioned its last HH-60Gs in September 2025.

Contractor: Lockheed Martin Sikorsky.
First Flight: October 1974.
Delivered: 1982-1998 (HH-60G).
IOC: 1982.
Production: 10 (HH-60G); three (HH-60U).
Inventory: 27 (HH-60G); three (HH-60U) (Current as of FY24).
Operator: AFMC (HH-60U), ANG, AFRC.
Aircraft Location: Eglin AFB, Fla.; JB Elmendorf-Richardson, Alaska; Moffett Field, Calif.
Active Variants:
▪HH-60G. Modified UH-60 helicopter equipped for CSAR.
▪HH-60U. Modified UH-60M helicopters utilized by AFMC for utility and test support.
Dimensions: Rotor diameter 53.6 ft, overall length 64.7 ft, height 16.7 ft.



Airman 1st Class Catherine Daniel

Weight: Max T-O 22,000 lb.
Power Plant: Two GE Aviation T700-GE-700/701C turboshafts, each 1,560-1,940 shp.
Performance: Speed 184 mph; range 580 miles (farther with air refueling).
Ceiling: 14,000 ft.
Armament: Two 7.62 mm miniguns or two .50-caliber machine guns.
Accommodation: Two pilots, flight engineer, gunner.
Load: Up to three PJs and four nonambulatory patients.

HH-60 JOLLY GREEN II

Personnel recovery/medium lift

Brief: The HH-60W is an armed, all-weather day/night CSAR helicopter meant to replace the HH-60G. The type is derived from the UH-60M Black Hawk and dubbed "Jolly Green II" in honor of the Vietnam-era HH-3 and HH-53. Additional missions include casualty/medical evacuation, disaster and humanitarian response, firefighting, and combat/utility support. The HH-60W features a fully digital glass cockpit, improved hot weather/high-altitude performance, onboard self-defenses capable of defeating higher-end threats, increased usable cabin space, and double the internal fuel capacity of the HH-60G. Features include digital RWR, laser/missile/ hostile fire warning, integrated chaff/flares, cabin and cockpit armor, mounted 7.62 mm and .50-cal weapons, LINK 16, SADL, integrated cockpit/cabin displays, advanced comms, ADSB, tactical moving map displays, upturned IR-masking exhausts, and efficient wide-chord rotor blades. USAF awarded Sikorsky Aircraft the $1.28 billion Combat Rescue Helicopter contract to replace the HH-60G on June 26, 2014, and accepted the first production aircraft on May 18, 2021. USAF revised its accelerated procurement plan to buy a total of 75 HH-60Ws over five lots (decreased from a planned 113 aircraft) which Congress amended to 89 airframes. USAF dropped plans to replace DV UH-1Ns at Andrews with MH-139s, instead repurposing 26 HH-60Ws for Air Force District Washington. Upgrades include Degraded Visual Environment (DVE) system to prevent disorientation during takeoff and landing as part of the HH-60W's first major capability upgrades. FY26 begins VIP-transport modifications for AFDW aircraft, as well as jam-resistant GPS, MUOS next-generation SATCOMS integration, and software and airspace compliance updates.



Senior Airman Sarah McKernan

Development includes Distributed Aperture IR Countermeasures (DAIRCM) to counter modern missile threats, Video Data Link (VDL), improved Blue Force Tracker, and integrated system diagnostics. The service is also exploring options to merge sensor-related interface to save weight. Current tests are validating deficiency fixes, refining the external GAU-21 .50-cal. machine gun mounts, and verifying low-visibility hover instrumentation. USAF approved full-rate production and shifted to operational fielding, adding Patrick as an HH-60W operating location on Feb. 16, 2025.

Contractor: Lockheed Martin Sikorsky.
First Flight: May 17, 2019.
Delivered: 2019-present.
IOC: Sept. 7, 2022.
Production: 89 (planned).
Inventory: 69 (HH-60W).
Operator: ANG, ACC, AETC, AFRC, PACAF, USAFE.
Planned: USAFE, AFDW, ANG.
Aircraft Location: Aviano AB, Italy; Davis-Monthan AFB, Ariz.; Duke Field, Fla.; Francis S. Gabreski Arpt., N.Y.; Kadena AB, Japan; Kirtland AFB, N.M.; Moody AFB, Ga.; Patrick SFB, Fla. Planned: JB Andrews, Md.; JB Elmendorf-Richardson, Alaska; Moffett Field, Calif.; and Nellis AFB, Nev.
Active Variants:
▪HH-60W. Developmental next-generation Combat Rescue Helicopter based on the UH-60M.
Dimensions: Rotor diameter 53.6 ft, overall length 64.7 ft, height 16.7 ft.
Weight: Max T-O 23,500 lb.
Power Plant: Two GE Aviation T700-GE-701D turboshafts, each 1,940 shp.
Performance: Speed 192 mph; range 690 miles (air refuelable).
Ceiling: 14,000 ft.
Armament: Two 7.62 mm miniguns or two .50-caliber machine guns.
Accommodation: Two pilots, flight engineer, gunner, two PJs.
Load: Total of 12 personnel or 9,000 lbs internal/sling-loaded cargo.

MH-139 GREY WOLF

Missile field security/light lift

Brief: The MH-139 is based on the Leonardo AW139 and is modified with mission-specific equipment, systems, and armament by prime contractor Boeing. Features include an open-architecture glass cockpit, weather radar, enhanced ground proximity warning, radar altimeter, engine IR signature



Senior Airman Breanna Christopher Volkmar

reduction, and military UHF/SATCOMS. The helicopter also features defensive systems such as chaff/flares and missile warning, cockpit and cabin ballistic protection, and crashworthy, self-sealing fuel tanks. AFGSC aircraft will be optionally armed with cabin-mounted 7.62 mm M240 machine guns. USAF awarded Boeing the $2.4 billion UH-1N replacement contract on Sept. 24, 2018, following cancellation of the earlier Common Vertical Lift Support Program (CVLSP). Requirements were driven by the MH-139's primary ICBM-field security and support role but targeted to eventually replace UH-1Ns in the DV lift and aircrew survival training roles as well. Since the commercial AW139 is a mature system, USAF streamlined developmental testing to focus on mission requirements. Poor performance in crosswind, degraded visual conditions, and austere operations conditions delayed full flight certification to 2022. Most flight-limiting deficiencies were corrected during developmental testing in 2024, though hover limits due to engine debris injection hampered initial operational testing, completed in June 2025. Grey Wolf proved 50 percent faster, longer-ranged, and capable of carrying more security forces responders than the legacy UH-1N, though USAF is working to fix remaining issues with the intercom and machine-gun mounts. The service cut the planned 84-helicopter buy to 56 aircraft due to budget constraints, eliminating the MH-139's secondary DV airlift role to focus on nuclear missile-field security and crew training. FY26 requests two aircraft with a total of eight slated for delivery this FY. The first production aircraft was delivered to Malmstrom on Aug. 5, 2024, and a decision to ramp up to full-rate production of 15 helicopters annually is expected this year. Two helicopters from Malmstrom's 40th Helicopter Squadron flew the first operational ICBM convoy support mission on Jan. 8, 2026.

Contractors: Boeing (prime contractor); Leonardo (formerly Agusta-Westland) (airframe); Honeywell (avionics).
First Flight: 2019.
Delivered: August 2022-present; (USAF/contractor-operated test aircraft delivered Dec. 19, 2019).
IOC: 2026 (planned).
Production: 56 (planned).
Inventory: 17.
Operator: AFGSC, AFRC.
Aircraft Location: Malmstrom AFB, Mont.; Maxwell AFB, Ala. Planned: F.E. Warren AFB, Wyo.; Minot AFB, N.D.
Active Variants:
▪MH-139A. Military version of the AgustaWestland AW139 for utility support and light lift.
Dimensions: Rotor diameter 45.2 ft, length 54.7 ft, height 16.3 ft.
Weight: Max gross 14,110 lb.
Power Plant: Two Pratt & Whitney PT6C-67C turboshaft, each 1,100 shp.
Performance: Speed 167 mph, range 890 miles.
Ceiling: 20,000 ft.
Armament: Two M240 7.62 mm machine guns (mission dependent).
Accommodation: Two pilots, flight engineer.
Load: 15 passengers (depending on fuel, equipment, and atmospheric conditions) or up to four litters and five medical personnel.

UH-1 HUEY/IROQUOIS

Light lift/training

Brief: The UH-1N aircraft initially provided search and rescue capabilities before replacing earlier Huey variants in the ICBM field security and support role. UH-1Ns also provide administrative/DV lift to U.S. National Capital Region at JB Andrews and U.S. Forces-Japan at Yokota, as well as supporting aircrew survival training at Fairchild. The TH-1H fleet provides Air Force helicopter pilot training at Fort Rucker. USAF modified single-engine UH-1H to become a dedicated TH-1H training variant, extending the airframes' service lives by at least 20 years. USAF awarded Boeing the $2.4 billion UH-1N replacement contract for up to 84 MH-139s in 2018, but contract delays pushed initial fielding to 2023 or beyond. The fleet is fully upgraded with NVG-compatible cockpits, sensors, and safety and sustainment improvements. The UH-1N is the only DOD aircraft fleet to consistently achieve its target mission capable rate over the past decade and FY26 funds additional reliability enhancements. USAF planned to begin retiring the fleet in 2022 with full retirement by 2032. Yokota retired its Hueys on Sept. 5, 2025, placing a single aircraft on permanent display on base.

Contractors: Bell Helicopter; Lockheed Martin (TH-1H prime).
First Flight: April 1969 (UH-1N).
Delivered: September 1970-1974; November 2005-2013 (TH-1H).
IOC: October 1970 (UH-1N); circa 2009 (TH-1H).
Production: 28 (TH-1H); 79 (USAF UH-1Ns).
Inventory: 28 (TH-1H); 61 (UH-1N).
Operator: AETC, Air Force District of Washington, AFGSC, AFMC, PACAF.
Aircraft Location: Eglin AFB, Fla.; Fairchild AFB, Wash.; F. E. Warren AFB, Wyo.; Fort Rucker, Ala.; JB Andrews, Md.; Kirtland AFB, N.M.; Malmstrom AFB, Mont.; Minot AFB, N.D.



2nd Lt. Rebecca Abordo

Active Variants:
- TH-1H. Modified single-engine UH-1H used for flight training.
- UH-1N. Military version of the Bell 212 used for utility support and light lift.

Dimensions: Rotor diameter 48 ft, length 57 ft, height 13 ft (TH-1H); rotor diameter 48 ft, length 57.1 ft, height 12.8 ft. (UH-1N).
Weight: Max gross 10,500 lb.
Power Plant: One Honeywell T53-L-703 turboshaft, 1,800 shp (TH-1H); two Pratt & Whitney Canada T400-CP-400 turboshafts, 1,290 shp (UH-1N).
Performance: Speed 149 mph, range 300+ miles (UH-1N).
Ceiling: 15,000 ft (10,000 ft with 10,000+ lb).
Armament: (Optional) two General Electric 7.62 mm miniguns or two 40 mm grenade launchers; two seven-tube 2.75-in rocket launchers.
Accommodation: Two pilots, flight engineer.
Load: Six to 13 passengers (depending on fuel, equipment, and atmospheric conditions) or up to six litters or, without seats, bulky, oversize cargo (UH-1N).

TRAINER AIRCRAFT



Richard Gonzales/USAF

A-29 SUPER TUCANO

Light attack

Brief: The A-29 Super Tucano is a turboprop light attack/armed reconnaissance aircraft designed by Embraer in Brazil and built under license by Sierra Nevada Corp. The A-29 was a contender for the Air Force's Light Attack/Armed Reconnaissance (LAAR) as well as the 2017 Light Attack Experiment (OA-X) that evaluated off-the-shelf CAS/ISR platforms for low-cost counterinsurgency operations. The A-29 ultimately lost out to the OA-1K Skyraider II, which will replace the AFSOC-operated U-28A fleet. AETC also operated the A-29 to train Afghan and Nigerian Air Force pilots through 2021. Three aircraft were delivered to AFSOC at Hurlburt in early 2021. The aircraft were then transferred to the Air Force Test Pilot School (AFTPS) at Edwards on Aug. 18, 2024, due to changing mission requirements. The Super Tucanos were ferried from Davis-Monthan to Edwards last July and underwent comprehensive maintenance and evaluation prior to integration into AFTPS' training syllabus. The type provides modern avionics, weapons, sensors, Link-16 networking and external stores capability while giving students a novel airframe for evaluation training.

Contractor: Sierra Nevada Corp.
First Flight: June 2, 1999.
Delivered: Feb. 23, 2021-March 31, 2021.
IOC: N/A.
Production: Three.
Inventory: Three.
Operator: AFMC.
Aircraft Location: Edwards AFB, Calif.
Active Variants:
▪ A-29 Super Tucano. License-built version of the Embraer EMB-314 light attack aircraft.
Dimensions: Span 36.5 ft, length 37.3 ft, height 13 ft.
Weight: Max T-O 11,905 lb.
Power Plant: One Pratt & Whitney Canada PT6A-68C turboprop, 1,604 shp.
Performance: Speed 368 mph, range 1,900 miles (with wing-mounted external tanks).
Ceiling: 35,000 ft.
Armament: Two internal wing-mounted .50-caliber machine guns (200 rd each), up to 3,714 lb of external weapons on four wing and one centerline station.
Accommodation: Two aircrew on Martin Baker MK10 zero/zero ejection seats.

T-1 JAYHAWK

Advanced trainer

Brief: The T-1A is a military version of the Beechcraft 400A business jet used in the advanced phase of JSUPT for tanker/transport pilot and CSO training pipelines. The cockpit seats an instructor and two students. Militarization includes UHF/VHF radios, INS, TACAN, airborne direction finder, increased bird-strike resistance, and an additional fuselage fuel tank. CSO training aircraft also incorporate GPS-driven synthetic aperture radar (SAR) and simulated RWR, as well as a second student and instructor station. Upgrade efforts are focused on avionics modernization and include new MFD and terrain collision avoidance systems. The Avionics Modernization Program (AMP), completed in 2023, replaced the flight deck with a commercial glass cockpit. A total of 73 aircraft, including all



Sean Worrel/USAF

CSO-training airframes, were completed prior to USAF beginning fleet drawdown in FY23. Congress barred AETC from retiring an additional 52 aircraft in FY24 until it fully implemented a revamped Undergraduate Pilot Training road map completed in April 2024. AETC reversed plans to keep the 22 CSO-configured trainers at Pensacola and will instead use simulators for CSO and mobility pilot qualifications. T-1As retired from JBSA-Randolph on July 15, 2024, followed by Laughlin on Dec. 17, and Pensacola on July 28, 2025. AETC plans to retire the remaining fleet this year.

Contractors: Beechcraft (airframe); Field Aerospace/Collins Aerospace (AMP).
Operator: AETC.
First Flight: July 5, 1991.
Delivered: Jan. 17, 1992-July 1997.
IOC: January 1993.
Production: 180.
Inventory: 43.
Aircraft Location: Columbus AFB, Miss.; Vance AFB, Okla.
Active Variant:
▪T-1A. Military trainer version of Beechcraft 400A.
Dimensions: Span 43.5 ft, length 48.4 ft, height 13.9 ft.
Weight: Max T-O 16,100 lb.
Power Plant: Two Pratt & Whitney Canada JT15D-5B turbofans, each 2,900 lb thrust.
Performance: Speed 538 mph, range 2,555 miles.
Ceiling: 41,000 ft.
Accommodation: Three pilots (two students side-by-side, instructor in jump-seat); one pilot, one CSO trainee side-by side, instructor in jump-seat, one radar/system student and one instructor at aft-consoles (CSO-training configured aircraft).

T-6 TEXAN II

Primary trainer

Brief: The T-6 is a joint Air Force/Navy undergraduate pilot trainer developed under the Joint Primary Aircraft Training System program. The aircraft is based on the Swiss-designed Pilatus PC-9, and the Navy version is designated T-6B. Mods include a strengthened fuselage, zero/zero ejection seats, upgraded engine, increased fuel capacity, pressurized cockpit, bird-resistant canopy, and digital avionics with sunlight-readable LCDs. The tandem student and instructor positions are interchangeable, including single-pilot operation from either seat. The T-6 is fully aerobatic and features an anti-G system. T-6s completed Next-Generation Onboard



USAF

Oxygen Generation System (OBOGS) upgrades in 2024, drastically reducing hypoxia-type incidents that previously plagued the fleet. Ongoing mods include a crash-survivable flight data recorder and the Avionics Replacement Program (ARP) which will replace the T-6A's aging HUD cockpit displays and interface, integrate simulated air-to-air/air-to-ground weapons and EW, and modernize debriefing aids. Future development includes controlled flight-into-terrain-avoidance systems. The T-6's mission capable rate fell to 54 percent last year, impacting pilot production and leading to discussion of shifting some T-6 training to the future T-7A when it enters service. The Japan Air Self-Defense Force (JASDF) signed a contract for the first two T-6JPs to replace the Fuji T-7, becoming the type's 15th foreign customer on Dec. 12, 2025.

Contractor: Beechcraft/Textron Aviation Defense (formerly Raytheon).
First Flight: July 15, 1998.
Delivered: May 2000-May 2010.
IOC: May 2000.
Production: 452 (USAF); 328 (USN).
Inventory: 442 (USAF).
Operator: AETC, USN.
Aircraft Location: USAF: Columbus AFB, Miss.; Laughlin AFB, JBSA-Randolph, and Sheppard AFB, Texas; Vance AFB, Okla.; NAS Pensacola, Fla.
Active Variants:
▪T-6A. Joint service primary training aircraft, based on the Pilatus PC-9.
Dimensions: Span 33.5 ft, length 33.4 ft, height 10.7 ft.
Weight: Max T-O 8,300 lb (T-6).
Power Plant: One Pratt & Whitney Canada PT6A-68 turboprop, 1,100 shp.
Performance: Speed 320 mph, range 1,035 miles.
Ceiling: 31,000 ft.
Accommodation: Two pilots on Martin Baker MK16LA zero/zero ejection seats.

T-7A RED HAWK

Advanced trainer

Brief: The T-7A Red Hawk is the Air Force's developmental next-generation, supersonic advanced jet trainer. The service selected the joint-venture Boeing-SAAB aircraft as the winner of its $9.2 billion "T-X" competition to replace the T-38 on Sept. 20, 2018. The Air Force dubbed the type "Red Hawk" in honor of the WWII Tuskegee Airmen. The T-7A was developed in fewer than three years using digital design techniques to quickly field new, low-cost designs. The aircraft was designed from the outset to replicate the systems and performance of advanced fourth- and fifth-generation aircraft including high-G/high angle of attack performance and a blend of synthetic and onboard systems, including simulated radar, defensive systems, data links, and smart weapons. It incorporates fly-by-wire controls, a fully digital glass cockpit, "stadium seating" to improve backseat visibility, next-gen ACES 5 ejection seats, modular systems architecture, and maintainer-friendly design to cut downtime and life-cycle cost. T-7A is being developed in tandem with the Ground-Based Training System simulator and courseware to provide AETC with a seamless, comprehensive flight training program. The first of two "production ready" airframes flew from Boeing's facility at St. Louis on Dec. 21, 2016, launching initial flight-testing with the manufacturer. Boeing delivered the first of five production-representative aircraft to Edwards on Nov. 9, 2023, launching USAF and Boeing developmental flight-testing. Boeing flight tests over the last year focused on correcting deficiencies for type certification, including instability at high angles of attack, and concerns with ejection seats, as well as fine turning flight control software, engines, and flight dynamics. USAF developmental testing is focused on evaluating wing flutter, flight dynamics, structural loading, and systems including the on-board oxygen generation system



Joshua McClanahan/USAF

(OBOGS). Deficiencies uncovered in early testing and supply chain problems delayed the low-rate production decision two years to 2026, and USAF now plans to complete developmental tests and reach initial operational capability in 2028. AETC received the first operational T-7A at JBSA-Randolph, Dec. 5, 2025, starting initial operational testing and prior to instructor pilot qualification in 2027. JBSA-Randolph expects delivery of the second of 14 T-7As this spring.

Contractors: Boeing-SAAB; General Electric (engine); Collins Aerospace (cockpit/ejection seats).
First Flight: June 28, 2023.
Delivered: 2023 onward (planned).
IOC: 2028 (planned).
Production: 351 (planned).
Inventory: Three (not including contractor-owned test airframes).
Operator: AETC; Planned: AFMC.
Aircraft Location: Edwards AFB, Calif.; JBSA-Randolph, Texas. Planned: Columbus AFB, Miss.; Laughlin AFB, Sheppard AFB, Texas; Vance AFB, Okla.
Active Variants:
▪T-7A. Developmental next-generation advanced trainer.
Dimensions: Span 30.6 ft, length 46.9 ft, height 13.5 ft.
Weight: Max T-O 12,125 lb.
Power Plant: General Electric F404-GE-103 augmented turbofan, 17,200 lb thrust.
Performance: Speed Mach 1.05+, range approx. 1,140 miles.
Ceiling: 50,000 ft+.
Accommodation: Two pilots on ACES 5 zero/zero ejection seats.

T-38 TALON

Advanced trainer

Brief: The T-38 was the first supersonic trainer aircraft and primarily serves AETC's advanced JSUPT fighter/bomber tracks and Introduction to Fighter Fundamentals. The aircraft is used to teach supersonic techniques, aerobatics, formation, night and instrument flying, and cross-country/low-level navigation. The T-38 is also used by the USAF Test Pilot School to train test pilots and flight-test engineers and by ACC and AFGSC as a companion trainer to maintain pilot proficiency. ACC uses regenerated T-38s as dedicated Aggressor aircraft for F-22 training and companion



Jet Fabara/USAF

trainers for the B-2 and U-2 programs. T-38Bs are equipped with a gunsight and centerline station for mounting external stores including ECM pod/practice bomb dispensers. Aircraft were redesignated T-38Cs after avionics modernization that added a glass cockpit and HUD, color MFDs, mission computer, integrated INS/GPS, and reshaped engine inlets. T-38s were designed for 7,000 flying hours but many have surpassed 20,000 hours, requiring life-extension to bridge the gap to replacement by the T-7A. Pacer Classic III is the type's third structural renewal effort and the most intensive in its history, replacing major longerons, bulkheads/formers, intakes, internal skins, and structural floors on 180 high-risk T-38Cs. The concurrent Talon Repair Inspection and Maintenance (TRIM) program addresses similar issues across the T-38A and T-38B fleets as well as T-38Cs lacking Pacer Classic III mods through 2029. Pacer Classic III redelivered the first of the 180 upgraded aircraft in 2015 and is slated for completion in FY26. TRIM launched in 2023 will redeliver 22 aircraft this year. Future upgrades focus on cockpit modernization, including the Terminal Avionics Replacement Program (TARP) and Low-cost Avionics Modification Program (LAMP). TARP replaces obsolete HUD components and cockpit displays, while LAMP modernizes inertial navigation and instrument landing systems to prevent spatial disorientation. Avionics upgrades in FY26 are limited to modernized Video Data Transfer Unit to enhance aircrew debriefing capabilities. Delays to the T-7A program have strained the fleet which suffers a shortage of overhauled engines due to obsolescence, dragging mission capable rates as low as 58 percent and continuing to delay pilot training. USAF plans to divest 17 nonrepairable T-38s in FY26.

Contractors: Northrop Grumman; Boeing (sustainment); CPI Aerostructures (Pacer Classic III kits).
First Flight: April 1959 (T-38A); July 8, 1998 (T-38C).
Delivered: 1961-72 (T-38A); 2002-07 (T-38C).
IOC: March 1961.
Production: 1,187.
Inventory: 52 (T-38A); six (AT-38B); 437 (T-38C) (Current as of FY24).
Operator: ACC, AETC, AFGSC, AFMC.
Aircraft Location: Beale AFB and Edwards AFB, Calif.; Columbus AFB, Miss.; Holloman AFB, N.M.; JB Langley-Eustis, Va.; JBSA-Randolph and Sheppard AFB, Texas; Vance AFB, Okla.; Whiteman AFB, Mo.
Active Variants:
▪T-38A. Upgraded version with Pacer Classic I and II mods.
▪AT-38B. Armed weapons training version.
▪T-38C. Modernized airframes incorporating glass cockpits and upgraded engines.
Dimensions: Span 25.3 ft, length 46.3 ft, height 12.8 ft.
Weight: Max T-O 12,093 lb.
Power Plant: Two General Electric J85-GE-5 augmented turbojets, each 2,900 lb thrust.
Performance: Speed 812 mph, range 1,093 miles.
Ceiling: 55,000 ft+.
Accommodation: Two pilots on Martin Baker US16T zero/zero ejection seats.

EXPERIMENTAL AND TEST VEHICLES



USAF

X-37B ORBITAL TEST VEHICLE

Orbital test

Brief: : X-37B is an unmanned experimental Orbital Test Vehicle (OTV) aimed at developing and maturing a reusable space-launch capability and conducting classified, extended, on-orbit missions/experiments and/or launching small satellites. NASA began the X-37 program in 1999, with the intention of building two demonstrators to validate technologies for both launch/on-orbit flight, and reentry/landing. Only the Approach and Landing Test Vehicle (ALTV) was built before NASA handed over the program to DARPA, which completed ALTV captive-carry/drop testing with the subscale X-40A in 2006. The X-37B is based on NASA's notional OTV and is boosted into low-Earth orbit atop a standard Atlas V or SpaceX Falcon 9 launch vehicle for long-endurance space missions. The craft has an internal payload bay similar to the space shuttle orbiter's and can deploy satellites or conduct on-orbit experimentation. The vehicle autonomously reenters the atmosphere upon command from a ground control station (GCS), and it lands conventionally on the runway. Development includes advanced guidance, navigation and controls, avionics, thermal-resistant materials, propulsion, and autonomous control systems. The program's two test vehicles have successfully completed six orbital missions. The first mission (OTV-1) launched in 2010 and remained on-orbit 224 days. The OTV-2 and OTV-3 missions launched in 2011 and 2012, and remained on orbit 468 days and 674 days, respectively. The OTV-4 mission remained aloft for 718 days and landed at Cape Canaveral for the first time on March 25, 2017. The OTV-5 mission marked the type's first launch atop a SpaceX Falcon 9 on Sept. 7, 2017, setting a record of 780 days on orbit, returning to Earth on Oct. 27, 2019. USSF launched its inaugural X-37B mission, OTV-6 (USSF-7), on May 17, 2020, which surpassed all previous flights, logging 908 days on orbit before landing at Kennedy Space Center on Nov. 12, 2022. OTV-6 was equipped with an aft-mounted service module enabling it to carry a larger research payload. The craft successfully deployed the U.S. Air Force Academy's experimental Falcon SAT-8 as well as conducted a demonstration converting solar to RF microwave energy and transmitting it back to Earth. OTV-7 was carried aloft by a Falcon Heavy rocket for the first time on Dec. 28, 2023, from Cape Canaveral. The launch closely followed deployment of a Chinese space plane dubbed "Shenlong." OTV-7 demonstrated a fuel-efficient "aerobraking" maneuver to change orbits prior to landing at Vandenberg on March 7, 2025. OVT-8 launched on Aug. 21, 2025, carrying AFRL's experimental laser communications and quantum navigation payloads.

Contractor: Boeing.
Operator: USSF SPoC, Space Delta 9 Detachment 1, (DEL 9 Det. 1).
First Launch: April 22, 2010.
IOC: N/A.
Launch Vehicle: Atlas V, Falcon 9, Falcon Heavy.
Production: Two.
Inventory: Two.
Operational Location: Cape Canaveral SFS, Fla. (launch/landing); Vandenberg SFB, Calif., Kennedy Space Center, Fla. (landing).
Active Variant:
▪X-37B. DARPA/USAF-developed Orbital Test Vehicles.
Dimensions: Span 14 ft, length 29.25 ft (without service module), height 9.5 ft.
Weight: 11,000 lb at launch.
Propulsion: Single liquid-propellant rocket motor.
Endurance: 908+ days on orbit.
Orbit Altitude: Low-Earth orbit (LEO) at 110-500 miles.
Power: Gallium arsenide solar cells with lithium-ion batteries.

X-62 VARIABLE-STABILITY IN-FLIGHT TEST AIRCRAFT

In-flight simulator

Brief: The X-62 Variable-stability In-flight Simulator Test Aircraft (VISTA) is a highly modified F-16D Block 30 capable of replicating the flight characteristics of a wide array of aircraft. VISTA was initially modified to support the Multi-Axis Thrust-Vectoring (MATV) program that tested the combat potential of high-angle-of-attack maneuvers starting in July 1993. VISTA completed 95 test flights with the Axisymmetric Vectoring Exhaust Nozzle (AVEN) and General Electric F110-GE-100 engine before the program terminated in 1994. The aircraft subsequently became a mainstay of the USAF Test Pilot School, training test pilots and flight-test engineers to evaluate



Richard Gonzales/USAF

unstable or unpredict-able aircraft with relative safety. The VISTA aircraft more recently aided in the development and testing of Automatic Integrated Collision Avoidance Systems (ICAS), enhancing the safety of the F-16 and other fighter fleets. Originally designated NF-16D, the aircraft was equipped with the VISTA Simulation System (VSS) which could generate differing flight dynamics for the pilot linked to a second control stick in the cockpit. VISTA incorporates an enlarged dorsal spine for additional equipment as well as a drag chute in common with some export variants of the F-16. It was redesignated X-62 in 2021 as part of a radical modernization that included upgrading VSS and integrating the new System for Autonomous Control of Simulation (SACS) and Model Following Algorithm (MFA). SACS permits the aircraft to be remotely controlled from the ground or operated via reprogramable synthetic artificial intelligence (AI), though with a safety pilot onboard. Open-architecture upgrades permit rapid reprogramming of various AI or control dynamics to replicate a broader variety of aircraft including uncrewed platforms. X-62 became the first supersonic aircraft to fly under AI control in December 2022 completing a series of 21 flights before advancing to dogfight scenarios that built from defensive to offensive, eventually countering conventional, manned fighters in 2023. The Air Force Research Laboratory is employing X-62 as a surrogate to test software for the Skyborg paired, autonomous aircraft program. Algorithms flown on the X-62 enabled an unmanned XQ-58A Valkyrie to successfully fly via synthetic AI control. USAF is also modifying six F-16s with autonomous flight controls under the separate Viper Experimentation and Next-gen Operations Model-Autonomy Flying Testbed program (VENOM-AFT), which is likewise developing Collaborative Combat Aircraft (CCA) concepts. X-62 is slated for a Mission System Upgrade that will add AESA radar and advanced sensors expanding the complexity of experiments and scenarios it can undertake.

Contractors: Lockheed Martin; Calspan Aviation (VISTA VSS).
First Flight: April 1992 (NF-16D VISTA).
Delivered: January 1995.
IOC: 1992.
Production: One.
Inventory: One.
Operator: AFMC (AFRL, AFTPS).
Aircraft Location: Edwards AFB, Calif.
Active Variants:
▪X-62A. Highly modified F-16D Variable stability In-Flight Simulator Aircraft (VISTA).
Dimensions: Span 32.8 ft, length 49.3 ft, height 16.7 ft.
Weight: Max T-O 42,300 lb.
Power Plant: F100-PW-229 augmented turbofan, 29,000 lb thrust.
Performance: Speed Mach 2+, range 3,200 miles.
Ceiling: 50,000 ft.
Accommodation: Two pilots on ACES II zero/zero ejection seats; remote or AI algorithm control (with safety pilot).

UNCREWED AIRCRAFT SYSTEMS



Airman 1st Class Ryan Witkop

An MQ-9 Reaper assigned to the 29th Attack Squadron takes off during a routine training flight over Holloman Air Force Base, N.M., Feb. 11, 2026. Holloman's highly trained MQ-9 sensor operators conducted more than 180,000 simulated and in-air flight hours in 2025.

BQM-167 SUBSCALE AERIAL TARGET

Full-scale aerial target

Brief: BQM-167A is a subscale, unmanned aerial target and threat simulator serving missile/weapons development, testing, validation, and training over the Eglin Test and Training Range. The 82nd Aerial Targets Squadron employs the cheaper subscale targets to complement its QF-16 full scale aerial target fleet operating from Tyndall. The BQM-167 is boosted to



Sara Vidoni/USAF

flying speed from a launch rail via a solid-fuel Rocket-Assisted Take Off (RATO) motor that is then jettisoned. BQM-167 can represent air targets maneuvering at up to 9 Gs at speeds up to Mach 0.91 and altitudes between 50 and 50,000 feet. The drone is constructed of durable, lightweight composites, equipped with a recovery parachute, and depending on its condition capable of being refurbished and reused. BQM-167s incorporate a scoring system and a range of threat-simulating systems/stores, including IFF, EA pods, IR/radar countermeasures as well as IR/radar signature augmentation to simulate a variety of threats. The Air Force competitively awarded the first BQM-167 production contract in 2002 and awarded a $338 million contract for Lot 17 through 21 in 2021. USAF exercised an option for 60 targets with Gas, Aero, Payload, and Power (GAPP) updates to better replicate advanced threats in September 2024. FY26 funds support production of 20 subscale targets as well as rocket assisted takeoff boosters.

Contractor: Kratos Unmanned Aerial Systems.
First Flight: Dec. 8, 2004.
Delivered: 2004-present.
IOC: 2008.
Production: 800+ (planned).
Inventory: Approx. 37.
Operator: ACC.
Aircraft Location: Tyndall AFB, Fla.

Active Variants:
▪BQM-167A. Subscale aerial target.
Dimensions: Span 10.5 ft, length 20 ft, height 4 ft.
Weight: Max T-O 2,050 lb.
Power Plant: MicroTurbo (Safran) Tri 60-5 turbofan, 1,000 lb thrust.
Performance: Speed Mach 0.91, range unknown.
Ceiling: 50,000 ft.
Defensive Systems: Chaff/flares, EA pods, IR/RF wing pods (augmentation).
Accommodation: Preprogramed, unmanned.

MQ-9 REAPER

Attack/armed reconnaissance

Brief: The MQ-9B is a medium- to high-altitude, long-endurance hunter-killer RPA, primarily tasked with eliminating time-critical and high-value targets in permissive environments. Additional roles include CAS, CSAR, precision strike, armed overwatch, target development/designation, and terminal weapon guidance. The MQ-9 fulfills a secondary tactical ISR role utilizing its Multispectral Targeting System-B (MTS-B), upgraded Lynx SAR and a variety of podded sensors. MTS-B integrates EO/IR, color/monochrome daylight TV, image-intensified TV, and a laser designator/illuminator. MTS-B provides FMV as separate video streams or fused together. The MQ-9 employs SAR for JDAM targeting and dismounted target tracking. MQ-9B debuted in combat in Afghanistan in 2007. Extended Range (ER) mods added external fuel tanks, a four-bladed propeller, engine alcohol/water injection, heavyweight landing gear, longer wings and tail surfaces,



Airman 1st Class Victoria Nuzzi

and other enhancements in 2023. The Multi-Domain Operations (M2DO) configuration debuted in 2022 transitions the MQ-9 from counterinsurgency to future roles in or near contested airspace. M2DO adds enhanced data link and control robustness, plug-and-play system integration, and double the power to integrate future advanced sensors, systems, and algorithms. Other enhancements include antijam GPS, Link 16, internet-protocol and

modular mission system architecture, enhanced C2 resiliency, and greater flight autonomy/automation. Fleetwide retrofits are slated for completion by FY26. The System Lifecycle Agile Modernization (SLAM) program will continuously upgrade the MQ-9 for emerging threats. Automatic Takeoff and Land Capability (ATLC) and single operator control of up to three MQ-9s now allow it to operate from airfields worldwide without a line-of-sight ground station, vastly increasing its utility for Agile Combat Employment. USAF is working to shore up command and control using Proliferated Low-Earth Orbit satellites, as well as potentially increasing the aircraft's ability to operate autonomously. USAF is divesting the highest-time Block 5 airframes through 2027 but plans to retain a fleet of 140 Reapers through 2035. At least seven MQ-9s were lost in combat against Houthi rebels attacking shipping in the Red Sea in 2025 and approximately a dozen were lost in combat over Iran. Two additional aircraft were lost in noncombat mishaps. Reapers were also heavily employed in maritime strike and ISR against narco-trafficking vessels in the Caribbean during Operation Southern Spear.

Contractors: General Atomics Aeronautical Systems; L3Harris; Raytheon (sensors).
First Flight: February 2001.
Delivered: November 2003-present.
IOC: October 2007; 2015 (ER).
Production: 338.
Inventory: 182.
Operator: ACC, AFMC, AFRC (associate), AFSOC, ANG.
Aircraft Location: Cannon AFB, N.M.; Creech AFB, Nev.; Eglin AFB, Fla.; Ellington Field, Texas; Fort Drum, N.Y.; Fort Huachuca, Ariz.; Hancock Field, N.Y.; Hector Arpt., N.D.; Holloman AFB, N.M.; March ARB, Calif.; Nellis AFB, Nev.; Whiteman AFB, Mo., and deployed locations worldwide.
GCS Location: Cannon AFB, N.M.; Creech AFB, Nev.; Battle Creek ANGB, Mich.; Davis-Monthan AFB, Ariz.; Des Moines Arpt., Iowa; Ellington Field, Texas; Ellsworth AFB, S.D.; Fort Smith Arpt., Ark.; Hancock Field, N.Y.; Hector Arpt., N.D.; Holloman AFB, N.M.; Horsham AGS, Pa.; Hurlburt Field, Fla.; March ARB, Calif.; Niagara Falls Arpt., N.Y.; Shaw AFB, S.C.; Springfield-Beckley Arpt., Ohio.; Whiteman AFB, Mo.
Active Variants:
▪MQ-9B Reaper Block 5. Improved, current production Reaper, incorporating extended-range fuel tanks, longer wings, and other enhancements.
Dimensions: Span 79 ft, length 36 ft, height 12.5 ft.
Weight: Max T-O 10,500 lb.
Power Plant: One Honeywell TPE331-10GD turboprop, max 900 shp.
Performance: Cruise speed 230 mph, range 1,150+ miles, endurance 34 hr.
Ceiling: 50,000 ft.
Armament: Combination of AGM-114 Hellfire (up to 10), GBU-12/49 Paveway II, and GBU-38 JDAMs.
Accommodation: Pilot, sensor operator (operating from GCS).

QF-16 FULL-SCALE AERIAL TARGET

Full-scale aerial target

Brief: QF-16 is a manned/unmanned aerial target and threat simulator serving missile/weapons development, testing, validation, and training. QF-16s replaced the QF-4 Full-Scale Aerial Target (FSAT) from 2015 through the type's final retirement in 2017. QF-16s are capable of manned or "not under live local operator" (NULLO) control operations. The first of 13 LRIP QF-16s was delivered to Tyndall in early 2015, and Boeing is under contract to deliver converted airframes in six production lots through April 2025. Recent upgrades include EA pod and software modernization to more accurately replicate adversary capabilities and tactics, ground-control modernization, and threat realism/countermeasure improvements. USAF is seeking a follow-on supersonic Next Generation Aerial Target (NGAT) to better replicate advanced adversary platforms' performance, radar, IR, and system signatures. Boeing redelivered the 127th and final QF-16 conversion in late 2025, officially transitioning the program to fleet sustainment. USAF is soliciting industry proposals to extend operations for up to 90 QF-16s through at least 2035 due to lack of a suitable replacement.

Contractors: Lockheed Martin; Boeing (drone conversion).
First Flight: May 4, 2012.
Delivered: February 2015-November 2025.
IOC: Sept. 23, 2016.
Production: 127.
Inventory: 11 (QF-16A); 62 (QF-16C) (Current as of FY24).
Operator: ACC.
Aircraft Location: Holloman AFB, N.M.; Tyndall AFB, Fla.



Airman 1st Class Emily Kenney

Active Variants:
▪QF-16A. Converted from retired F-16A Block 15.
▪QF-16C. Converted from retired F-16C Block 25 and Block 30.
Dimensions: Span 32.8 ft, length 49.3 ft, height 16.7 ft.
Weight: Max T-O 37,500 lb.
Power Plant: Pratt & Whitney F100-PW-200 augmented turbofan, 23,830 lb thrust (Block 15); Pratt & Whitney F100-PW-220 augmented turbofan, 23,830 lb thrust (Block 25); GE Aviation F110-GE-100 augmented turbofan, 29,000 lb thrust (Block 30).
Performance: Speed Mach 2, ferry range 2,000+ miles.
Ceiling: 50,000 ft.
Defensive systems/stores: Chaff/flares; EA pods: ALQ-188, ALQ-167; Towed Aerial Target Gunnery System.
Accommodation: Safety pilot (optional) on ACES II zero/zero ejection seat.

RQ-4 GLOBAL HAWK

High-altitude reconnaissance

Brief: The Global Hawk is a strategic, long-endurance, high-altitude "deep look" ISR platform complementing satellite and manned ISR. The system consists of the aircraft and sensors, launch and recovery element (LRE), mission control element (MCE), and comms/mission planning cell. The preproduction Block 10 debuted in combat in 2001 and retired in 2011. The follow-on Block 20 was initially equipped with the Enhanced Integrated



Bryce Bennett/USAF

Sensor Suite (EISS) for imagery intelligence (IMINT) and five were eventually converted as EQ-4B Battlefield Airborne Communications Node (BACN) relays, retired in 2021. The most numerous Block 30 was a multi-intelligence fleet equipped with EO/IR, SAR, and SIGINT sensors retired in 2022 and subsequently converted to telemetry platforms to support hypersonic weapons testing. Block 40 is the sole remaining variant and is equipped with the Multiplatform Radar Technology Insertion Program (MP-RTIP) sensor for ground-moving target surveillance. Its AESA and SAR simultaneously conduct moving target and cruise missile tracking, as well as stationary imagery collection. NATO also operates a pooled fleet of RQ-4Ds based on the Block 40, which declared initial operating capability with the Allied Ground Surveillance fleet in 2021. FY26 funds support Block 40 and Ground Station sustainment, and Congress extended the fleet's previously planned retirement from 2027 to at least 2030.

Contractors: Northrop Grumman; Raytheon; L3Harris.
First Flight: Feb. 28, 1998.
Delivered: August 2003-circa April 2017.
IOC: August 2011 (Block 30); August 2016 (Block 40).

Production: 45 (USAF).
Inventory: Nine (Block 40).
Operator: ACC.
Aircraft Location: Grand Forks AFB, N.D. (Block 40); forward operating locations: Andersen AFB, Guam; NAS Sigonella, Italy; RAF Fairford, U.K; Yokota AB, Japan.
Active Variants:
▪RQ-4B Block 40. AESA and SAR equipped ground-moving target indication (GMTI) and battlefield ISR platform.
Dimensions: Span 130.9 ft, length 47.6 ft, height 15.3 ft.
Weight: Max T-O 32,250 lb; max payload 3,000 lb.
Power Plant: One Rolls-Royce North American F137-RR-100 turbofan, 7,600 lb thrust.
Performance: Speed 356.5 mph, range 14,150 miles, endurance 32+ hrs (24 hrs on-station loiter at 1,200 miles).
Ceiling: 60,000 ft.
Accommodation: LRE Pilot, MCE pilot, MCE sensor operator (operating from LRE/MCE) and/or maintainer at four workstations (in GSMP-upgraded ground segments).



USAF

RQ-170 SENTINEL

Unmanned surveillance and reconnaissance

Brief: RQ-170 is an unmanned, stealthy, penetrating, day/night tactical ISR platform. Although the RQ-170 was still under development and testing, USAF employed it in Southwest Asia during Enduring Freedom. The RPA was developed in response to DOD's call for additional RPA support for combatant commanders. USAF publicly acknowledged the aircraft after photos appeared in foreign news media of operations over Afghanistan in 2009. The type is operated by the 432nd Wing at Creech and the 30th Reconnaissance Squadron at Tonopah Test Range. In 2011, an RQ-170 was captured almost intact by Iranian forces. Iran allegedly reverse-engineered a copy of the aircraft, which the Israeli Air Force reported shooting down during an engagement inside Israeli territory on Feb. 10, 2018. Lockheed Martin revealed the RQ-170 supported the Jan. 3, 2026, raid to capture and extradite Venezuela's then-President, Nicolás Maduro.

Contractor: Lockheed Martin.
Operator: ACC.
GCS Location: Creech AFB, Nev.; Tonopah Test Range, Nev.
Aircraft Location: Tonopah Test Range, Nev.; deployed worldwide.
Known Active Variant:
▪RQ-170. No data available.
Dimensions: Span 65.6 ft, length 14.75 ft.

STRATEGIC WEAPONS



Airman 1st Class Kyle Wilson

AGM-86 AIR-LAUNCHED CRUISE MISSLE (ALCM)

Strategic air-to-surface cruise missile

Brief: The AGM-86 is a low-level, penetrating nuclear strike weapon for use against strategic surface targets. ALCM's small radar signature and low-level flight capability enhance the missile's effectiveness. The nuclear AGM-86B was the first production version with a total of 1,715 delivered through 1986. USAF cut the inventory to approximately 528 ALCM of which roughly 200 are considered "deployed." Some ALCMs were modified for conventional use with INS/GPS guidance and a blast fragmentation warhead and redelivered in 1987 as the AGM-86C CALCM and were operationally employed for the first time in Desert Storm and widely used in subsequent operations. CALCM was capable of adverse weather, day/night, air-to-surface, accurate, standoff strike at ranges greater than 500 miles. The AGM-86D was CALCM's Block II penetrator version with AUP-3(M) warhead used for standoff strikes on hardened, deeply buried targets in Afghanistan. CALCM was retired in early 2019 and AGM-186C/D were sent to Barksdale where they completed demilitarization and disposal in 2022. ALCM is undergoing SLEP/component remanufacture to stretch its service life to 2030, pending replacement by the Long-Range Standoff (LRSO) missile. USAF awarded technology-maturation and risk-reduction contracts for the LRSO in 2017, resulting in the selection and continued development of Raytheon's AGM-181 Long-Range Standoff Weapon. Plans call for fielding the nuclear AGM-181 by the late 2020s, possibly followed by a conventional derivative thereafter.

Contractor: Boeing.
First Flight: June 1979 (full-scale development).
Delivered: 1981-1986.
IOC: December 1982 (B); January 1991 (C); November 2001 (D).
Production: 1,715.
Inventory: Approx. 528 (B).
Operator: AFGSC.
Unit Location: Minot AFB, N.D.
Active Variants:
▪ AGM-86B. Nuclear ALCM variant.
Dimensions: Span 12 ft, length 20.8 ft, body diameter 2 ft.
Weight: 3,150 lb.
Power Plant: Williams/Teledyne CAE F107-WR-10 turbofan, 600 lb thrust.
Performance: Speed 550 mph, range 1,500+ miles (B).
Guidance: Inertial plus Terrain Contour Matching (B).
Warhead: W80-1 nuclear warhead (B).
Estimated Yield: W80-1 warhead: 5-150 kilotons (preselectable).
Integration: B-52H.

AGM-181 LONG-RANGE STANDOFF MISSILE (LRSO)

Air-launched nuclear cruise missile

Brief: The AGM-181 Long-Range Standoff missile is the Air Force's developmental, next-generation air-launched nuclear cruise missile to replace ALCM. The stealthy, subsonic weapon is designed to equip the B-21 and preserve the modernized B-52J's ability to conduct stand-off strikes against anti-access, area denial targets. LRSO is a core element of AFGSC's air and land-based nuclear modernization effort alongside the B-21 and LGM-35 Sentinel. USAF awarded Raytheon a $2 billion sole-source development contract to develop the weapon in 2021 targeting a low-rate initial production decision by 2027. LRSO was initially planned to begin replacing ALCM by 2030. The service plans to procure 1,087 missiles, roughly a third smaller initial buy of legacy AGM-86B—but approximately double the current inventory. LRSO conducted its first fully integrated systems test in February 2022, passed its critical design review in early 2023, and is meeting both cost and timeline objectives. Flight-testing on the B-52 began with a series of nine flights in 2022 validating safe separation, stability, engine performance, and flight control. The weapon is designed to carry the selectable 150 kiloton-yield W80-4 thermonuclear warhead to a range exceeding 1,500 miles. FY26 funded $442.7 million in procurement and an additional $606.9 million in research and development. B-52 flight-testing, including external carriage of multiple weapons, is ongoing.



U.S. Air Force illustration

Contractor: Raytheon; Sandia National Laboratories (systems support); NNSA (W80-4 warhead).
First Flight: 2022.
Delivered: Circa 2022-present.
IOC: 2030 (planned).
Production: 1,087 (planned).
Inventory: N/A.
Operator: AFGSC.
Unit Location: Edwards AFB, Calif.
Active Variants:
▪ AGM-181A. Developmental sixth-generation nuclear cruise missile to replace the AGM-86B ALCM.
Dimensions: Unknown.
Weight: Unknown.
Propulsion: Air-breathing turbojet/turbofan.
Performance: High subsonic, range approx. 1,500+ miles.
Guidance: Unknown.
Warhead: W80-4 thermonuclear warhead.
Estimated yield: 150 kiloton (selectable).
Integration: B-52H; B-21 (planned).

AGM-183 AIR-LAUNCHED RAPID RESPONSE WEAPON (ARRW)

Hypersonic air-to-surface weapon

Brief: The AGM-183A is a developmental boost-glide hypersonic missile to provide future, nonnuclear strike against time-sensitive, heavily defended, high-value targets from standoff range. The missile is designed to accelerate to speeds well in excess of Mach 5 before releasing a nonpowered glide vehicle that maneuvers a warhead to the intended target. USAF conducted seven captive flight tests with an instrumented test article on a B-52H at Edwards, culminating in an aborted boost in December 2020. USAF achieved safe separation and target acquisition on the third attempt on July 28, 2021, but the booster failed to ignite. ARRW achieved safe separation and booster ignition for the first time on May 14, 2022, attaining Mach 5 after release from a B-52, which was followed by a second successful launch prior to operational testing. An AGM-183 completed the first live-fire test of a full-up weapon on Dec. 9, 2022, successfully flying the planned route and impacting the predetermined target. Two of the three all-up round test flights in 2023 were successful, though a glide vehicle suffered a shroud separation failure which invalidated the terminal performance data. Assessments indicate ARRW is survivable against advanced defenses. The most recent all-up round test on March 17, 2024, proved the weapon's land-target engagement capability though early failures limited analysis of its performance against a full array of targets. USAF planned to shift hypersonic test funding to the Hypersonic Attack Cruise Missile (HACM). Delays to HACM flight-testing (now planned for this year) prompted USAF to restart ARRW acquisition, including $387.1 million in the FY26 budget. Integration was originally planned for the B-1, B-52, and possibly F-15E/EX pending test results.



Giancarlo Casem/USAF

Contractor: Lockheed Martin.
First Flight: May 14, 2022.
Delivered: TBD.
IOC: N/A (originally planned for 2022).
Production: TBD.
Inventory: N/A.
Operator: AFMC, Planned: AFGSC.
Unit Location: Edwards AFB, Calif.
Active Variants:
▪ AGM-183A. Developmental prototype hypersonic boost-glide weapon.
Dimensions: Unknown.
Weight: Unknown.
Propulsion: Solid fuel rocket.
Performance: Mach 5+, range approx. 1,000 miles.
Guidance: Unknown.
Warhead: Boost-glide vehicle with explosive warhead.

B61 THERMONUCLEAR BOMB

Air-to-surface thermonuclear bomb

Brief: B61 is an air-dropped battlefield/tactical nuclear weapon equipping the F-16 and F-15E in the forward-deployed, allied extended deterrent role. It is also the B-2's primary strategic weapon. B61 was first delivered in 1966, and the B61 Mod 11 introduced in 1997 adds a ground-penetrating capability, enhancing its effect against buried and hardened targets. The weapon incorporates several preselectable yield options tailored to mission requirements. The B61 Mod 12 Life Extension Program (LEP) begun in 2016 consolidated the B61-3, -4, -7, and -10 into a single, standardized configuration. The LEP refurbished the warheads to improve the safety, security, and reliability through 2040. B61-12 also added a guided tail kit, making it the first precision guided weapon of its type, thus permitting higher effectiveness at lower yields. USAF and the National Nuclear Security Administration finished B61-12 qualification flight-testing on June 9, 2018. Operational flight-testing certified the F-15E as the first aircraft capable of delivering the B61-12 in 2020 followed by a full weapon system demo on the B-2A. The F-35A achieved nuclear certification on Oct. 12, 2023, with B61 integration as part of Block 4 upgrades. The first production B61-12 was produced in 2021 prior to full-rate production ramp-up the following year. The entire inventory was upgraded through 2024 and manufacture of spares and components will continue through FY26. Congress approved DOD plans to develop the next B61-13 variant using -12 enhancement to modernize the higher yield -7 in August 2024. B61-13 will modernize the



Airman 1st Class Devan Halstead

existing weapons for use against "harder and large area military targets," replacing the 1.2 megaton B83-1 and the approximately 360 kiloton-yield B61-7 without increasing the existing stockpile. The National Nuclear Security Agency announced completion of the first B61-13 a year ahead of schedule on May 19, 2025.

Contractors: National Nuclear Security Agency Los Alamos National Laboratory, Sandia National Laboratory, Kansas City National Security Campus, Y-12 National Security Complex, Savannah River Site, and Pantex Plant (weapon); Boeing (B61-12 tail kit).
Delivered: 1979-1998 (legacy stockpile); 2022-present (B61-12 mod).
IOC: 1968.
Production: Approx. 1,840 (current active variants).
Inventory: Approx. 725 (including stockpiled and deployed).
Operator: AFMC, USAFE.
Deployed locations: Aviano AB, Italy; Büchel AB, Germany; Ghedi AB, Italy; Incirlik AB, Turkey; Kleine Brogel AB, Belgium; Volkel AB, Netherlands.
Active Variants:
▪B61-11. Ground-penetrating free-fall thermonuclear weapon with 400kt fixed yield.
▪B61-12. Modernized free-fall thermonuclear weapon with 0.3-50kt selectable yield and precision-guidance tail kit.
▪B61-13. Prototype modernized free-fall thermonuclear weapon with higher yields for use against hardened targets, based on the B61-12 precision guided weapon.
Dimensions: Length 11 ft 8 in., diameter 1 ft 1 in.
Weight: 700 lb; 825 lb (B61-12).
Performance: 0.3-400 kiloton thermonuclear yield air-droppable at speeds exceeding Mach 1.
Guidance: None (B61 Mod 1 to 11); unknown, likely INS (B61 Mod 12).
Warhead: One B61 -3, -4, -7, or -11.
Estimated Yield: 0.3 kilotons, 1.5 kilotons, 10 kilotons, 50 kilotons, (pre-selectable); 360 kilotons (B61-7), 400 kilotons (B61-11) (fixed yield).
Integration: B-2A, F-15E, and F-16C/D; NATO: F-16A/B Mid-Life Upgrade (MLU), and Panavia Tornado IDS.

LGM-30 MINUTEMAN III

Strategic surface-to-surface ballistic missile

Brief: Minuteman is a three-stage, solid-propellant nuclear deterrent ICBM housed in a survivable underground silo. Minuteman III became operational in 1970, providing improved range, rapid retargeting, and the capability to place up to three reentry vehicles on three targets with high accuracy. It is the sole operational U.S. land-based ICBM. AFGSC initially deployed 550 missiles, later reducing that number to 400 based at Malmstrom, Minot, and F.E. Warren. Deployed ICBMs were also reduced to a single-warhead configuration in 2014 under limits imposed by the New START agreement. USAF awarded Northrop Grumman the Ground Based Strategic Deterrent (GBSD) development contract in 2019, resulting in the future LGM-35A Sentinel. AFGSC planned to begin replacing Minuteman III in 2027, with Sentinel fully replacing legacy ICBMs by 2036—but announced program delays of three or more years in 2024. Current efforts are focused on sustaining Minuteman III's critical deterrent capability through the full fielding of Sentinel. Guidance and propulsion upgrades must now extend systems through the late 2030s or beyond, while modernized reentry vehicles and fuzes will serve both Minuteman and Sentinel. USAF and Lockheed Martin completed the fourth and final test of the replacement fuse clearing the way for production, as well as a successful test of the future Mk 21A reentry vehicle in 2024. FY26 requested funds for Minuteman Essential Emergency Communication Network (MEECN) mods and arm/de-arm switch replacement. Minuteman III is already more than 40 years beyond its initially planned service life, and USAF expects the system will fall below readiness standards as early as this year. USAF is assessing sustainment requirements to keep Minuteman in service longer than expected due to delays fielding Sentinel but has ruled out another full Service Life Extension Program. The service is now evaluating requirements to extending Minuteman to 2050 which it considers possible, but high-risk due to aging support infrastructure.

Contractors: Boeing; General Electric; Lockheed Martin; Northrop Grumman (formerly Orbital ATK).
First Flight: February 1961.
Delivered: 1962-1978.
IOC: December 1962, Malmstrom AFB, Mont.
Production: 1,800.



Senior Airman Abbigayle Williams

Inventory: Approx. 400 deployed.
Operator: AFGSC.
Unit Location: F.E. Warren AFB, Wyo.; Malmstrom AFB, Mont.; Minot AFB, N.D.; Vandenberg SFB, Calif. (test location).
Active Variant:
▪LGM-30G. Current Minuteman III variant.
Dimensions: Length 59.9 ft, diameter 5.5 ft.
Weight: 79,432 lb.
Propulsion: Stage 1: Orbital ATK refurbished M55 solid-propellant motor, 202,600 lb thrust; Stage 2: Orbital ATK refurbished SR19 solid-propellant motor, 60,721 lb thrust; Stage 3: Orbital ATK refurbished SR73 solid-propellant motor, 34,400 lb thrust.
Performance: Speed at burnout approx. 15,000 mph, range 6,000+ miles.
Guidance: Inertial guidance system.
Reentry Vehicle: One Mk 21 RV; one to three Mk 12/12A MIRVs. Warhead: One W87 or up to three W78 enriched uranium thermonuclear weapons.

LGM-35 SENTINEL

Strategic surface-to-surface ballistic missile



USAF illustration

Brief: The LGM-35A Sentinel is a developmental three-stage, solid-propellant, silo-based ICBM designed to replace the Minuteman III land-based element of the nuclear deterrent "triad." Nuclear modernization is the Defense Department's top priority and USAF exhaustively studied further extending the 50-year-old Minuteman III before determining full replacement would be the most cost-effective investment. USAF awarded Boeing and Northrop Grumman technology maturation and risk-reduction contracts for a future Ground-Based Strategic Deterrent (GBSD) in 2017. Boeing declined to bid on full development in 2019, leaving Northrop Grumman to develop GBSD, officially designated LGM-35A Sentinel in 2022. AFGSC plans to modernize and/or replace existing Minuteman III launch control, alert, and C2 facilities at Malmstrom, Minot, and F.E. Warren to accommodate Sentinel, targeted for IOC with nine alert missiles by 2029. Sentinel will replace 400 deployed Minuteman IIIs and 450 silos on a one-for-one basis, with the addition of 242 missiles to support developmental testing as well as reliability validation over

the life of the program. The ICBM will incorporate modular design and open system architecture to ease both maintenance and future modernization. The service plans to initially deploy it with a single thermonuclear warhead aligning it to New START limits, though the ICBM's increased performance could permit a multiple-warhead configuration. Sentinel will utilize both the Mk21 reentry vehicle and ICBM fuse already undergoing modernization for Minuteman III. AFGSC initially projected the LGM-35A would reach full operational capability by 2036, providing land-based strategic deterrence capability through at least 2075. Northrop Grumman completed a full-scale qualification static fire test of the LGM-35A's first stage solid rocket motor at its static-test facility at Promontory, Utah, on March 6, 2025, following a test of the second stage in a vacuum chamber at Arnold Engineering Development Complex, Tenn., in 2024. Required design changes to the command and launch infrastructure drove an 81 percent cost increase, triggering a monthslong DOD program review completed in 2024. USAF rescinded its approval of the preliminary design and is undertaking a program restructuring through the end of 2026. The service restarted work on a revised infrastructure plan after concluding Minuteman III facilities were not reusable in early 2025. Contractors broke ground on a prototype launch silo at Promontory Point, Utah, early this year and development of the LGM-35A continued through the review uninterupted. Engineers completed assembly of the first three-stage ground test missile as well as a full qualification test run of the second-stage rocket motor in 2025, paving the way to the first test launch. Launch was delayed at least three years due to problems sourcing guidance components and is now targeted for 2027. Planned IOC will slip to 2031 or beyond.

Contractors: Northrop Grumman (prime contractor); Aerojet Rocketdyne (third-stage solid fuel rocket); Bechtel, Clark Construction (launch infrastructure); CAE (training system); Collins Aerospace (training system/C2); General Dynamics (C2, digital engineering, aerospace equipment); Honeywell (guidance and control); Textron (reentry system); Lockheed Martin (payload support); Kratos, HDT Global (transport systems).
First Flight: 2024 (planned).
Delivered: N/A.
IOC: 2029 (planned).
Production: 642 (planned).
Inventory: Zero.
Operator: AFGSC (planned).
Unit Location: Planned: F. E. Warren AFB, Wyo.; Malmstrom AFB, Mont.; Minot AFB, N.D.; Vandenberg SFB, Calif. (test location).
Variant:
•LGM-35A. Developmental Minuteman III replacement.
Dimensions: Unknown.
Weight: Unknown.
Propulsion: Stage 1: Northrop Grumman solid-propellant motor, thrust TBD; Stage 2: Northrop Grumman solid-propellant motor, thrust TBD; Stage 3: Aerojet Rocketdyne solid-propellant motor, thrust TBD.
Performance: Speed hypersonic, range 6,000+ miles.
Guidance: Unknown.
Reentry Vehicle: Mk 21 or Mk 21A RV.
Warhead: W87-0 or W87-1 enriched uranium thermonuclear weapons.

LONG-RANGE STANDOFF WEAPONS



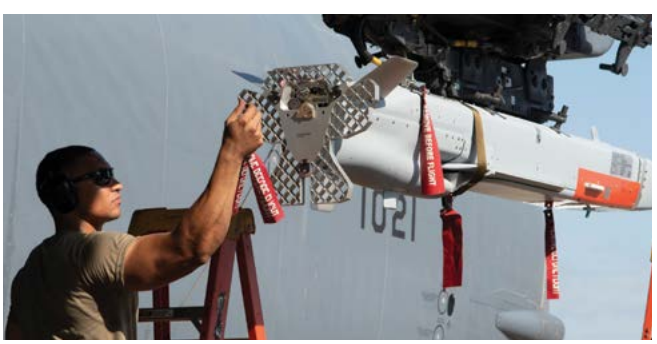
Senior Airman Jonathan Ramos

AGM-158 Joint Air-To-Air Surface Missile

ADM-160 MINIATURE AIR LAUNCHED DECOY (MALD)

Aircraft decoy; close-in radar jammer

Brief: MALD is a programmable, low-cost, modular, autonomous flight vehicle that mimics U.S. or allied aircraft to confuse enemy Integrated Air Defense Systems (IADS). MALD-J adds radar jamming capability to the basic decoy platform and can operate alone or in concert with other EW platforms. The jammer version is designed as an expendable, close-in jammer to degrade and deny an early warning or acquisition radar's ability to establish a track on strike aircraft. It also maintains the ability to fulfill the basic decoy mission. The F-16 or B-52 are lead employment aircraft for MALD. USAF capped procurement in FY12, converting Lot 4 to the MALD-J variant. Plans call for 3,000, of which 2,400 are the jammer version. USAF demonstrated in-flight retargeting capabilities and is integrating GPS-Aided Inertial Navigation System (GAINS II) to improve navigational accuracy in GPS-denied environments. An upgraded Jammer variant dubbed "MALD-X" successfully demonstrated future, low-level flight capabilities, improved EW payloads, and enhanced data links in 2018. MALD-X aims to establish USAF's future baseline and serves as the basis of the Navy's developmental MALD-N variant. USAF awarded a MALD-J contract option for Lot 10 production in 2016 and a follow-on Lot 11 contract for 250 weapons in 2018. The systems have also been noted equipping Ukrainian aircraft in combat since 2023.



Airman 1st Class Celeste Zuniga

Contractor: Raytheon.
First Flight: 1999 (MALD); 2009 (MALD-J).
Delivered: Sept. 6, 2012 (MALD-J).
IOC: 2015 (MALD-J).

Active Variants:
▪ADM-160B. MALD base decoy variant.
▪ADM-160C. MALD-J jammer/decoy variant.
Dimensions: Span 5.6 ft (extended), length 9.3 ft.
Weight: Less than 300 lb.
Power Plant: Hamilton Sundstrand TJ-150 turbojet, 337 lb thrust.
Performance: Range up to 575 miles, endurance 90 minutes (50 minutes on-station loiter).
Guidance: GPS/INS.
Integration: A-10, B-52H, F-16C. Planned: B-1B.

AGM-158 JOINT AIR-TO-SURFACE STANDOFF MISSILE (JASSM)

Air-to-surface cruise missile



Rachel Ross/USAF

Brief: JASSM is a joint USAF-Navy autonomous, precision cruise missile for use against heavily defended or high-value targets at standoff range. It can attack fixed, relocatable, and moderately hardened/buried targets. The base variant is a stealthy, low-cost airframe equipped with GPS/INS guidance and imaging IR terminal seeker. The JASSM-Extended Range (JASSM-ER) version uses the same baseline body but a new engine and fuel system that increase range to more than 500 miles. The ER was cleared for combat on the B-1B in 2015, reached full operational capability on the F-15E in 2018, and will equip all fighter/bomber platforms. Full-rate production began in 2018, and production shifted to ER-only in 2016 with early JASSMs not retrofit to ER standards. The AGM-158B extended range is the current production variant, while the AGM-158B-2 will add electronic arm-dearm, updated controls and enhanced GPS, and the future B-3 version projected for 2026 will add jam-resistant M-Code GPS. The AGM-158D planned for delivery starting in 2027 will incorporate Weapon Data Link (WDL) to enable post-launch retargeting and precision guidance in GPS-denied environments. It also adds enhanced aerodynamics including a new chine and improved wings. The Long-Range Anti-Ship Missile (LRASM) is externally similar to JASSM but optimized against maritime threats. LRASM reached early operational capability on the B-1B in December 2018 and is planned for integration on the F-15E and EX. JASSM and LRASM are USAF's premiere weapons for use in a high-end threat scenario. FY26 funds continues multiyear procurement of 389 JASSM-ER and 118 LRASM and USAF plans to increase purchases to 810 missiles a year citing threats to Europe and the Pacific. Both the F-35B and C variants are undergoing testing to carry JASSM/LRASM externally as part of Block 4 upgrades.

Contractors: Lockheed Martin; Raytheon; Honeywell.
First Flight: April 8, 1999.
Delivered: 2001-present.
IOC: September 2003; December 2014 (ER variant); 2018 (LRASM).
Production: 10,000 JASSM (planned); 400 LRASM (planned).
Active Variants:
▪ AGM-158A JASSM. Base variant.
▪ AGM-158B JASSM-ER. Extended-Range variant (including B-2 and B-3).
▪ AGM-158C LRASM. Long-Range Anti-Ship Missile, based on JASSM.
▪ AGM-158D JASSM-ER. Developmental extreme-range variant of JASSM-ER (previously XR).
Dimensions: Length 14 ft, diameter approx. 2 ft, wingspan 7.8 ft.
Power Plant: Teledyne Technologies J402 turbojet (JASSM); Williams Intl. F107-WR-105 turbofan (JASSM-ER).
Performance: Speed subsonic, range 200+ miles (baseline), 500+ miles (ER), approx. 1,000 miles (XR).
Guidance: GPS/INS and imaging IR terminal seeker.
Warhead: 1,000-lb class penetrator (JASSM); 1,000-lb blast fragmentation (LRASM).
Integration: B-1B, B-2, B-52H, F-15E, and F-16 Block 40-52; planned: F-35A (JASSM).
Planned: F-15EX, F-35A, (JASSM-ER); planned: B-52 (LRASM).

AIR-TO-AIR MISSILES



Tom Demerly/ANG

AIM-9 SIDEWINDER

Air-to-air missile

Brief: Sidewinder is an IR-guided short-range, supersonic air-to-air missile. It was developed by the Navy for fleet air defense and adapted for USAF fighters. Early versions were used extensively in the Vietnam War. The AIM-9M is a joint Navy-USAF, all-altitude, all-aspect intercept missile. It has improved defense against IR countermeasures, background discrimination, and a reduced-smoke rocket motor. AIM-9X is the newest joint-funded variant. It employs passive IR tracking, jet-vane steering for increased maneuverability and Joint Helmet-Mounted Cueing System (JHMCS) compatibility for high-angle, off-boresight targeting. The enhanced AIM-9X Block II was cleared for full-rate production in September 2015 and adds improved lock-after-launch and maneuverability, a new data link for beyond-visual range engagement, enhanced anti-countermeasures, a new fuse, and safer ground-handling characteristics. The Block II+ incorporates the same improvements but is

specifically optimized for the F-35. AIM-9X production includes 67 converted AIM-9Ms, 1,289 Block I, and planned joint-service procurement of 11,635 Block II/II-plus (nearly double the number originally planned) through 2035. FY26 funds increased from FY25, procuring a combined 149. AIM-9X Block II/II+ (X-3) missiles and 24 Captive Air Training Missiles. Development is focused on improving the AIM-9X's performance against small UAS and ability to defeat advanced IR countermeasures using optical sensing for the next AIM-9X-4 configuration. Block II+ completed operational testing of software and hardware upgrades to enhance performance and add two new, classified capabilities in early FY25, though live testing was hampered by a lack of advanced threat-representative targets.

Contractors: Raytheon; Northrop Grumman (propulsion).
First Flight: September 1953; July 1999 (AIM-9X); 2016 (AIM-9X Block II).
Delivered: AIM-9M 1983; AIM-9X from 2002-2011 (Block I); 2011-present (Block II); 2017-present (Block II+).
IOC: Circa 1983 (9M); November 2003 (9X); September 2016 (9X Block II).
Production: 1,289 (Block I); 11,635 (Block II/Block II+) (planned).
Active Variants:
- AIM-9M. Early variant.
- AIM-9M-9. Expanded anti-countermeasure capability variant.
- AIM-9X. Newest, highly maneuverable, JHMCS compatible variant.

Dimensions: Span 2.1 ft (M), 1.4 ft (X); length 9.4 ft (M), 9.9 ft (X); diameter 5 in.
Propulsion: Mk 36 Mod 11 (9M); Orbital ATK Mk 139 solid-propellant rocket motor (9X).
Performance: Speed Mach 2+, range 10+ miles.
Guidance: Passive IR homing guidance.
Warhead: HE annular blast fragmentation.
Integration: F-15C/D/E/EX, F-16C/D, F-22A (AIM-9X), F-35A (AIM-9X Block II/II+ on external pylons).

AIM-120 ADVANCED MEDIUM-RANGE AIR-TO-AIR MISSILE (AMRAAM)

Air-to-air guided missile

Brief: AMRAAM is an active, radar-guided, medium-range, supersonic air- to-air missile. It is a joint USAF-Navy follow-on to the AIM-7 Sparrow with launch-and-leave capability. The AIM-120B is an upgraded, reprogrammable variant of the original missile. The AIM-120C incorporates smaller control surfaces for internal carriage on F-22 and F-35 and a high-angle off-boresight (HOBS) launch capability. AIM-120D offers improved range, GPS-assisted guidance, updated data links, and jam resistance in addition to greater lethality. System Improvement Program (SIP II) upgrades debuted in 2020, and the latest AIM-120D3 with SIP IIIF software was fielded in March 2024. The new configuration



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incorporates Form, Fit, and Function (F3R) upgrades and nearly doubles the missile's range while increasing its kinetic energy against advanced long-distance threats. The next SIP-4 software upgrade will maximize the F3R hardware's nearly four-times-faster computing power to maximize weapon performance, while SIP-5 will expand its engagement envelope. USAF plans to potentially utilize AIM-120D3 as an affordable "capacity" weapon in tandem with the next-generation AIM-260 Joint Air Tactical Missile (JATM) which is currently in testing. FY26 continues a multiyear/large lot procurement started in 2024 funding 226 AIM-120D3 for USAF. An F-22 successfully test-fired the advanced AIM-120D with F3R modifications in 2024, achieving the longest AMRAAM shot by a fifth-generation aircraft and validating future production.

Contractors: Raytheon; Northrop Grumman; Nammo Group (propulsion).
First Flight: December 1984; Jan. 25, 2022 (AIM-120D F3R).
Delivered: 1988-present.
IOC: September 1991; July 2015 (120D).
Active Variants:
- AIM-120B. Upgraded, reprogrammable variant of AIM-120A.
- AIM-120C. Production variant optimized for the F-22/F-35.
- AIM-120D. Latest variant with GPS guidance, improved range, lethality, and jam-resistance.

Dimensions: Span 1.7 ft (A/B), 1.5 ft (C/D); length 12 ft; diameter 7 in.
Propulsion: Boost-sustain solid-propellant rocket motor.
Performance: Supersonic, range 20+ miles (AIM-120C).
Guidance: Active radar terminal/inertial midcourse.
Warhead: HE blast-fragmentation.
Integration: F-15C/D/E/, F-16C/D, F-22A, F-35A. Planned: F-15EX.

AIM-260 JOINT ADVANCED TACTICAL MISSILE (JATM)

Long-range, air-to-air guided missile

Brief: JATM is the next-generation long-range air-to-air missile designed to complement or replace the current medium-range AIM-120 AMRAAM. The AIM-260 is a highly classified joint-service program with the Navy to develop a missile capable of matching or exceeding advanced adversary weapons such as Chinese PL-15 and PL-17. Advanced adversary weapons are believed to nearly double the range of legacy AMRAAM variants, requiring a new missile to maintain the F-22 and other fifth-generation fighters' advantage against next-generation fighters such as the J-20. Recent upgrades to the AMRAAM have also greatly extended its range, potentially complementing JATM in


USAF illustration

mixed fighter load-outs. JATM is likely designed with a multimode seeker and ultra-long-range motor but fit-optimized for internal carriage in the F-22 and F-35's weapons bays. It will incorporate advanced anti-countermeasure and electronic defeat features to offset adversary technology. AIM-260 development began in 2018 followed by testing in 2020. USAF initially aimed for IOC in 2022-2023 time frame, though integration challenges with fifth-generation platforms delayed fielding. AIM-260 is in the final stages of development and testing ahead of initial fielding on the F-22. USAF plans to eventually integrate the weapon on the F-35 and potentially future unmanned Collaborative Combat Aircraft (CCA) such as the YQF-42 and YQF-44. The service procured 104 JATM in FY24, 40 in FY25, and 116 with FY26 reconciliation funds.

Contractor: Lockheed Martin.
First Flight: Circa 2020.
Delivered: 2024-present.
IOC: N/A; 2022 (initially planned).
Active Variant:
- AIM-260A. Developmental, advanced long-range air-to-air guided missile designed to succeed the AMRAAM to counter emerging threats.

Dimensions: Unknown; sized to fifth-generation fighter's internal weapons bays.
Propulsion: Likely long-burn solid-propellant rocket motor.
Performance: Supersonic, range 120++ miles.
Guidance: Likely multimode seeker.
Warhead: Likely HE blast-fragmentation.
Integration: F-22. Planned: F-35, CCAs.

AIR-TO-GROUND WEAPONS



Staff Sgt. Laura Weaver

AGM-65 Maverick

AGR-20 ADVANCED PRECISION KILL WEAPON SYSTEM (APKWS) II

Air-to-surface guided rocket

Brief: APKWS II is a low-cost, semi-active laser-guidance system sized to fit the 2.75-in aerial rocket. It is optimized for precision, low-collateral-damage strikes against moving or stationary light vehicle and personnel targets. APKWS can be fitted with HE or penetrating warheads as well as visual and IR illuminating, or white phosphorous rounds for target marking by forward air control aircraft. USAF acquired the system as an urgent operational requirement, and an F-16 employed it in combat for the first time in June 2016. The weapon employs a midbody guidance package to convert the standard rocket into a guided weapon. APKWS was already being used by the three other services and initial weapons were procured from Navy stocks. The rockets are launched from multiround reusable pods. BAE introduced a block upgrade capable of increasing APKWS' range by as much as 30 percent in 2021. The weapons have proved adaptable to new missions and an A-10 tested it against advanced reactive armor in 2022. An F-16 successfully destroyed an airborne target using APKWS during an anti-cruise missile demo and further counter-UAS development led to the AGR-20 FALCO (Fixed Wing, Air-Launched, Counter-Unmanned Aircraft Systems Ordnance). Addition of an IR seeker permits fire-and-forget capability against airborne targets, easing pilot workload in the anti-missile/counter-UAS role. The enhanced weapons have been extensively used downing Houthi missiles and drones targeting shipping in the Red Sea and Iranian weapons fired against Israel and allied infrastructure in the Persian Gulf. FY26 funds upgrade 340 rockets with APKWS software and seekers and the Navy issued BAE an initial APKWS contract option for $332 million to supply joint-service seeker kits over the next five years last December. AGR-20F were integrated onto the F-16 in 2024 followed by the F-15E in 2025.

Contractor: BAE Systems.
First Flight: May 2013 (USAF).
Delivered: October 2012-present.
IOC: Circa 2016.
Active Variant:
▪WGU-59B. Semi-active, laser-guided 2.75-in rocket, adapted for fixed-wing use against ground targets.
▪AGM -20. Fixed Wing, Air Launched, Counter-Unmanned Aircraft Systems Ordnance (FALCO) adapted for use against small airborne targets.
Dimensions: Span 9.5 in, length 6.25 ft, diameter 2.75 in.
Propulsion: Solid-propellant rocket motor.
Performance: Subsonic, range 1.2 to 6.8 miles.
Guidance: Semi-active laser.
Warhead: HE, armor-penetrating, white phosphorous, or illuminating round.
Integration: A-10, F-15E, F-16. Planned: OA-1K.

AGM-65 MAVERICK

Air-to-surface guided missile

Brief: Maverick is a TV, imaging IR, or laser-guided standoff air-to-surface missile employed by fighter/attack aircraft against tanks, vehicles, and air defenses. It was first employed during the Vietnam War and was used extensively in Desert Storm and Iraqi Freedom. AGM-65B is a launch-and-leave, EO/TV guided missile, equipped with "scene magnification" allowing acquisition of small/distant targets. Fielded in 1986, AGM-65D employs an imaging IR seeker for all-weather day/night use. The AGM-65E is laser guided with a heavyweight penetrator warhead. The AGM-65G fielded in 1989 combines an imaging IR seeker, software to track larger targets, with a heavyweight penetrator warhead, digital autopilot, and pneumatic actuation system. The AGM-65H is an upgraded B variant that recently completed tracker upgrades. The AGM-65K is a modified G variant that replaces IR guidance with EO TV and is also undergoing a tracker upgrade. The AGM-



Tom Demerly/ANG

65L is the most recent EO TV/semiactive-laser seeker equipped "Laser Maverick" designed to strike high-speed moving targets. USAF is gradually modifying legacy missiles to Laser Maverick standards but is not currently procuring additional weapons.

Contractors: Raytheon (missile body); Northrop Grumman (propulsion).
First Flight: August 1969.
Delivered: August 1972.
IOC: February 1973.
Active Variants:
▪AGM-65B. A launch-and-leave EO TV seeker variant.
▪AGM-65D. Adverse weather B variant.
▪AGM-65E. Laser-guided version heavyweight penetrator variant.

▪AGM-65G. Imaging IR seeker heavyweight penetrator variant.
▪AGM-65H. Upgraded B variant.
▪AGM-65K. Modified EO TV seeker G variant.
▪AGM-65L. Laser-guided EO TV seeker variant for fast-moving targets.
Dimensions: Span 2.3 ft, length 8.2 ft, diameter 12 in.
Propulsion: Two-stage, solid-propellant rocket motor.
Performance: Supersonic, approx. 714 mph, range 20 miles.
Guidance: EO TV guidance system (B/H/K); imaging IR seeker (D/G); laser seeker (E).
Warhead: 125-lb cone-shaped (B/D/H); 300-lb delayed-fuse penetrator (E/G/K).

AGM-88 HIGH-SPEED ANTI-RADIATION MISSILE (HARM)

Air-to-surface anti-radiation missile

Brief: HARM is an anti-radiation, air-to-surface missile highly effective against enemy ground radar. AGM-88 is a joint USAF-Navy weapon carried by SEAD-dedicated F-16CJs. AGM-88B is equipped with erasable and electronically programmable read-only memory, permitting in-field changes to missile memory. The AGM-88C is the current production model with a more lethal warhead. Raytheon began a HARM Control Section Mod (HCSM) in 2013 to convert current models to more precise AGM-88Fs with improved GPS/INS guidance, anti-countermeasure performance, and reduced risk of collateral damage. The Navy is further retrofitting its missiles with advanced networking, digital homing, and terminal millimeter-wave radar seeker resulting in the AGM-88E Advanced Anti-Radiation Guided Missile (AARGM). USAF dropped sole-source plans to pursue the extended-range AGM-88G AARGM-ER as the basis for its next-generation Stand-in Attack Weapon (SiAW), issuing a request to industry in March 2021 for proposals instead. SiAW will give the F-35 the ability to strike advanced threats including theater ballistic missile and land attack/anti-ship missile sites, GPS jammers, and anti-satellite systems. USAF is pursuing Navy-led fielding of AARGM-ER as an interim SEAD capability for



Jim Haseltine/via PACAF

the F-35A, procuring 260 missiles from FY23 to FY26 as a bridge to SiAW. AARGM-ER differs significantly from the legacy AGM-88, incorporating a new motor, larger diameter, and blended conformal strakes in place of forward stabilizing fins. A Navy F-18F successfully test-fired the first AARGM-ER in 2021, but the sea service's plan to reach IOC in 2023 slipped to early 2027 due to testing and certification delays.

Contractors: Raytheon (HARM); Northrop Grumman (AARGM).
First Flight: April 1979 (HARM); July 19, 2021 (AARGM-ER).
Delivered: 1982-98.
IOC: Circa 1984.
Active Variants:
▪AGM-88B. Early production variant.
▪AGM-88C. Current production variant.
▪AGM-88E. Next-generation Advanced Anti-Radiation Guided Missile.
▪AGM-88F. Upgraded variant with greater accuracy and precision.
▪AGM-88G. Next-generation Advanced Anti-Radiation Guided Missile Extended-Range variant.
Dimensions: Span 3.7 ft, length 13.7 ft, diameter 10 in.
Propulsion: Thiokol dual-thrust, solid-propellant rocket motor.
Performance: Mach 2+, range 30+ miles.
Guidance: Proportional passive RF broadband via fixed antenna and seeker head in missile nose.
Warhead: HE fragmentation.
Integration: F-16CJ (Block 50); planned: B-21, F-35A (AARGM-ER

STAND-IN ATTACK WEAPON (SiAW)

Advanced Air-to-Surface Missile

Brief: SiAW is the Air Force's developmental next-generation supersonic air-to-surface weapon for use against advanced integrated air defenses high-value, and rapidly relocatable targets including missile launchers. SiAW builds on the Advanced Anti-Radiation Guided Missile-Extended Range aimed at confronting "2025+" threats that the AGM-88 HARM is unable to counter and is specifically tailored for employment on the F-35A. The missile is expected to outrange and possibly outpace the approximately 180-mile Mach 4 AARGM-ER improving aircraft and weapon survivability against modern defenses. The missile incorporates highly aft tailplanes and blended conformal strakes for enhanced maneuverability, and jam-resistant INS/GPS guidance and anti-radiation seekers, as well as counter-countermeasures. It also incorporates open-architecture software to keep pace with evolving threats. Northrop Grumman was awarded the initial $705 million development and integration contract in September 2023, ahead of the first delivery of a test weapon in 2024. An F-16 successfully conducted the first inert, airborne separation over the Eglin range on Nov. 7, 2025. USAF plans to conduct a series of four guided test shots prior to Northrop Grumman delivering a completed prototype before an aggressive IOC target of this year. Initial integration is planned on the F-35A—carrying two weapons internally—followed by the F-15E, F-15EX, and B-21.

Contractor: Northrop Grumman.
First Flight: N/A.
Delivered: 2024-present.
IOC: 2026 (planned).
Active Variant:
▪SiAW. Next-generation anti-radiation air-to-ground guided extended-range missile.
Dimensions: Unknown.
Propulsion: Unknown.
Performance: projected Mach 4+, range 180+ miles.
Guidance: GPS/INS and broad-frequency anti-radiation seeker.
Warhead: Unknown.
Integration: planned: B-21, F-16, F-15E, F-15EX, F-35A.

AGM-114 HELLFIRE

Air-to-surface guided missile

Brief: Hellfire is a low-collateral-damage, precision air-to-ground missile with semi-active laser guidance for use against light armor and personnel. Missiles are employed on the MQ-9 Reaper and the AC-130J gunship. Hellfire is procured through the Army and numerous variants are utilized based on overseas contingency demands. An MQ-1 Predator employed Hellfire in combat for the first time in Afghanistan on Oct. 7, 2001. The latest AGM-114R replaces



Staff Sgt. Brian Ferguson

several types with a single, multitarget weapon and USAF is also buying variable height-of-burst (HOB) kits to enhance lethality. The next-generation Joint Air-to-Ground Missile (JAGM) is also procured via the Army and adds a modernized multimode guidance section to the AGM-114R. JAGM is used against high-value moving or stationary targets in any weather. FY26 funds USSOCOM development and procurement of the new Selectable Precision Effects Articulated (SPEAR) warhead allowing forward or radial blast patterns, depending on the target.

Contractors: Lockheed Martin (missile body); Northrop Grumman (propulsion).
First Flight: Feb. 16, 2000 (USAF).
Delivered: March 2016-present.
IOC: N/A.
Active Variants:
▪AGM-114. Numerous subvariants, depending on target and mission requirements.
▪AGM-169. JAGM, incorporating a multimode seeker on the advanced AGM-114R.
Dimensions: Span 28 in, length 5.33 ft, diameter 17 in.
Propulsion: Solid-propellant rocket motor.
Performance: Subsonic, range 5+ miles.
Guidance: EO TV guidance system (B/H/K); IIR seeker (D/G); laser seeker (E).
Warhead: Shaped charge and blast fragmentation.
Integration: AC-130J, MQ-9.

AGM-176 GRIFFIN

Air-to-surface guided missile

Brief: Griffin is a light, low-cost, multiservice air-launched weapon with GPS-aided inertial guidance and semi-active laser seeker. The weapon is used for high-precision, low-collateral damage attacks against light surface targets. The AGM-176A forms part of the PSP employed on AFSOC's AC-130J Ghostrider gunship, which employs the aft-firing weapon from ramp-mounted common-launch tubes. The forward-firing AGB-176B is employable on RPAs. FY22 ended additional procurement as USSOCOM shifts funds to confront future threats by developing small, Standoff Precision Guided Munitions (SOPGM) for use in contested environments.



Raytheon photo

Contractor: Raytheon.
First Flight: Feb. 16, 2000 (USAF).
Delivered: September 2001.
IOC: N/A.
Active Variants:
▪AGM-176A. Aft-ejecting missile employed as part of the PSP.
▪AGM-176B. Forward-firing variant optimized for light aircraft/RPAs.
Dimensions: Length 43 in, diameter 5.5 in.
Propulsion: Solid-propellant rocket motor.
Performance: Subsonic, range 12+ miles.
Guidance: GPS/INS/semi-active laser.
Warhead: Blast fragmentation.
Integration: AC-130J (A), MQ-9 (B). Planned: OA-1K.

AREA WEAPONS



Senior Airman Jonathan E. Ramos

CBU-105 SENSOR FUZED WEAPON (SFW)

Wide-area munition

Brief: SFW is a tactical area weapon for use against massed stationary or moving armor and ground vehicles. The munitions dispenser contains a payload of 10 BLU-108 submunitions each containing four skeet-shaped copper disks totaling 40 lethal, target-seeking projectiles. The skeet's active laser and passive IR sensors can detect a vehicle's shape and IR signature. If no target is detected, the warhead instead detonates at a preset time. Primary targets are massed tanks, armored personnel carriers, and other self-propelled targets. SFWs can be delivered from high altitude and in adverse weather. It debuted in combat in Iraq in 2003. DOD ceased cluster munition procurement in 2007 and has only employed the weapons in combat once since 2003. CBU-105 was the standard USAF cluster munition that met the less-than-one-percent failure rate previously mandated by DOD for use beyond 2018. DOD has since reversed course, retaining existing weapons for deterrence on the Korean Peninsula. USAF is gradually replacing its legacy area weapons with the 500-lb class and 2,000-lb class Next-Generation Area Attack Weapon (NGAAW), which replaces explosive submunitions with a high-fragmentation warhead, reducing the risk of unexploded munitions injuring noncombatants.

Contractor: Textron Systems.
First Flight: Circa 1990.
IOC: 1997.
Active Variants:
▪CBU-105. CBU-97 casing with Wind-Corrected Munitions Dispenser (WCMD) tail kit.
Dimensions: Length 7.7 ft, diameter 15 in.
Performance: Delivers 40 lethal projectiles over an area of about 500 ft x 1,200 ft. Guidance: IR targeting in each warhead; INS (via WCMD tail kit pre-dispersal) and GPS-data (via aircraft, prerelease).
Warhead: Shaped charge and blast fragmentation.
Integration: A-10C, B-1B, B-52H, F-15E; F-16C/D, (tested on MQ-9).

CBU-107 PASSIVE ATTACK WEAPON

Wide-area munition

Brief: Passive Attack Weapon is a nonexplosive, kinetic penetrating area weapon for use against sensitive targets. The CBU-107's penetrator rods limit collateral damage and do not scatter potentially contaminating debris when used against enemy WMD stockpiles. The weapon glides toward its target after release. Before impact, its inner chamber begins to rotate and projectiles are ejected in rapid succession by centrifugal force, penetrating targets within a 200-ft radius. The weapon contains various-sized penetrating projectiles, but no explosive. Full production was completed in six months. The weapon was used during Iraqi Freedom.



Tech. Sgt. Marvin Lynchard

Contractors: General Dynamics (kinetic energy penetrator payload and canister); Lockheed Martin (WCMD); Textron (tactical munition dispenser kit).
First Flight: 2002.
IOC: December 2002.
Active Variant:
▪CBU-107A. Centrifugally dispersed, armor-penetrating weapon with Wind-Corrected Munitions Dispenser (WCMD) tail kit.
Dimensions: Length 7.7 ft, diameter 15 in.
Performance: Delivers a high-speed volley of nearly 4,000 metal projectiles in three sizes from a single canister; projectiles: 15-inch rods (350), 7-inch rods (1,000), and small-nail size (2,400).
Guidance: INS (via WCMD tail kit) and GPS-data (via aircraft) pre-release.
Warhead: Nonexplosive projectiles.
Integration: B-52, F-15E, F-16C/D.

NEXT-GENERATION AREA ATTACK WEAPON (NGAAW)

Wide-area munition

Brief: Next-Generation Area Attack Weapon (NGAAW) is a blast-fragmentation area weapon designed as an alternative to cluster bomb munitions banned by DOD mandate beyond 2018. DOD ceased cluster munition procurement in 2007 and implemented a less-than-one-percent failure rate mandate on area weapons to prevent civilian casualties from unexploded ordnance. USAF awarded the $60 million NGAAW procurement contract for a compliant family of weapons in 2019. NGAAW is being developed in two increments, the 500-lb Improved Lethality Warhead (ILW) anti-personnel/materiel weapon based on the BLU-134B, followed by the more potent 2,000-lb high-fragmentation warhead. An F-16 conducted initial live-developmental test drops of the 2,000-lb-class BLU-136 at the Nellis Range in July 2020. The 10-weapon series proved the effectiveness of the weapon against light vehicles, structures, and personnel in excess of a 225-ft radius. The 2,000-lb weapon is externally like the standard JDAM when fitted with the precision-guided tail kit, requiring little adaptation to existing platforms for operational use. The NGAAW family of weapons is primarily aimed at replacing the remaining CBU-105/107 stockpile, with potential to replace additional area weapons.

Contractors: Major Tool & Machine; Faxon Machining.
First Flight: 2020.
IOC: N/A.
Active Variants:
- NGAAW Increment I. Optionally GPS/INS-guided Improved Lethality Warhead area weapon based on the 500-lb-class BLU-134/B.
- NGAAW Increment II. Optionally GPS/INS-guided 2,000-lb area weapon, based on the BLU-136/B.

Dimensions: Length approx. 12 ft (2,000-lb class with tail kit), diameter approx. 14.5 in; length approx. 7.8 ft, diameter approx. 10.7 in. (500-lb class with tail kit).
Performance: Range up to 15 miles (based on JDAM guidance/BLU-136 mass and form factor), 225+ ft effective radius (based on initial testing).
Guidance: GPS/INS.
Warhead: 2,000-lb high-fragmentation area-attack warhead with height-of-burst sensor (BLU-136/B); 500-lb fragmentation area-attack warhead (BLU-134/B).
Integration: N/A.



William R. Lewis

GBU-10/12/49 PAVEWAY II

Air-to-surface guided munition

Brief: Paveway II is a laser-guided, free-fall bomb for use against surface targets at short to standoff range. The kit is a folding-wing version of the earlier fixed-wing Paveway I with seeker and reliability improvements. The recent Paveway II Plus adds a modernized, more precise guidance package. GBU-10 is the Paveway II seeker and tail kit mounted on a 2,000-lb general-purpose bomb and primarily used against non-hardened targets. It is, however, capable of penetration. The GBU-12 has a 500-lb bomb body and is primarily used against stationary armored targets. GBU-49 also has a 500-lb body but adds GPS guidance for all-weather precision delivery from 2,500 ft up to 40,000 ft. GBU-49 currently provided the F-35A an interim moving target capability until equipped with the Block 3F software.

Contractors: Lockheed Martin; Raytheon.
First Flight: Early 1970s.
IOC: 1976.
Active Variants:
- GBU-10. Laser/GPS guided 2,000-lb bomb.
- GBU-12. Laser guided 500-lb bomb.
- GBU-16. Laser guided 1,000-lb bomb.
- GBU-49. Laser/GPS guided 500-lb bomb.

Dimensions: Span 5.5 ft, length approx. 14.8 ft, diameter 18 in (GBU-10); span 4.4 ft, length 10.8 ft, diameter 11-18 in (GBU-12/49).
Performance: CEP 29.7 ft, range 9.2 miles (GBU-10); CEP 29.7 ft, range about 6 miles (GBU-12/49).
Guidance: Semi-active laser.
Warhead: Mk 84 bomb 2,000 lb (GBU-10); Mk 82 500-lb blast/fragmentation bomb (GBU-12/49).
Integration: A-10, B-1B, B-52, F-15E, F-16C/D, F-35 (GBU-49), MQ-9.

GBU-24/28 PAVEWAY III

Air-to-surface penetrating glide bomb

Brief: Paveway III is a laser-guided free-fall bomb for use against surface targets from medium standoff range. The third-generation laser-guided seeker/tail kit package enables greater precision over Paveway II, and its high-lift airframe enables longer glide slopes for greater standoff employment. It can be dropped from low, medium, or high altitude and is effective against a broad range of high-value targets. GBU-24 is fitted to a 2,000-lb bomb body with a BLU-109 penetrating warhead. GBU-28 variants are large 5,000-lb-class air-to-ground penetrators initially developed for use against Iraq's deeply buried, hardened C2 facilities. The GBU-28B adds GPS/INS guidance to the existing laser seeker for all-weather targeting. It entered production in 1999. The GBU-28C adds a more powerful penetrating BLU-122 warhead in addition to the enhanced guidance package. It entered production in 2005 and quantities are purchased as needed to replenish and maintain stockpiles. GBU-28 will eventually be replaced by the JDAM-based GBU-72 "A5K" penetrator.



Master Sgt. Carl Clegg

Contractor: Raytheon.
First Flight: Early 1980s (GBU-24); Feb. 24, 1991 (GBU-28).
IOC: 1986 (GBU-24); 1991 (GBU-28).
Active Variants:
- GBU-24. Laser-guided 2,000-lb penetrating bomb.
- GBU-28B/B. Laser/GPS/INS-guided 5,000-lb penetrating bomb.
- GBU-28C/B. Laser/GPS/INS-guided 5,000-lb improved penetrating bomb.

Dimensions: Span 6.7 ft, length 14.4 ft, diameter 18 in (GBU-24); length approx. 20 ft, diameter 15 in (GBU-28).
Performance: Range more than 11 miles (GBU-24); range more than 5.75 miles (GBU-28).
Guidance: Semi-active laser.
Warhead: BLU-109 2,000-lb bomb (GBU-24); BLU-113 or BLU-122 5,000-lb bombs (GBU-28).
Integration: B-52, F-15E, F-16C/D (GBU-24); B-2A, B-52, F-15E (GBU-28).

GBU-31/32/38 JOINT DIRECT ATTACK MUNITION (JDAM)

Air-to-surface guided bomb

Brief: JDAM is a GPS/INS-guided, autonomous, all-weather surface attack weapon. The joint USAF-Navy program upgrades the existing inventory of general-purpose bombs by adding a GPS/INS guidance kit for accurate all-weather attack from medium/high altitudes. The weapons acquire targeting information from the aircraft's avionics. After release, an inertial guidance kit directs the weapon aided by periodic GPS updates. JDAM seeker/tail kits can be mounted on general-purpose or penetrating warheads in each weight class. JDAM can also utilize the 500-lb carbon fiber-cased Very Low Collateral Damage Weapon (VLCDW) for sensitive targets. A JDAM kit is



Ilka Cole/USAF

under development for the 5,000-lb BLU-113 penetrating weapon slated for integration and flight-testing on the F-15E. The Advanced 2,000-lb (A2K) BLU-137/B weapon is also being developed for integration onto the F-15E and B-2A. A2K will improve both precision and penetration to strike a wider variety of targets, eventually replacing the BLU-109 bunker buster. JDAM-class weapons are the most frequent air-to-ground munition expended in combat. USAF is acquiring Strategic Anti-Jam Beamforming Receiver Y-Code (SABR-Y) tail kits and developing an advanced Military Code anti-jam GPS guidance for use in signal-degraded environments. The service is also working to field a lighter-weight successor class of weapons incorporating IR/GPS guidance, maneuver wings, stealth, and EW capabilities. The U.S. supplied winged JDAM-ER as part of weapons shipments to Ukraine which extend the weapons standoff delivery to beyond 40 miles. USAF drastically reduced combat stockpile replenishment in FY22 before slightly increasing procurement to 4,200 tail kits in FY23. FY26 request procures 1,500 guidance kits. B-2s conducted a follow-on low-cost "QUICKSINK" demo using modified 500-lb and 2,000-lb JDAMs in a bilateral maritime strike scenario with Norwegian F-35s over the Norwegian Sea in September 2025. USAF staged a similar demonstration with the 2,000-lb JDAM last year.

Contractors: Boeing; Textron; Honeywell.
First Flight: Oct. 22, 1996.
IOC: 1998.
Active Variants:
- GBU-31. GPS/INS-guided 2,000-lb GP, or BLU-109 penetrating weapon.
- GBU-32. GPS/INS-guided 1,000-lb GP, or BLU-110 penetrating weapon.
- GBU-38. GPS/INS-guided 500-lb GP, or BLU-140 (prev. BLU-111) penetrating weapon.

Dimensions: Span 25 in (GBU-31), 19.6 in (GBU-32), 14 in (GBU-38); length (with JDAM and warhead) approx. 12 ft (GBU-31), 10 ft (GBU-32), 7.8 ft (GBU-38).
Performance: Range up to 15 miles, CEP with GPS 16.4 ft, CEP with only INS 98 ft.
Guidance: GPS/INS.
Warhead: 2,000-lb Mk 84/BLU-109 (GBU-31); 1,000-lb Mk 83/BLU-110 (GBU-32); 500-lb Mk 82/BLU-111 (GBU-38).
Integration: A-10C, B-52H, B-2A, B-1B, F-15E, F-16, F-22A, F-35A (GBU-31/32), and MQ-9.

GBU-39 SMALL DIAMETER BOMB I (SDB I)

Guided air-to-surface glide bomb

Brief: SDB is a low-yield, all-weather precision guided munition designed to limit collateral damage and strike targets from up to 46 miles away. Experimentation began in 2001 in response to an ACC requirement for a miniaturized precision weapon. Boeing was selected to fully develop and produce the weapon in 2003, and low-rate initial production began in 2005. Its size allows it to be carried in fighter or bomber internal weapons bays or to increase overall loadout for more independent strikes per sortie. SDB I employs advanced anti-jam GPS/INS, and target coordinates are loaded on the ground or received from the aircraft before release. Several SDBs



William Lewis/USAF

can be simultaneously released against multiple targets. The weapon was first employed by an F-15E over Iraq in 2006. The Focused Lethality Munition (FLM) is a low-collateral version employing a carbon fiber case to limit damage to structures. Laser SDB is capable of self- targeting as well as GPS-only modes and is equipped with a selectable HOB fuse to tailor kinetic effects. Current production versions incorporate Strategic Anti-Jam Beamforming Receiver Y-Code (SABR-Y) for use in GPS-denied/degraded environments. USAF reduced combat stockpile replenishment from over 2,000 weapons in FY21 to a total of 511 weapons in FY26, reflecting a shift to advanced standoff weapons to confront more advanced threats. USAF tested a dual-pylon-mounted GBU-39 configuration on the MQ-9 in 2025 as part of ongoing integration on the RPA.

Contractor: Boeing.
First Flight: May 23, 2003.
IOC: Oct. 2, 2006.
Production: 24,000 (planned).
Active Variants:
- GBU-39/B SDB I. GPS/INS-guided 250-lb low-yield bomb.
- GBU-39A/B SDB I. GPS/INS-guided Focused Lethality Munition.
- GBU-39B/B SDB I. Semiactive laser/GPS-guided 250-lb low-yield bomb.

Dimensions: Length 6 ft, width 7.5 in; BRU-61/A carriage (four bombs) length 12 ft, width 16 in, height 16 in.
Performance: Near-precision capability at standoff range up to 46 miles.
Guidance: GPS/INS.
Warhead: 250-lb class penetrating and blast fragmentation munition.
Integration: A-10, AC-130J, F-15E, F-16, F-22, F-35A. Planned: B-1, B-52, B-21, MQ-9.

GBU-53 STORMBREAKER (SMALL DIAMETER BOMB II)

Guided air-to-surface glide bomb

Brief: StormBreaker (formerly SDB II) is a joint USAF-Navy program to develop a low-yield, precision guided munition capable of striking moving targets in all weather from up to 46 miles away. Its size allows it to be carried in fighter or bomber internal weapons bays or to increase overall loadout to enable more independent strikes per sortie. Several StormBreakers can be simultaneously released against multiple targets. SDB II adds a millimeter-wave radar, imaging IR, and semi-active laser packaged into a tri-mode seeker. The bomb is retargetable after release. Improvements over SDB I include reduced susceptibility to countermeasures and network-enablement through Link 16/UHF data links. LRIP began in 2015, and USAF awarded the current production Lot 7 on April 30, 2021. Development includes integrating anti-jam GPS receiver, crypto and cyber security improvements, as well as guidance and lethality enhancements. SDB II began operational testing in June 2018 and achieved initial fielding on the F-15E on Sept. 23, 2020, followed by IOC in September 2022.



Raytheon Missile and Defense

Navy testing is underway with the F-35B/C and the service declared early operational capability on the F-18E/F in October 2023 with the original IOC target extended two years to 2026. FY26 requested funding for up to 806 SDB IIs.

Contractor: Raytheon.
First Flight: 2012.
IOC: September 2022.
Production: 21,610 (planned).
Active Variant:
▪GBU-53/B SDB II. Tri-mode guided 250-lb low-yield bomb.
Dimensions: Length 5.75 ft, wingspan 5.6 ft, diameter 7 in.
Performance: Near-precision capability at standoff range up to 46 miles.
Guidance: Tri-mode seeker millimeter-wave radar, uncooled IIR, and digital semi-active laser.
Warhead: 250-lb-class penetrating blast fragmentation munition.
Integration: F-15E. Planned: A-10, AC-130J, B-1, B-2, B-52, F-16, F-22, F-35, MQ-9.

GBU-69 SMALL GLIDE MUNITION

Guided air-to-surface glide bomb

Brief: Small Glide Munition is a standoff precision guided munition tailored to SOF mission requirements. Internally carried GBU-69/B was integrated onto the next-generation AC-103J gunship as part of Block 20+ upgrades following initial operational testing. USSOCOM is working to integrate the weapon onto RPA platforms including the MQ-9. The weapon is deployable from the AC-130J's ramp-mounted Common Launch Tubes or dropped conventionally. It is capable of quietly reaching targets from standoff range using its deployable wings to minimize risk to delivery platforms. The weapon utilizes semi-active laser and lattice-type control



Dynetics

fins (like the GBU-57) for guidance and terminal stability and is capable of receiving in-flight targeting updates via two-way data link. The weapon was jointly developed between Dynetics and USSOCOM. The company was awarded two contracts for delivery of approximately 1,000 weapons through 2022. Procurement beyond FY21 shifted to future Stand-Off Precision Guided Munitions (SOPGM) for use in contested environments. AFSOC is testing the Leidos "Black Arrow" small cruise missile on the AC-130J as a potential capability to meet future threats.

Contractor: Dynetics.
First Flight: Feb. 16, 2000 (USAF).
Delivered: 2020-present.
IOC: 2017 (USSOCOM).
Active Variant:
▪GBU-69. Semi-active laser-guided 36-lb low-yield bomb.
Dimensions: Span 28 in, length 3.5 ft, diameter 4.5 in.
Propulsion: None.
Performance: Near-precision capability at standoff range of 20+ miles.
Guidance: Semi-active laser.
Warhead: 36-lb blast fragmentation.
Integration: AC-130J; planned: MQ-9.

GBU-72 ADVANCED 5,000-POUND PENETRATOR (A5K)

Massive PGM

Brief: A5K is a GPS/INS-guided, next-generation penetrating weapon for striking high-priority hardened and deeply buried targets. The GBU-72 comprises the BLU-138 5,000-lb-class weapon paired with a modified JDAM tail kit. The weapon is being developed as a more survivable, lethal, and affordable replacement to the current Paveway III-based GBU-28. A5K's successful ground detonation test was the largest open-air "Arena" test ever conducted at Eglin, and an F-15E successfully completed the first weapon release over the Eglin Range on July 23, 2021. The drop was the first of a three flight-test series and demonstrated both safe separation from the aircraft and the JDAM tail kit's ability to guide the weapon. GBU-72 completed captive-carry flights on the B-1B on Oct. 31, 2023, as part of the aircraft's external pylon testing and USAF has discussed integration on the B-2A. GBU-72s were employed in combat striking Iranian anti-ship missile facilities near the Straits of Hormuz during Operation Epic Fury in early 2026.

Contractor: Air Force Armament Directorate.
First Flight: July 23, 2021.
Delivered: 2022-present.
IOC: Circa 2026 (first operational use).
Active Variant:
▪GBU-72. GPS/INS guided 5,000-lb BLU-138 penetrating weapon.
Guidance: Semi-active laser.
Warhead: 5,000-lb (BLU-138/GBU-72) penetrating warhead.
Dimensions: N/A.
Integration: Planned: B-1B, B-2A, F-15E.

GBU-43 MASSIVE ORDNANCE AIR BLAST (MOAB) BOMB

Massive guided bomb

Brief: MOAB is the largest satellite-guided, air-delivered weapon ever employed. It is designed for use against large area targets, deeply buried targets, or targets in tunnels or caves. The conventional HE bomb is GPS-guided, with fins and inertial gyro for pitch and roll. It was developed by the Air Force Research Laboratory Munitions Directorate at Eglin in only nine weeks to be available for the 2003 Iraq campaign. The weapon was designated Massive Ordnance Air Blast (MOAB) but is unofficially known as "Mother of All Bombs." The weapon was designed for deployment from the ramp of the now-retired MC-130H without a parachute. A total of 18,700 lb of the weapon's 21,000-lb weight is attributed to the BLU-120/B warhead. It was used operationally for the first time in April 2017 against an ISIS-occupied cave complex in Afghanistan.

Contractors: AFRL; Dynetics.
First Flight: March 11, 2003.
IOC: April 2003.
Active Variant:
▪GBU-43/B. GPS-guided 21,000-lb bomb.
Guidance: GPS/INS.
Warhead: BLU-120/B 18,700-lb HE.
Dimensions: Length 30 ft, diameter 3.3 ft.
Integration: MC/C-130.

GBU-54 LASER JOINT DIRECT ATTACK MUNITION (LJDAM)

Air-to-surface guided bomb

Brief: LJDAM is a GPS/INS guided, autonomous, all-weather attack weapon for use against fixed as well as moving ground and maritime targets. It is a joint USAF-Navy development that combines a laser guidance kit with the GPS/INS-based navigation of the existing GBU-38 JDAM. Laser JDAM made its combat debut in Iraq in August 2008. The initial LJDAM was a dual-mode, 500-lb guided weapon capable of attacking moving targets with precision using a semi-active laser guidance set. It was developed as an urgent operational need, and testing was completed in less than 17 months. The 500-lb variant was delivered in May 2008 and deployed in combat in Iraq

three months later. Boeing more recently developed the GBU-56 (2,000-lb) variant, which uses a similar semi-active laser guidance set. A Navy F-35C conducted the first simultaneous release of two externally carried GBU-54s as part of ongoing integration on all three variants of the Lightning II in 2024.



Tech. Sgt. Alex Fox Echols III

Contractor: Boeing.
First Flight: 2005.
IOC: 2008.
Active Variants:
▪GBU-54 Laser JDAM. Laser/GPS/INS-guided 500-lb GP, or BLU-111 penetrating weapon.
▪GBU-56 Laser JDAM. Laser/GPS/INS-guided 2,000-lb GP, or BLU-109 penetrating weapon.
Dimensions: Length 7.7 ft, diameter 17 in. (GBU-54); length 12.6 ft, diameter 25.3 in (GBU-56).
Performance: Range up to 15 miles (40+ miles with JDAM ER wing set).
Guidance: GPS/INS with semi-active laser.
Warhead: Mk 82/BLU-111/BLU-126/BLU-129 500-lb munition (GBU-54); Mk 84/BLU 117/BLU-109/BLU-116 2,000-lb munition (GBU-56).
Integration: Planned: F-35.

GBU-57 MASSIVE ORDNANCE PENETRATOR (MOP)

Massive PGM

Brief: MOP is a GPS-guided, earth-penetrating strike weapon for use against hardened and deeply buried targets. It was developed and tested through a USAF and Defense Threat Reduction Agency partnership in 2004 and is now managed by AFGSC. Flight-testing was conducted from 2008 to 2010, when the program transitioned to USAF. A B-2 successfully test-dropped the GBU-57 in 2014, 2015, and 2016. Several B-2s completed a total of four test drops at White Sands Missile Range, N.M., in 2017 validating the effectiveness of mods made under the Enhanced Threat Response IV upgrade. MOP proved effective, clearing the way for potential early field-ing, though the Air Force's recommendation was classified. The service is currently testing the Large Penetrator Smart Fuse (LPSF) to increase precision and lethality, though delays constructing



509th Bomb Wing

representative test targets have pushed potential fielding of the upgrade to FY25 or beyond. A B-2 employed an LPSF-equipped weapon against a tunnel test target in 2020 to validate the design, followed by a series of three performance test drops between August 2021 and May 2022. USAF conducted two full-scale tests in 2024 to validate B-2 integration fixes and Smart Fuse functionality, and lethality. B-2s struck three Iranian nuclear sites with 14 MOPs marking the weapon's first operational use during Operation Midnight Hammer in the early morning of June 22, 2025. All weapons functioned as designed, causing severe damage to the facilities and validating recent modifications made to the weapon, concluding testing.

Contractor: Boeing.
First Flight: 2008.
IOC: 2011.
Operator: AFGSC.
Active Variant:
▪GBU-57B. GPS-guided 30,000-lb penetrating weapon.
Guidance: GPS.
Warhead: 5,740-lb HE.
Dimensions: Length 20.5 ft, diameter 31.5 in.
Integration: B-2A (tests also conducted on the B-52).

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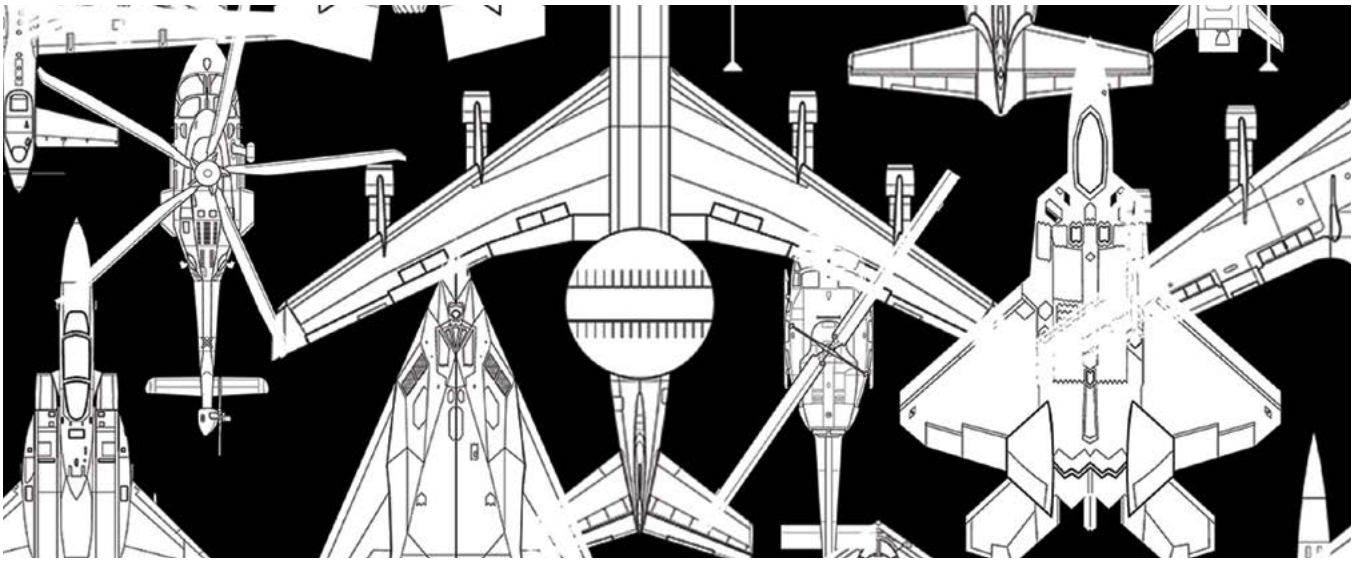
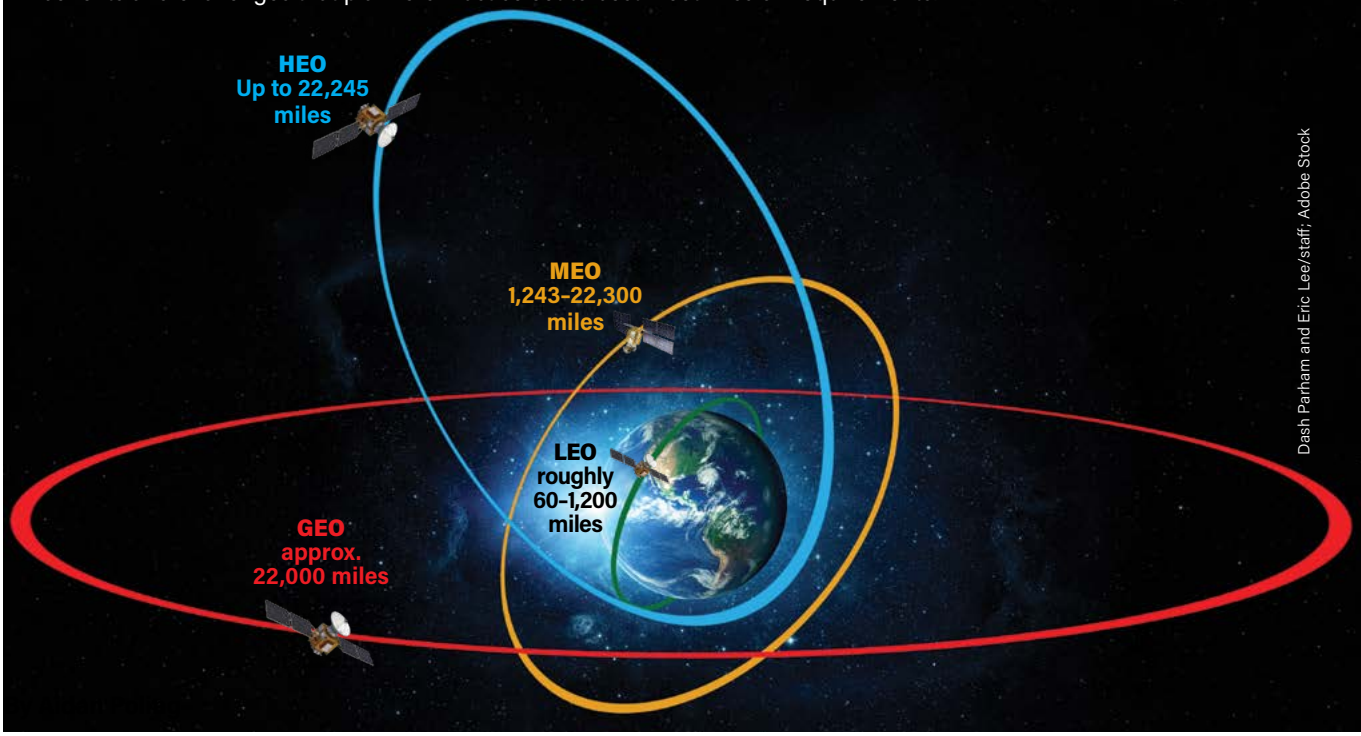


Illustration by Eric Lee/staff

SPACE SYSTEMS

How the Orbital Regimes Compare

Space Force satellites and payloads typically operate in four standard orbital regimes: Low Earth Orbit (LEO), Medium Earth Orbit (MEO), Geosynchronous Orbit (GEO), and Highly Elliptical Orbit (HEO). Each orbital regime offers unique benefits and challenges that planners must select to best meet mission requirements.



Dash Parham and Eric Lee/staff; Adobe Stock

AN/FPS-85 (EGLIN PHASED ARRAY RADAR)

Space Domain Awareness

Brief: The AN/FPS-85 is a very large-fixed array radar located at Eglin AFB. Initially designed to track satellites, a software update installed in 1975 enabled the unit to track submarine-launched ballistic missiles, or SLBMs. This became the 20th Space Surveillance Squadron's primary mission, while space surveillance became secondary. From 1971 to 1984 the 20th Surveillance Squadron served as the Alternate Space Surveillance Center, providing computational support to the Space Surveillance Center at Cheyenne Mountain AS, Colo. If the need arose, the squadron could assume command and control of worldwide SSN. During the 1980s, the AN/FPS-85 was the proving ground for development of phased array radars designed specifically for early warning of SLBM attacks. The AN/FPS-85 can detect, track, and identify up to 200 satellites simultaneously and provides 120-degree azimuth of coverage. Generating a combined output of 32 megawatts, the radar can track an object the size of a basketball at a range of more than 35,000 km. The AN/FPS-85 was the first radar purpose-built for the mission.

Contractors: AlliedSignal Inc. (prime contractor for the radar); Bendix Communications Division; IBM Computers; L3Harris (sustainment).
Operator/Location: Mission Delta 2, 20th Space Surveillance Squadron, Eglin AFB, Fla.
IOC: 1968.
Active Systems: One radar.

AN/FSY-3 (SPACE FENCE)

Space Domain Awareness

Brief: The AN/FSY-3 (Space Fence) S-band radar is the dedicated southern hemisphere space surveillance asset, capable of low-inclination tracking. The second-generation space surveillance system is designed to track and detect any object larger than a softball in low-Earth orbit, as well as some deep space objects. It replaced the VHF Air Force Space Surveillance Systems (AFSSS), also called Space Fence, which ceased operations in 2013. Operated by the 20th Space Surveillance Squadron, it can detect, track and identify up to 500 satellites simultaneously. The unique structural design allows for 360-degrees of azimuth coverage. The antenna covers +20° to +90° elevation. The radar can track an object the size of a beach ball at a range of more than 36,000 km. In May, Lockheed Martin was awarded a $27 million modification contract by Space Systems Command for radar optimization, software maintenance, and intelligence support functions as well as additional upgrades.

Contractor: Lockheed Martin.
Operator/Location: 20th Space Surveillance Squadron, Kwajalein Atoll, Marshall Islands.
IOC: 2020.
Active Systems: One S-band radar.

GEODSS (GROUND-BASED ELECTRO-OPTICAL DEEP SPACE SURVEILLANCE) SITES

Space Domain Awareness

Brief: Since the early 1980s, the Ground-Based Electro-Optical Deep Space Surveillance (GEODSS) System has played a central role in tracking deep space objects. It is a nine passive sensor array of visible wavelength reflecting telescopes. These are globally distributed across the following three sites (with three telescopes per site):

- **White Sands Missile Test Range, Socorro, N.M.**
  Operated by Det. 1, 15th Space Surveillance Squadron
- **Diego Garcia, British Indian Ocean Territories**
  Operated by Det. 2, 15th Space Surveillance Squadron
- **Mount Haleakala, Maui Island, Hawaii**
  Operated by Det. 3, 15th Space Surveillance Squadron.

These telescopes play a central role in tracking deep space objects and are each able to "see" objects 10,000 times dimmer than the human eye. Over the years, the GEODSS systems have undergone several refurbishments and upgrades, the most significant being the addition of digital cameras. These highly sensitive digital camera technologies—developed under a program known as Deep STARE—can detect multiple satellites in the telescope's field of view. The telescopes take rapid electronic snapshots of satellites in the night sky, showing up on the operator's console as tiny streaks. Star images, which remain fixed, are used as reference or calibration points for each of the three telescopes. The resulting observation data is then sent instantaneously to

Delta 2 for the management of the satellite catalog data. On April 7, L3Harris won a $150 million contract modification as part of MOSSAIC—Maintenance of Space Situational Awareness Integrated Capabilities—a program to provide reliable, accurate, and timely surveillance to military, civil, and commercial stakeholders to protect space assets and ensure freedom of movement in space.

Contractors: MIT Lincoln Labs (initial RDTE); TRW (prime contractor for design and development radar, acquired by Northrop Grumman); Sarnoff Corp. (Deep STARE upgrade).
Operator/Location: 15th Space Surveillance Squadron (Mission Delta 2), Diego Garcia; White Sands Missile Range, N.M.; Maui.
IOC: 1982.
Active Systems: Nine passive sensor array telescopes.

MAUI SPACE SURVEILLANCE SYSTEM (MSSS)

Space Domain Awareness

Brief: The Maui Space Surveillance Complex (MSSC) is national space surveillance and research asset. Located at the 10,023-foot summit of Haleakala on the island of Maui, Hawaii, the MSSC hosts small-, medium-, and large-aperture tracking optics, including the DOD's largest optical telescope designed for tracking and imaging satellites, with visible and infrared sensors to collect data on near-Earth and deep-space objects. The MSSS is operated by the 15th Space Surveillance Squadron. The AEOS 3.6 m and other smaller contributing



U.S. Space Force Combat Forces Command

telescope systems validate and develop advanced technology for transition to the dedicated sensor baseline while also executing a contributing SDA mission on behalf of the USSF. These contributing sensors support experiments and leverage R&D capabilities by AFRL. DOD began conducting research and development and operational missions on Mount Haleakala in the early 1960s at the Advanced Research Projects Agency Midcourse Observation Station, which is known today as the Maui Space Surveillance Complex. Originally built as an electro-optical observation platform for missile tests, the site has evolved into a world-class observatory supporting missions in space control, laser propagation, and other related fields. Testing of the modernized telescope, the Ground Based Optical Sensor System (GBOSS) began in October 2025. It has double the view of the previous variant, more rapid scanning, and is three times more sensitive to light. This falls under the L3Harris' MOSSAIC upgrade program. This will bring increased visibility into orbit for the Maui Space Surveillance System.

Contractors: University of Michigan (initial telescope RDT&E); Lockheed Martin (O&M); Rockwell (O&M); Raytheon (optical upgrade).
Operator/Location: 15th Space Surveillance Squadron (Mission Delta 2), Air Force Maui Optical and Supercomputing Site, Hawaii.
IOC: 1977 (SAC takes operational control).

SILENT BARKER

Space Domain Awareness

Brief: Silent Barker is a classified space-based Space Situational Awareness (SSA) system jointly developed by the U.S. Space Force (USSF) and the National Reconnaissance Office (NRO). It was launched in September 2023. The system consists of three satellites designated USA 346, USA 347, and USA 348, which were placed into orbit above geosynchronous Earth orbit (GEO) at a 12-degree inclination. After approximately a year of on-orbit testing, the first series of Silent Barker satellites became operational in early 2025. The system is expected to reach full operational capacity following a planned launch in FY26. Silent Barkers mission differs from the Geosynchronous Space Situational Awareness Program (GSSAP). Silent Barker is focused on wide-area surveillance while GSSAP is responsible for doing characterization to detect anomalies or provide intricate characterization of satellites in geosynchronous orbit. Data collected by Silent Barker is transmitted to classified military users including the USSF's National Space Defense Center and the Combined Space Operations Center, while the NRO operates the satellites. In May, the Space Force increased the value of its recently awarded Andromeda ID/IQ contract from $1.8 billion to more than $6.2 billion to buy the future replacement surveillance spacecraft (SG-XX) for Silent Barker.

Contractors: Not specified in the available information.
Operator/Location: USSF and NRO.
First Launch: Sept. 10, 2023.
IOC: Early 2025.
Launch Vehicle: Atlas V.
Constellation: Three satellites in first series, with more planned.
Active Satellites:
- USA 346. Launched in September 2023; active.
- USA 347, Launched in September 2023; active.
- USA 348. Launched in September 2023; active.

Orbit Altitude: Above geosynchronous Earth orbit (GEO) at 12-degree inclination.
- GSSAP 5. Launched in 2022, on orbit, active.
- GSSAP 6. Launched in 2022, on orbit, active.

Orbit Altitude: Near-geosynchronous at 22,300 miles.

SPACE-BASED SPACE SURVEILLANCE (SBSS)

Orbital Surveillance and Object Identification

Brief: SBSS is designed to track, characterize, measure, and collect optical signatures of Earth-orbiting objects, including space vehicles and debris. Built by Boeing, SBSS primarily uses a trainable, ground-controlled Space-Based Visible Sensor to track satellites and was meant to cover a four-year gap in coverage until the Space Force can launch a follow-on spacecraft. SBSS works in concert with an array of networked, ground-based sensors including the Space Fence wide-area search and surveillance system on Kwajalein Atoll in the Marshall Islands. SBSS collision-warning data were made openly available to the public in 2020 to improve domain awareness and orbital safety, and USSF is considering handing off operations to a contracted service provider.

Contractors: Boeing (system integration, ground segment, operations and sustainment); Ball Aerospace (satellite).
Operator/Location: USSF CFC, Space Delta 9 (DEL 9), 1st Space Operations Squadron (1 SOPS), Schriever SFB, Colo.
First Launch: Sept. 25, 2010.
IOC: Aug. 17, 2012 (SBSS).
Design Life: Seven yr.
Launch Vehicle: Minotaur IV.
Constellation: One LEO satellite; one LEO augmentation satellite.
Active Satellites:
- SBSS Block 10. Launched in 2010; active.

UPGRADED EARLY WARNING RADAR (UEWR)

Missile Warning/Tracking

Brief: The Upgraded Early Warning Radar (UEWR) system provides advanced ballistic missile detection, tracking, and space surveillance capabilities for the United States Space Force. The UEWR network consists of powerful phased-array radar systems strategically positioned in the United States and abroad. These radars are capable of detecting and tracking intercontinental ballistic missiles (ICBMs), sea-launched ballistic missiles (SLBMs), and conducting space domain awareness operations, including satellite tracking. The system operates 24/7 to provide critical early warning of potential missile threats and contribute to space surveillance networks. UEWR represents a significant modernization and upgrade of the previous generation Ballistic Missile Early Warning System (BMEWS) and PAVE PAWS radars with enhanced detection capabilities and improved integration with missile defense systems. The radar systems utilize advanced phased-array technology that allows for rapid electronic beam steering without the need for mechanical movement of the antenna. This enables simultaneous tracking of multiple targets while maintaining broad surveillance coverage across a 240- to 360-degree field of view.

U.S. Space Force Combat Forces Command

Operating in the Ultra High Band Frequency, these radars boast wide area coverage but are not able to perform midcourse discrimination. Under the Ground Based Radar Digitization project, or GBRD, the Space Force plans to install new hardware and software on the aging UEWR, upgrading everything from front-end antennas to back-end data processors, a transformational move from analog to digital operations.

Contractors: Raytheon (prime); SAIC (sustainment).
Operator/Location:
- 6th Space Warning Squadron, Space Delta 4, CFC, Cape Cod SFS, Mass.
- 7th Space Warning Squadron, Space Delta 4, CFC, Beale AFB, Calif.
- 12th Space Warning Squadron, Space Delta 4, CFC, Pituffik SB, Thule, Greenland.
- 13th Space Warning Squadron, Space Delta 4, CFC, Clear AFS, Alaska.
- RAF Fylingdales (operated by RAF with USSF liaison), U.K.

IOC: 2005, Beale AFB location.
Active Systems: five radar, globally distributed.



Northrop Grumman

ADVANCED EXTREMELY HIGH FREQUENCY (AEHF) SATELLITE SYSTEM

Communications

Brief: AEHF provides global, secure, protected, and jam-resistant military communications. It enhances the previous Milstar satellites and operates at a much higher capacity and data rate. It offers secure, anti-jam tactical and strategic communications around the world. AEHF uses cross-linked satellites, eliminating the need for ground relay stations. The program is a collaboration with Australia, Canada, the Netherlands, and the United Kingdom. SV-4 launched on Oct. 17, 2018; full operational capability was declared when the vehicle joined the constellation on May 3, 2019. SV-5 launched Aug. 8, 2019, and SV-6 launched from Cape Canaveral on March 26, 2020, marking the newly formed USSF's first launch. SV-6 became operational after completing on-orbit checks on Aug. 22, 2020, completing the constellation. USSF plans to begin replacing AEHF with the next-generation Evolved Strategic SATCOM (ESS) for nuclear C2 starting in the early 2030s, while developing Protected Tactical SATCOM (PTS) to relive AEHF of providing contested battlefield comms. Space Systems Command awarded Boeing a $2.8 billion contract to build and deliver the first two satellites in the ESS (Evolved Strategic SATCOM) program, replacing the current NC3 capability on AEHF. USSF is developing the Protected Tactical Enterprise Service (PTES) to enable global anti-jam, low probability of intercept comms. PTES waveforms will initially be fielded on WGS, later expanding commercial satellites and eventually to PTS. USSF plans to complete prototype PTS payloads in FY25 for hosted launch on WGS-11 as well as a second stand-alone satellite.

Contractors: Lockheed Martin; Northrop Grumman.
Operator/Location: USSF CFC, Mission Delta 8 (DEL 8), 4th Space Operations Squadron (4 SOPS), Schriever SFB, Colo.
First Launch: Aug. 14, 2010.
IOC: 2015.
Design Life: 14 yrs.
Launch Vehicle: Atlas V.
Constellation: Six.
Active Satellites:
- AEHF SV-1. Launched in 2010, on orbit and operational.
- AEHF SV-2. Launched in 2012, on orbit and operational.
- AEHF SV-3. Launched in 2013, on orbit and operational.
- AEHF SV-4. Launched in 2018, on orbit and operational.
- AEHF SV-5. Launched in 2019, on orbit and operational.
- AEHF SV-6. Launched in 2020, on orbit and operational.

Dimensions: Length 31 ft, width 98 ft (with full solar array extension).
Weight: 14,500 lb at launch, 9,000 lb on-orbit.
Performance: 24-hr low, medium, and extended data rate connectivity from 75 bps to approx. 8 Mbps, from 65 north to 65 south latitude worldwide.
Orbit Altitude: Geosynchronous at 22,500 miles.
Power: Solar arrays generating 20,000 watts.

CONTINUOUS BROADCAST AUGMENTING SATCOM

Satellite Communications

Brief: The Continuous Broadcast Augmenting SATCOM is a set of geostationary satellites designed to provide communications relay capabilities to support senior leaders and combatant commanders. The CBAS system includes two satellites in geostationary orbit designed to broadcast military data continuously through space-based satellite communications relay links. The satellites enhance existing military satellite communications capabilities by providing additional relay capacity for time-sensitive information. The system supports the communication needs of senior leadership and combat commanders with secure, reliable data transmission. The first CBAS satellite (CBAS-1) was successfully launched on April 14, 2018, from Cape Canaveral as the primary payload on the AFSPC-11 mission aboard an Atlas V rocket directly into geostationary orbit. CBAS-2 was subsequently launched on Jan. 15, 2023, on a Falcon Heavy rocket as part of the USSF-67 mission. A third satellite (CBAS-3) is planned for future deployment to further enhance the constellation's capabilities. The system transitioned from U.S. Air Force to U.S. Space Force operations following the creation of the Space Force in December 2019. CBAS is managed by Space Systems Command, formerly the Military Satellite Communication Director of USAF's Space and Missile Defense Center.

Contractor: Boeing
Operator/Location: USSF CFC; Schriever SFB, Colo.
Acquisition Organization: Military Satellite Communication Director of USAF's Space and Missile Defense Center (now Space Systems Command.)
First Launch: CBAS 1, March 14, 2018.
IOC: 2018
Launch Vehicle: Atlas V (GEO). Falcon Heavy.
Constellation: Two GEO satellites.
Active Satellites:
- CBAS 1. Launched in 2018; active.
- CBAS 2. Launched in 2023; active.

Dimensions: Not publicly available.
Weight: 4,400-6,600 lb. (GEO on orbit).
Orbit Altitude: Geostationary.
Power: Deployable solar array, (GEO). Batteries.

DEFENSE SATELLITE COMMUNICATIONS SYSTEM III (DSCS III)

Satellite Communications

Brief: The Defense Satellite Communications System III (DSCS III) is the third generation of the U.S. military's premier geostationary communications constellation, succeeding the earlier DSCS II satellites. Beginning in 2007, it began to be phased out in favor of the Wideband Global SATCOM (WGS). Initially comprised of 14 satellites launched between October 1982 and August 2003, the constellation now consists of four satellites. These final four satellites received Service Life Enhancement Program (SLEP) modifications that provide substantial capacity improvements through higher-power amplifiers, more sensitive receivers, and additional antenna connectivity options. The DSCS communications payload includes six independent Super High Frequency (SHF) transponder channels that cover a 500 MHz bandwidth. The DSCS III satellites carry six independent Super High Frequency (SHF) transponders and one special purpose single channel transponder operating on both SHF and Ultra High Frequency (UHF). The satellites feature three receive antennas (two Earth coverage horns, one steerable 61-beam nulling lens) and five transmit antennas (two Earth coverage horns, two steerable 19-beam wave guide lenses, one high gain parabolic gimbaled dish). Two solar wings produce 1700 Watts of onboard power at the beginning of life and 1230 watts at the end of life. The U.S. Army's CECOM Software Engineering Center plans to transfer full life cycle sustainment responsibilities for the Wideband SATCOM Operational Management System (WSOMS)—WGS and DSCS payloads—to the U.S. Space Force in FY26, after previously handing over satellite ground stations in 2021.

Contractor: Lockheed Martin
Operator/Location: 53rd Space Operations Squadron, USSF (Mission Delta 8), Schriever SFB, Colo.
Acquiring Agency: MILSATCOM Systems Directorate, Space and Missile Systems Center (SMC), now Space Systems Command.
First Launch: DSCS-3 A1, Oct. 30, 1982.
IOC: GEO 1, Dec. 5, 2008. (Increment 1, Dec. 8, 2001)
Launch Vehicle: Titan-34, Delta-4, Space Shuttle, Atlas-2.
Constellation: Four GEOs.
Active Satellites:
- DSCS-3 B13 (#10) (USA 134); Launched October 25, 1997; Active.
- DSCS-3 B8 (#11) (USA 148); Launched January 21, 2000; Active.
- DSCS-3 A3 (#13) (USA 167); Launched March 11, 2003; Active.
- DSCS-3 B6 (#14) (USA 170); Launched August 29, 2003; Active.

Dimensions: Not available
Weight: 2,722 lb.
Orbit Altitude: Geostationary.
Power: 2 deployable solar arrays, 1700 watts, batteries

FLTSATCOM (BLOCK 2)

Satellite Communications

Brief: Fleet Satellite Communications System (FLTSATCOM) currently consists of two operational satellites used by the Air Force, Navy, and presidential command network. The system is designed to provide secure communications links among the three users. Each FLTSATCOM satellite includes 22 communications channels in the ultra-high and super-high frequency bands that support nuclear command and control. FLTSATCOM Block 2 (consisting of FLTSATCOM 6-8) is an upgrade from the FLTSATCOM Block 1 design and includes an Extremely High Frequency (EHF) communications package that served as a test bed for Milstar system terminals. Both 7 & 8 were transferred to the USSF in 2021 following the stand up of the Space Force. As of September 2025, one FLTSATCOM remains active, but it is nonoperational for use in secure communications. UFO/MUOS has taken over its duties.

Contractor: TRW (prime contractor), acquired by Northrop Grumman.
Acquiring Agency: Space and Naval Warfare Systems Command.
Operator/Location: 10th Operations Squadron, USSF (Mission Delta 8). Point Mugu, Calif.
First Launch: FLTSATCOM 7, May 1986.
IOC: FLSATCOM 7, May 1986.
Launch Vehicle: Atlas Centaur (GEO)
Constellation: Two GEO sats.
Active Satellites:
- FLSATCOM 7. Launched in 1987; active.
- FLSATCOM 8. Launched in 1989; active.

Dimensions: 8.2 ft diameter, 4.3 ft height.
Weight: 5,094 lb.
Performance: Geostationary orbit.
Orbit Altitude: Geostationary.
Power: Solar array, 1,400 watts (GEO), batteries.

MILSTAR SATELLITE COMMUNICATIONS SYSTEM (MILSTAR)

Communications

Brief: Milstar is the legacy joint-service backbone of strategic/tactical DOD communications. It provides encrypted, secure, anti-jam communications around the world and uses cross-linked satellites, eliminating the need for ground relay stations. Block I satellites incorporate a low-data-rate payload capable of transmitting 75 to 2,400 bps over 192 EHF channels. Block II satellites carry both the low-data-rate payload and a medium-data-rate payload capable of transmitting 4,800 bps to 1.5 Mbps over 32 channels, allowing larger data to be passed more quickly. Interoperable terminals allow third-party land/sea-based units to upload data in real time to cruise missiles or other compatible weapons. Milstar provides continuous coverage between 65 degrees north and 65 degrees south latitude. The systems utilize multiple-redundant command and control for high survivability. The last of six satellites launched in 2003 and was augmented by the sixth and final AEHF satellite in 2020. AEHF now supplants Milstar as DOD's primary system in the combined, fully back-compatible AEHF-Milstar constellation. Milstar surpassed 30 years of operations Feb. 7, 2024, exceeding its on-orbit design life by three times.

Contractors: Lockheed Martin; Boeing; Northrop Grumman (formerly TRW).
Operator/Location: USSF CFC, Mission Delta 8; 4th Space Operations Squadron (4 SOPS), Schriever SFB, Colo.
First Launch: Feb. 7, 1994.
IOC: July 1997 (Milstar I).
Design Life: 10 yr.
Launch Vehicle: Titan IV/Centaur.
Constellation: 5: two Milstar I; three Milstar II.
Active Satellites:
- Block I. Milstar I satellites launched 1994-95.
- Block II. Milstar II satellites launched 1999-2003.

Dimensions: Length 51 ft, width 116 ft with full solar array extension.
Weight: 10,000 lb.
Performance: Milstar I low-data-rate (LDR) payload transmitting 75 to 2,500 bps of data over 192 channels of EHF; Milstar II LDR and medium-data-rate (MDR) payloads, transmitting 4,800 bps to 1.5 Mbps over 32 channels.
Orbit Altitude: Geosynchronous at 22,000+ miles.
Power: Solar arrays generating 8,000 watts.

MOBILE USER OBJECTIVE SYSTEM (MUOS)

Communications

Brief: MUOS provides next-generation global UHF narrowband and BLOS military SATCOMS. The constellation was originally developed by Lockheed Martin for the Navy and is designed to replace the legacy UHF Follow-On (UFO) system, enabling a tenfold increase in capacity as well as interoperability with legacy terminals. Each satellite is equipped with an advanced SATCOM payload that converts 3G cellular-like service to military UHF as well as a UHF payload compatible with UFO terminals. MUOS provides tactical air, land, and sea platforms reliable SATCOMS even in challenging terrain and weather conditions and also extends SATCOMS to the high Arctic. The system utilizes both geosynchronous satellites and ground-station relays to provide mobile phone-type, voice, text, and data to users in the field. MUOS can interface with the Defense Switched Network and DOD's Global Information Grid offering clear voice and videoconferencing over existing networks. The system comprises four operational satellites, an on-orbit spare, and four ground relay stations in addition to networking and satellite control. USSF aims to procure two additional MUOS satellites targeted for launch by 2030, coinciding with the projected end life of the initial vehicles. Service life extension efforts initiated by the Navy would procure two additional satellites, equipped only with the advanced Wideband Code Division Multiple Access (WCDMA) payload to replace the oldest satellites in orbit by 2030. Full exploitation of MUOS' capabilities has been hampered by the slow modernization of user platforms to date, and many USAF platforms are in the process of transition. The Naval Satellite Operations Center transferred its remaining UHF satellites, including five legacy UHF Follow-Ons, a single remaining UHF FLTSAT, and two range-extending nanosats to the USSF along with control of MUOS on June 6, 2022. General Dynamics got a $28.4 million contract for sustainment and modernization of the ground segment of the Mobile User Objective system. It is expected to be complete by 2027. Canada reached IOC becoming the first allied MUOS user in June 2024, with full operational capability for Canadian Forces achieved in 2026.

Contractor: Lockheed Martin.
Operator/Location: USSF CFC, Mission Delta 8, 10th Space Operations Squadron (10 SOPS), Naval Base Ventura County, Calif.; Schriever SFB, Colo.
First Launch: Feb. 24, 2012.
IOC: 2012.
Design Life: 14 yrs.
Launch Vehicle: Atlas V.
Constellation: Four (plus one on-orbit spare).
Active Satellites:
- MUOS-1. Launched in 2012, on orbit and operational (CONUS/Americas).
- MUOS-2. Launched in 2013, on orbit and operational (Pacific).
- MUOS-3. Launched in 2015, on orbit and operational (Atlantic).
- MUOS-4. Launched in 2015, on orbit and operational (Indo-Asia).
- MUOS-5. Launched in 2016, on-orbit spare.

Dimensions: Length 21.9 ft, height 12 ft, width 6 ft (with full solar array stowed), 90 ft (with solar arrays deployed); two deployable reflector arrays 17.7 ft (legacy UHF), and 45.9 ft (MUOS).
Weight: 8,405 lb (including 6,450 lb of fuel).
Performance: UHF narrowband/BLOS 3G-equivalent voice, chat, and data 89.5 north to 65 south latitude worldwide.
Orbit Altitude: Geosynchronous.
Power: Two deployable solar arrays.

ULTRA-HIGH FREQUENCY FOLLOW-ON (UFO)

Satellite Communications

Brief: The UHF Follow On (UFO) satellite series provides critical ultra-high

frequency communications for the U.S. Navy's global network, serving ships at sea and various military terminals. These satellites replaced the Fleet Satellite Communications (FLTSATCOM) and Hughes-built Leasat spacecraft, establishing a more capable and flexible communications infrastructure. While a total of 11 were launched, beginning in 1993, only four remain operational today. The UFO satellites utilize a modular payload architecture operating in geosynchronous orbit. Earlier satellites (UFO-4 through UFO-7) were built by Hughes and incorporated an EHF payload alongside UHF and SHF capabilities, providing protected communications with anti-jam features. Block 3 satellites (UHF-8 to -10) replaced the SHF payload with the Global Broadcast Service (GBS) package and included four 130-watt, 24 Mbps military Ka-band (30/20 GHz) transponders with three steerable downlink spot beam antennas and dedicated uplink antennas. This technical configuration delivered a 96 Mbps data transmission capability per satellite—a significant increase over previous generations. Block 4 of the UFO was designed by Boeing and consists of a single satellite (UFO-11) launched on Dec. 18, 2003. It was intended to serve as a gap filler between the UFO and MUOS constellations. UFO-11 satellite incorporates the enhanced 20-channel EHF package first introduced on UFO-7, while adding an upgraded UHF payload with a new digital receiver that provides two additional UHF channels and greater flexibility in configuring communication services. UFO-11 maintains the same physical dimensions as earlier non-GBS Block 2 satellites. The UFO has been fully replaced by the Mobile User Objective System (MUOS). Although it is still in orbit, it is no longer being modernized. The FY26 budget included $49 million for MUOS upgrades, and USSF projects around $50 million in upgrades per year over the next five years.

Contractors: Hughes (Block 1-3); Boeing (Block 4).
Operator/Location: 10th Operations Squadron, USSF (Mission Delta 8). Point Mugu, Calif.
Acquisition Organization: Space and Naval Warfare Systems Command's Communications Satellite Program Office, USN.
First Launch: UFO-1, March 1993.
IOC: UFO-2, Sep. 3, 1993.
Launch Vehicle: Atlas 3-B, Atlas-2A, Atlas-2, Atlas-1.
Constellation: Four GEO sats.
Active Satellites:
- UFO 8 (Block 3). Launched in 1998; active.
- UFO 9 (Block 3). Launched in 1998; active.
- UFO 10 (Block 3). Launched in 1998; active.
- UFO 11 (Block 4). Launched in 2003; active.

Dimensions: 75 ft x 11 ft x 11 ft (Block 3), 60 ft x 11 ft x 11 ft (Block 4).
Weight: 7,068 lb. (Block 3), 6,704 lb. (Block 4).
Orbit Altitude: Geostationary.
Power: Solar arrays: 3,800 watts (Block 3), 2,800 watts (Block 4), batteries.

WIDEBAND GLOBAL SATCOM (WGS) SATELLITE

Communications

Brief: WGS provides worldwide, high-capacity communications for deployed air, land, and sea forces. The system is designed to augment and then replace DSCS X-band frequency service. It also augments the one-way Global Broadcast Service Joint Program Ka-band frequency capabilities and provides a new high-capacity, two-way Ka-band frequency service. Block I includes: SV-1 (Pacific region), SV-2 (Middle East), and SV-3 (Europe and Africa). Block II satellites are modified to better support the airborne ISR mission and include: SV-4 (Indian Ocean), and SV-5 and SV-6, purchased by Australia in 2013. The U.S. is partnering with Canada, Denmark, Luxembourg, the Netherlands, and New Zealand on Block II follow-on satellites SV-7 to SV-10. The Space and Missile Systems Center conducted tests to field anti-jamming capability for SV-1 through SV-10 starting in 2022. Congress added funds to procure the 11th and 12th satellites, but USSF opted for the single, modernized WGS-11+ platform. Congress added FY23 funds to again procure WGS-12 to ensure depth of coverage, augmenting the future Protected Tactical SATCOM (PTS), which will provide battlefield coverage in contested spectrum environments. USSF demonstrated PTS and is working to field an IOC capability using a WGS satellite for the Indo-Asia Pacific theater. The capability could be extended to the full constellation, permitting an advanced anti-jam/low probability of interception bridge to PTS, augmenting the future constellation. The Boeing-designed WGS-11+ will offer roughly twice the capability, in addition to stronger, more reliable coverage and was initially slated for launch in 2025, but is now scheduled for later this year. It will host a dedicated PTS payload in addition to being the first WGS satellite carried into orbit by a ULA Vulcan Centaur. Poland and Japan signed agreements to join WGS in 2024 primarily utilizing the two latest satellites.

Contractor: Boeing.
Operator/Location: USSF CFC, Mission Delta 8, 4th Space Operations Squadron (4 SOPS), Schriever SFB, Colo.
First Launch: October 2007.
IOC: April 16, 2008.
Design Life: 14 yr.
Launch Vehicle: Atlas V, Delta IV; planned: Vulcan Centaur (WGS-11).
Constellation: 10 satellites.
Active Satellites:
- SV-1. Block I, launched in 2007; active.
- SV-2. Block I, launched in 2009; active.
- SV-3. Block I, launched in 2009; active.
- SV-4. Block II, launched in 2009; active.
- SV-5. Block II, launched in 2013; active.
- SV-6. Block II, launched in 2013; active.
- SV-7. Block II follow-on, launched in 2015; active.
- SV-8. Block II follow-on, launched in 2016; active.
- SV-9. Block II follow-on, launched in 2017; active.
- SV-10. Block II follow-on, launched in 2019; active.

Dimensions: Based on Boeing 702 Bus.
Weight: 13,000 lb at launch.
Performance: Approx. 10 times the capability of a DSCS satellite.
Orbit Altitude: Geosynchronous.
Power: Solar arrays generating 9,934 watts.



USAF

GEOSYNCHRONOUS SPACE SITUATIONAL AWARENESS PROGRAM (GSSAP)

Situational Awareness/Orbital Tracking

Brief: GSSAP supplies space-based tracking and characterization of man-made objects in geosynchronous orbit, aiding safety, and enabling avoidance. They are the "neighborhood watch" satellites. The satellites operate in near-geosynchronous orbit to effectively monitor objects and aid in preventing collisions in space. GSSAP carry EO/IR sensors and are able to maneuver to observe objects at close range or conduct rendezvous. They can track objects beyond the weather and atmospheric disruptions that affect ground-based systems. Two GSSAP satellites were launched in 2014 and attained IOC in 2015. Two more replenishment satellites launched Aug. 19, 2016, and became operational Sept. 12, 2017. USSF completed a significant overhaul and upgrade of the GSSAP ground system software to enhance the reliability, speed, and security of the system in February 2020. The upgrades also pave the way for future expansion of the constellation. The fifth and sixth sensors launched aboard the USSF-8 mission from Cape Canaveral on Jan. 21, 2022, and were declared operational several months later. USSF announced the on-orbit decommissioning of GSSAP 2 on Aug. 2, 2023. On Feb. 12, 2026, the Space Force launched GSSAP 7 & 8 satellites aboard ULA Vulcan Centaur to enhance space domain awareness. Two more are in production, and the service is pursuing a commercial follow-on/supplemental program called RG-XX.

Contractor: Northrop Grumman Space Systems.
Operator/Location: USSF CFC, Mission Delta 9 (DEL 9), 1st Space Operations Squadron (1 SOPS), Schriever SFB, Colo.

First Launch: July 28, 2014.
IOC: Sept. 29, 2015.
Launch Vehicle: Delta IV, Atlas V (USSF-8).
Constellation: Six spacecraft.
Active Satellites:
- GSSAP 1. Launched in 2014; on orbit, active.
- GSSAP 2. Launched in 2014, nonoperational orbit, decommissioned in 2023.
- GSSAP 3. Launched in 2016, on orbit, active.
- GSSAP 4. Launched in 2016, on orbit, active.
- GSSAP 5. Launched in 2022, on orbit, active.
- GSSAP 6. Launched in 2022, on orbit, active.
- GSSAP 7 &8. Launched in 2026, on orbit, active.

Orbit Altitude: Near-geosynchronous at 22,300 miles.
Power: Solar panels.



SATELLITE COMMAND AND CONTROL

Tech. Sgt. J.T. Armstrong/USAF

SATELLITE CONTROL NETWORK (SCN)

Satellite Control

Brief: The Satellite Control Network provides satellite command and control capabilities for U.S. military and other government satellites. The system includes a network of 19 globally distributed parabolic antennas spread across seven locations around the world. The SCN supports tracking, telemetry, and commanding functions, ensuring that satellites remain in the proper orbit and are performing as designed. These functions are accomplished through the network of ground stations, ground antennas, and communication links between the control centers, antennas, and satellites, strategically located around the world. The SCN is currently operating at high utilization rates while facing increasing demand. To address this, the Space Force is pursuing a range of modernization and augmentation efforts. In 2022, the Space RCO awarded BlueHalo a $1.4 billion contract for a program called the Satellite Communications Augmentation Resource, which was meant to augment as many as 12 SCN parabolic satellite dishes with electronic phased array antennas that would be able to talk to up to 20 satellites at a time rather than one. In March 2026, however, the Space Force opted to cancel the contract and instead launch a new competition that leverages commercial systems rather than one with a bespoke, military design. Delivery of all 12 dishes is expected between late 2026-2030. In July 2024, the Space Force awarded Akima's subsidiary Five Rivers Analytics a $480 million 10-year contract to support the Satellite Control Network and help integrate new technologies into the system as they emerge. The Space Force is also exploring working with other federal agencies through Federal Augmentation Services (FAS) program to upgrade and utilize existing civil ground system infrastructure to support the SCN. The Satellite Control Network is operated by Space Delta 6's 21st, 22nd, and 23rd Space Operations Squadrons (SOPS). The 22nd SOPS functions as the primary interface with SCN users, including scheduling satellite contacts. The 21st and 23rd SOPS execute operations and maintenance of SCN antenna systems and tracking stations in the western and eastern hemispheres, respectively.

Contractors: Lockheed Aircraft Corp. (developed as part of the WS-117L program); Philco Corp. (subcontractor to Lockheed and then prime for the development of the remote tracking stations, Akima; (Five Rivers Analytics) (sustainment and modernization); BlueHalo (SCAR development).
Operator/Location: Mission Delta 6, CFC Schriever SFB, Colo.
- Vandenberg Tracking Station (VTS) - Vandenberg SFB, Calif. (alternate control center), 21st SOP.
- Hawaii Tracking Station (HTS), Kaena Pt., Hawaii, 21st SOP.
- Guam Tracking Station (GTS), Andersen AFB, Guam, 21st SOP.
- Diego Garcia Station (DGS), Diego Garcia Island, 21st SOP.
- Colorado Tracking Station (CTS), Schriever SFB, Colo. (primary control center), 22nd SOP.
- Pituffik Tracking Station (PTS), Pituffik SB, Greenland, 23rd SOP
- Telemetry & Command Squadron (TCS), Oakhanger, U.K., 23st SOP
- New Hampshire Tracking Station (NHS), New Boston SFS, N.H., 23rd SOP

IOC: 1959.
Active Systems: 19 parabolic antennas and two command posts at eight worldwide locations.



POSITIONING, NAVIGATION, AND TIMING

Courtesy

NAVSTAR GLOBAL POSITIONING SYSTEM (GPS)

Worldwide Navigation, Timing, and Velocity Data

Brief: GPS supplies space-based military and civil radio-positioning for geolocation, navigation, and timing. It is a fundamental enabler of precision bombing, CSAR, mapping, and rendezvous. It provides accurate and uninterrupted 3D (latitude, longitude, and altitude) position, velocity, and time data. The last of the GPS Block IIA satellites, launched between 1990 and 1997 was decommissioned in 2020. GPS Block IIR and IIR-M (modernized) included 21 vehicles launched between 2005 and 2009. Modernization upgrades included two new signals, enhanced encryption, anti-jamming capabilities, a second civil signal, and electromagnetic pulse sensors that form part of the U.S. Nuclear Detonation Detection System (NDS). GPS Block IIF is a follow-on to IIR-M. Upgrades include extended design life, faster processors, and improved anti-jam technology and accuracy, a new military signal, and a second and third dedicated civil signal. The GPS Block IIIA, first launched on Dec. 23, 2018, has improved accuracy, availability, and integrity, and incorporates a steerable, high-power, anti-jam capability. Lockheed Martin completed Block IIIA production at SV-10 in 2022. The company was awarded a follow-on contract for Block IIIF SV-11 and SV-12 as well as up to 22 additional vehicles in 2018. USSF executed options for SV-13 and SV-14 in October 2020, SV-15 to SV-17 in November 2021, and SV-18 through SV-20 in November 2022. Block IIIF will add a hosted search and rescue payload, and a geographically targetable high-power military signal. USSF worked for years on the oft-delayed Next-Generation Operational Control Segment (OCX) to enable advanced GPS III features. The launch and on-orbit check segment of OCX went operational in 2017. But concurrent Blocks 1 and 2, to enable use of modernized civil, aviation, military signals, and advanced cyber defenses, were not functioning as intended, and in April 2026, the Space Force canceled OCX and awarded Lockheed Martin a contract to develop upgrades for its interim Architecture Evolution Plan software. USSF launched GPS III SV-9 on Jan. 28, 2026, and SV-10 on April 21, 2026. The first of the

IIIF satellites is slated for launch as early as 2028.

Contractors: Boeing (IIF); Lockheed Martin (IIR, IIR-M, III/IIIF).
Operator/Location: USSF CFC, Mission Delta 31 (DEL 31), 2nd Navigation Warfare Squadron (2 NWS), Schriever SFB, Colo.
First Launch: Feb. 22, 1978.
IOC: Dec. 9, 1993.
Design Life: 7.5 yr (IIR/IIR-M); 12 yr (IIF); 15 yr (IIIA).
Launch Vehicle: Delta II, Delta IV, Falcon 9.
Constellation: 31 spacecraft (not including decommissioned or on-orbit spares).
Active Satellites:
- GPS Block IIR. Launched 1997 to 2004; six active.
- GPS Block IIR-M. Launched 2005 to 2009; seven active.
- GPS Block IIF. Launched 2010 to 2016; 12 active.
- GPS Block IIIA/IIIF. New generation launched in 2018; 10 active.

Dimensions: (IIR/IIR-M) 5 x 6.3 x 6.25 ft, span incl solar panels 38 ft; (IIF) 9.6 x 6.5 x 12.9 ft, span incl solar panels 43.1 ft.
Weight: On orbit, 2,370 lb (IIR/IIR-M); 3,439 lb (IIF).
Performance: Orbits the Earth every 12 hr, emitting continuous signals, providing time to within one-millionth of a second, velocity within a fraction of a mile per hour, and location to within a few feet.
Orbit Altitude: Medium-Earth Orbit (MEO) at between 10,988 and 12,550 miles.
Power: Solar panels generating 1,136 watts (IIR/IIR-M); up to 2,900 watts (IIF).



Alaskan NORAD Region/Alaskan Command/11th Air Force

SPACE-BASED

DEFENSE SUPPORT PROGRAM (DSP)

Strategic and Tactical Launch Detection

Brief: DSP provides ballistic missile early warning and is a key part of North American and theater early warning systems. It is capable of detecting missile launches and nuclear detonations and was initially meant to watch the Soviet military. It was used extensively in the 1991 Gulf War to detect Iraqi theater missile launches against coalition forces and allies in the region. The 23rd and final DSP satellite launched in December 2007 but malfunctioned and began drifting outside its intended orbit in 2008. Block 5 is the latest variant and is more survivable than predecessors. It includes a medium wavelength IR sensor for more mission utility and accommodates 6,000 detectors. The constellation hosts X-ray, optical, and radiation sensors that form a key part of the Radiation Detection Capability (RADEC) supporting the U.S. Nuclear Detonation Detection System (USNDS). USNDS is capable of near-real-time atmospheric and near-space detection and location of nuclear blasts supporting tactical warning, nuclear forces, space control, treaty monitoring, and classified missions. Nine Block 5 satellites were deployed between 1989 and 2007. SBIRS is integrated with DSP, augments its role, and is designed to eventually replace the constellation on orbit. The constellations jointly enabled early detection of ballistic missiles launched by Iran against U.S. forces at Al Asad AB, Iraq, on Jan. 7, 2020, reducing casualties. When Iran launched two waves of drones and missiles against Israel in April and October 2024, systems like DSP and SBIRS gave critical warnings to U.S. forces.

Contractors: Northrop Grumman (formerly TRW); Aerojet.
Operator/Location: USSF CFC, Mission Delta 4 (DEL 4), 2nd Space Warning Squadron; Buckley SFB, Colo.; Joint Tactical Ground Stations (JTAGS) located in Japan, Italy, South Korea, and Qatar.
First Launch: November 1970.
IOC: Circa 1972.
Design Life: Three-year requirement and five-year goal.
Launch Vehicle: Titan IV with inertial upper stage; Delta IV Heavy NSSL.
Constellation: 23 deployed/five operational.
Active Satellites:
- DSP-18. Launched in 1997, on orbit and operational.
- DSP-19. Launched in 1999, on orbit and operational.
- DSP-20. Launched in 2000, on orbit and operational.
- DSP-21. Launched in 2001, on orbit and operational.
- DSP-22. Launched in 2004, on orbit and operational.
- DSP-23. Launched in 2007, on orbit and nonoperational.

Dimensions: Diameter 22 ft, height 32.8 ft, with paddles deployed.
Weight: Approx. 5,200 lb.

PROLIFERATED WARFIGHTER SPACE ARCHITECTURE (PWSA)

Missile Warning/Tracking

Brief: The Proliferated Warfighter Space Architecture (PWSA) is intended to be a proliferated satellite constellation in low-Earth orbit, with new tranches projected to launch every two years, upgrading the architecture's technological baseline on a regular basis. Tranche 0 is the "demonstration" tranche, to demonstrate the feasibility of the system's cost, schedule, and scalability for beyond line of sight targeting and advanced missile detection and tracking. Tranche 0 includes a total of 27 optically connected space vehicles divided into two main components: Transport Layer (19) and Tracking Layer (8). The Transport Layer serves as the data backbone, connecting various satellites to each other and to warfighters, while the Tracking Layer provides missile warning and tracking capabilities. The Transport Layer consists of two configurations: Group A mesh nodes equipped with two optical communications terminals each and radio frequency receive/transmit capability, and Group B vehicles that also include a tactical data link receive/transmit capability able to connect to Link-16 transmitters. The Tracking Layer includes 8 SVs equipped with wide field of view sensor payloads and two OCTs each. Together, these satellites demonstrate low-latency data connectivity, beyond line of sight targeting, missile warning/tracking, hypersonic glide vehicle detection, and alternate position, navigation & timing (PNT) capabilities. Tranche 1 is the initial warfighting capability tranche, delivering regional coverage. It includes a total of 154 operational space vehicles divided between Transport Layer (126) and Tracking Layer (28). The first two Tranche 1 launches, in September and October 2025, included 42 Transport Layer satellites. But as of March 2026, those satellites have not finished on-orbit checkout and functional testing processes and subsequent launches have been delayed.

Contractors: York Space Systems (prime); Lockheed Martin (prime); SpaceX (prime); L3Harris (prime); Leidos (payload subcontractor for SpaceX); Tyvak (bus subcontractor for LMCO); Moog (bus subcontractor for L3Harris).
Operator/Location: Grand Forks AFB, N.D.; Redstone Arsenal, Ala.
Acquiring Organization: Space Development Agency.
First Launch: April 2, 2023.
IOC: Sep 4, 2024 (SpaceX).
Launch Vehicle: Falcon 9.
Constellation: 20 LEO transport layer sats, 8 LEO tracking layer sats.
Active Satellites:
- 19 Tranche 0 Transport Layer satellites, active.
- 8 Tranche 0 Transport Layer satellites, active.
- 42 Tranche 1 Transport Layer satellites, active.

Weight: ~500 lbs.
Orbit Altitude: LEO.
Power: Solar array and batteries.

SPACE-BASED INFRARED SYSTEM (SBIRS)

Space-based Surveillance/Missile Warning

Brief: SBIRS provides advanced space surveillance and missile warning,

battlespace characterization, and technical intelligence gathering. It is the follow-on to the Defense Support Program satellite. The system includes IR sensor payloads on host satellites in highly elliptical orbit (HEO), two IR sensors each on dedicated satellites in geosynchronous Earth orbit (GEO), and ground assets. The HEO sensor detects launch of submarine-launched ballistic missiles (SLBMs) from the North Pole region and can be tasked for other IR detection missions. GEO scanning IR sensor performs the strategic missile warning mission, global technical intelligence, and initial phase for the strategic missile defense mission, providing two times the revisit rate and three times the sensitivity of DSP. GEO-5 and -6 are based on a modernized spacecraft that will begin migration to the next-generation Enterprise Ground Service (EGS), consolidating control of multiple systems. USSF also awarded Raytheon a contract in 2020 to modernize ground data processing. The Future Operationally Resilient Ground Evolution (FORGE) system will serve both SBIRS and the future Next-Generation Overhead Persistent Infrared (OPIR) system. Next-Gen OPIR was originally meant to include three satellites in GEO built by Lockheed Martin and two polar HEO sensors from Northrop Grumman, but the Space Force announced plans in its 2027 budget request to cancel the polar portion of the program. The first Next-Gen OPIR GEO satellite, originally planned for launch in FY25, is facing delays due to payload issues and is now slated for launch in FY26. The first HEO sensors are scheduled for delivery in FY28. The final SBIRS GEO satellite (GEO-6) successfully blasted off from Cape Canaveral in 2022 and was operationally accepted March 24, 2023. GEO-5 and GEO-6 will replace the oldest satellites on orbit. SBIRS and DSP provided warning to U.S. and Israeli forces of Iranian strikes in April and October 2024, enabling defense against the largest missile attacks in history. GEO-6 was the final SBIRS satellite launch.

Contractors: Lockheed Martin (prime contractor); Northrop Grumman (payload); Raytheon (data processing modernization).
Operator/Location: USSF CFC, Mission Delta 4 (DEL 4); Buckley SFB, Colo; (JTAGS) located in Japan, Italy, South Korea, and Qatar.
First Launch: GEO-1, May 2011.
IOC: HEO-1, Dec. 5, 2008. (Increment 1, Dec. 8, 2001).
Launch Vehicle: Atlas V (GEO).
Constellation: Six GEO sats, two HEO sensors and two HEO on-orbit reserve (hosted).
Active Satellites/Payloads:
- SBIRS HEO-1. Payload operational in 2008; on-orbit reserve.
- SBIRS HEO-2. Payload operational in 2009; on-orbit reserve.
- SBIRS HEO-3. Payload operational in 2015; active.
- SBIRS HEO-4. Payload operational in 2017; active.
- SBIRS GEO-1. Launched in 2011; active.
- SBIRS GEO-2. Launched in 2013; active.
- SBIRS GEO-3. Launched in 2017; active.
- SBIRS GEO-4. Launched in 2018; active.
- SBIRS GEO-5. Launched in 2021; active.
- SBIRS GEO-6. Launched in 2022; active.

Dimensions: 49 x 22 x 20 ft (GEO on orbit); 7 x 4 x 3 ft (HEO sensor).
Weight: 5,525 lb (GEO on orbit); 530 lb (HEO sensor).
Orbit Altitude: Geosynchronous (GEO satellites) and highly elliptical (HEO sensors).
Power: Solar array, 2,435 watts (GEO), batteries.

GROUND-BASED

COBRA DANE

Missile Warning/Tracking

Brief: The Cobra Dane Radar Upgrade serves as an advanced L-band radar installation at Eareckson Air Station on Shemya Island, Alaska. Originally engineered to monitor Soviet missile tests, the system underwent significant enhancements in 2004 to incorporate missile defense capabilities. Cobra Dane's primary function involves gathering radar metric and signature data from foreign ballistic missile activities during their flight paths, as well as monitoring space launches to support treaty verification, force modernization, and missile defense initiatives. The system also conducts space surveillance, tracking both cataloged and uncatalogued satellites in low-Earth orbit to enhance Space Domain Awareness operations. The system's impressive detection range extends to 2,000 miles, delivering missile tracking and classification data with sufficient precision to authorize interceptor launches from the Ground Midcourse Defense system and provide target updates during interceptor flight. With its phased-array technology, Cobra Dane can simultaneously track multiple objects and automatically switches to Missile Defense mode when detecting threatening missiles or receiving alert notifications. During standard operations, it focuses on space surveillance activities. Initially developed for intelligence collection supporting SALT II arms limitation treaty verification, Cobra Dane transitioned from the Missile Defense Agency to Air Force control in February 2009. By 2015, operational oversight shifted to the Air Force Life Cycle Management Center Battle Management Directorate, with Raytheon securing a maintenance contract in 2016. Currently, the 13th Space Warning Squadron provides operational support for the radar's missile defense and space domain awareness missions. Cobra Dane's radar system is due to be upgraded from analog to digital under the Ground Based Radar Digitization (GBRD) project, with a preliminary design review in 2027 and rapid fielding starting in 2030.

Contractor: Raytheon.
Operator/Location: 13th Space Warning Squadron, Mission Delta 4 (Delta 4), CFC, Eareckson Air Station, Alaska.
IOC: 1976 operational for missile tracking; upgraded for missile defense in 2004.
Active Systems: One radar site.

LONG RANGE DISCRIMINATION RADAR (LRDR)

Missile Warning/Tracking

Brief: The Long Range Discrimination Radar (LRDR) is an advanced S-band radar system designed to distinguish between enemy intercontinental ballistic missiles (ICBMs) and decoys, serving as a crucial component in the defense of the American homeland. The system is based at Clear Space Force Station in Alaska and will be operated by the U.S. Space Force. Full operational acceptance of LRDR by Space Force Combat Forces Command occurred in December 2025. The LRDR serves as a critical piece of a layered defense system for the United States. It supports the ballistic missile interceptors belonging to the Ground-Based Midcourse Defense system, which are primarily designed to counter missile threats from nations such as Iran and North Korea. In addition to its primary mission of missile defense, the LRDR will also track objects in space, providing space domain awareness capabilities. The S-band radar



Missile Defense Agency

system is specifically designed to distinguish between enemy ICBMs and decoys. Built by Lockheed Martin, the LRDR was initially fielded at Clear Space Force Station near central Alaska in late 2021. However, the system has some delays in its operational timeline. A critical assessment test, Flight Test Other-26 (FTX-26), was rescheduled to 2025 after a "target anomaly" canceled the previous year's planned test. The test took place in June 2025, with the radar successfully detecting, tracking, and discriminating a live ballistic missile threat in a complex environment. LRDR will likely be a key element in the architecture of the Golden Dome missile defense shield.

Contractor: Lockheed Martin.
Operator/Location: U.S. Space Force; Clear Space Force Station, Alaska.
- 7th Space Warning Squadron, Mission Delta 4 (Delta 4), CFC, Beale AFB, Calif. (remotely operate).
- 13th Space Warning Squadron, Mission Delta 4 (Delta 4), CFC, Clear SFS, Alaska.

First Deployment: Late 2021.
IOC: December 2025.
Active Systems: One radar.

PERIMETER ACQUISITION RADAR ATTACK CHARACTERIZATION (PARCS)

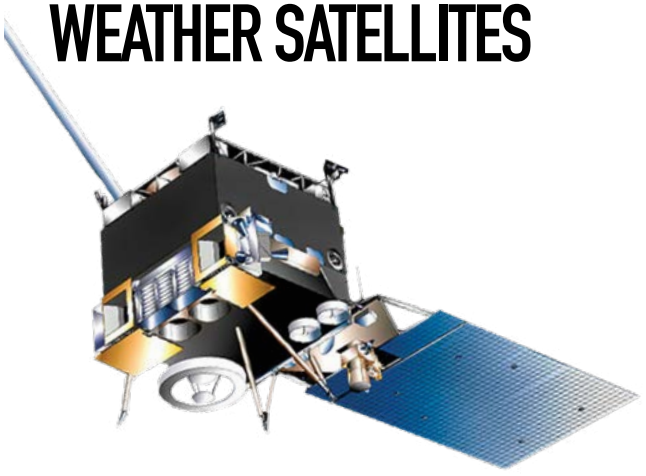
Missile Warning/Tracking

Brief: PARCS is a sophisticated UHF-phased-array radar system de-

signed for missile defense and space surveillance, operated by the 10th Space Warning Squadron at Cavalier Space Force Station in North Dakota. The system serves as a critical early warning installation, monitoring for potential sea-launched and ICBM ballistic missile threats while providing crucial surveillance data to military command centers. Its capabilities enable comprehensive threat assessment and timely information sharing with defense authorities. The PARCS installation employs advanced radar technology to track a significant portion of Earth-orbiting objects, with its specialized array oriented toward Hudson Bay to maximize coverage of potential threat vectors. Beyond missile defense, PARCS contributes valuable data about space activities as part of the broader space surveillance network. The system processes tens of thousands of tracking operations daily, detecting everything from large satellites to space debris. PARCS originated as a component of the Army's Safeguard missile defense program, but found continued utility in Air Force operations after the original system was decommissioned, transitioning to focus on missile warning and space surveillance. The Space Force maintains PARCS through contracted support services, with a substantial investment in its continued operation and maintenance. PARCS is due to be upgraded from analog to digital under the Ground Based Radar Digitization (GBRD) project, announced in May 2026, with a preliminary design review in 2027 and rapid fielding starting in 2030.

Contractors: Western Electric Co. (prime contractor); InDyne (current maintenance contract).
Operator/Location: USSF 10th Space Warning Squadron (Space Delta 4); Cavalier Space Force Station, N.D.
IOC: 1976.
Active Systems: One radar site.

WEATHER SATELLITES



Space Operations Command

ELECTRO-OPTICAL/INFRARED WEATHER SYSTEM-GEOSTATIONARY (EWS-G)

Strategic and Tactical Launch Detection

Brief: EWS-G is an environmental data collection constellation for military weather forecasting over the Indian Ocean region. The system uses EO/IR sensors to image cloud layers and analyze environmental conditions in support of military operations and planning. EWS-G uses a Solar X-ray Imager (SXI) to map cloud cover in tandem with a sounding sensor that measures vertical temperature, humidity, and ozone layers. The satellites are also equipped with radiation and energetic particle sensors to monitor solar activity and electromagnetic "space weather," as well as a search and rescue transponder to extend aircraft, vessel, and personnel distress beacons. Data is transmitted to a Remote Ground Station (RGS) in Dongara, Australia, and relayed to DOD weather centers for analysis, forecasting, and dissemination to tactical users. The first satellite, EWS-G1 was launched as the National Oceanic and Atmospheric Administration (NOAA) Geostationary Operational Environmental Satellite (GOES)-13 in 2006. It was replaced on orbit in 2017 and subsequently transferred to the USSF to fill a gap in meteorological coverage in September 2020. EWS-G1 reached the end of its planned service life in February 2024, and USSF secured transfer of a second satellite (former GOES-15) redesignated EWS-2, which was maneuvered to a new geostationary orbit over the Indian Ocean in 2023. EWS-2 will provide coverage through 2030 or beyond. An Orion Space Systems cubesat launched as a technology demonstrator on March 4, 2024, and General Atomics Electromagnetic Systems is developing a full-scale purpose-built EWS platform, with the first planned for launch in 2026. The company is on contract to deliver an initial two satellites to begin replacing DMSP alongside the WSF-M satellites. USSF estimates the DMSP constellation will reach the end of its useful life by 2026.

Contractors: Boeing; Orion Space Solutions (cubesat demonstrator); General Atomics Electromagnetic Systems (future EWS satellite).
Operator/Location: USSF CFC, Mission Delta 2 (DEL 2), 19th Space Defense Squadron (19 SDS), NAF Dahlgren, Va.; National Oceanic and Atmospheric Administration Wallops Command and Data Acquisition Station (WCDAS), Va.; NOAA Operations Facility, Suitland, Md. (backup).
First Launch: May 24, 2006.
IOC: 2020 (with USSF).
Design Life: 14 yrs.
Launch Vehicle: Delta IV.
Constellation: Four low-Earth orbit (LEO).
Active Satellites:
- EWS-G1. Formerly NOAA GEOS-13, launched in 2006; active.
- EWS-G2. Formerly NOAA GEOS-15, launched in 2010; active.
- EWS-Cubesat. Sensor technology demonstrator, launched in 2024; active .

Dimensions: 13.7 x 6.16 ft x 9.5 ft with 27.5 ft solar array (deployed).
Weight: 7,075 lb at launch.
Performance: Geostationary orbit; provides constant near-real-time coverage of the Indian Ocean region.
Orbit Altitude: 22,236 miles.
Power: Solar array generating 2,300 watts.

DEFENSE METEOROLOGICAL SATELLITE PROGRAM (DMSP)

Space and Earth Environmental Data Collection

Brief: DMSP is tasked with environmental data collection for worldwide, military weather forecasting. It provides timely and high-quality weather information to strategic and tactical combat units. DMSP uses an operational line-scan sensor to image cloud cover in the visible and IR spectrum to analyze cloud patterns. It is equipped with microwave imagers and sounders and a suite of space environment sensors that provide critical land, sea, and space data. Block 5D-3 improved spacecraft bus and sensors for longer and more capable missions. Six operational DMSP satellites now survey the entire Earth four times a day. DMSP-19 most recently launched in 2014. The vehicle subsequently suffered a power failure in early 2016, rendering it uncontrollable. Data from the craft remain usable until its orbit decays. Congress canceled the DMSP program before the final spacecraft (DMSP-20) could be launched. USSF is replacing DMSP with a combination of the Weather System Follow-On-Microwave (WSF-M) which launched its first satellite in April 2024, and the future Electro-Optical/Infrared Weather System (EWS). DMSP is schedule to end service in 2026.



USAF

Contractors: Lockheed Martin; Northrop Grumman.
Operator/Location: National Oceanic and Atmospheric Administration; NOAA Operations Facility, Suitland, Md.; Schriever SFB, Colo. (backup).
First Launch: May 23, 1962.
IOC: 1965.

Design Life: Five yr (Block 5D-3).
Launch Vehicle: Delta IV; Atlas V.
Constellation: Four low-Earth orbit (LEO).
Active Satellites:
▪Block 5D-3. Improved spacecraft bus and sensors for longer, more capable missions.
Dimensions: Length 25 ft (with array deployed), width 4 ft.
Weight: 2,545 lb, incl. 772-lb sensor; 2,270 lb with 592-lb sensor payload.
Performance: Polar orbits; covers Earth in about 6 hrs; primary sensor scans 1,800-mile-wide area.
Orbit Altitude: Approx. 527 miles.
Power: Solar arrays generating 1,200-1,300 watts.

WEATHER SYSTEM FOLLOW-ON-MICROWAVE (WSF-M)

Space and Environmental Data Collection

Brief: WSF-M is the Defense Department's next-generation space-based meteorological satellite specifically designed to fill key Vagaps in ocean surface winds, tropical cyclone intensity, and electromagnetic "space weather" monitoring in LEO. WSF-M's payload includes two main sensors. The passive microwave radiometer utilizes a 6-foot antenna array to monitor winds, cloud cover, snow depth, sea ice, and soil moisture, augmenting the Electro-Optical/Infrared Weather System (EWS) satellite system. The Energetic Charged Particle sensor, meanwhile, monitors electromagnetic "space weather in LEO" which can disrupt communications and electronic systems. WFS-M data is utilized by the Joint Typhoon Warning Center to improve the tracking of potentially damaging tropical storms as well as provide data for forecasting and mission planning to military users in real-time. USAF awarded Ball Aerospace a development contract in 2017, and most recently ordered a second satellite (SV-2) in January 2023. The first satellite launched from Vandenberg on April 11, 2024. WSF-M and EWS-G are replacing DMSP, which will reach its planned end-of-service date in September 2026. IOC was achieved at Vandenberg in April 2025. Its Microwave Imager (MWI) will use frequencies to gather real-time data on ocean surface winds, tropical cyclone intensity, and snow depth, closing gaps in the current monitoring capabilities. BAE Systems was also awarded a follow-on contract to build a second WSF-M satellite, which is scheduled for launch by the end of 2026.

Contractors: Ball Aerospace (satellite); BAE Systems (systems and sensor integration).
Operator/Location: USSF CFC, Mission Delta 2 (DEL 2), 19th Space Defense Squadron (19 SDS), NAF Dahlgren, Va.
First Launch: April 11, 2024.
IOC: April 24, 2025.
Design Life: Unknown.
Launch Vehicle: Falcon 9.
Constellation: One low-Earth orbit (LEO).
Active Satellites:
▪WSF-M SV-1. First satellite, launched in 2024; active.
Dimensions: 7.2 x 5.6 ft x 4.6 ft, not including deployed solar array.
Weight: 2,645 lb at launch.
Performance: Sun-synchronous orbit.
Altitude: Approx 517 miles.
Power: Solar array and batteries.

ELECTRONIC WARFARE



Airman 1st Class Andrew Bertain

COUNTER COMMUNICATIONS SYSTEM (CCS)

Electronic Warfare

Brief: The Counter Communications System is a transportable space electronic warfare system that reversibly denies adversary satellite communications. It is the first space control platform acknowledged by the Space Force and provides quick reaction capability with direct operational support to the warfighter. First introduced in 2004, the CCS has undergone several upgrades, with Block 10.2 achieving Initial Operating Capability (IOC) in March 2020. Currently, the CCS is undergoing a "step-change" capability upgrade as it transitions to the "Meadowland" variant. On Dec. 11, 2025, L3Harris Technologies announced it had delivered the first Meadowlands Counter Communications System production unit to the U.S. Space Force's Mission Delta 3. It is a compact ground-based satellite signal jammer.

Contractor: L3Harris.
Operator/Location:
▪ 4th Electromagnetic Warfare Squadron, Mission Delta 3 (DEL 3), Space Operations Command. Peterson Space Force Base, Colo.
▪ 216 Electromagnetic Warfare Squadron, California National Guard, Beale AFB, Calif.
▪ 138 Electromagnetic Warfare Squadron, Colorado National Guard, Peterson SFB, Colo.
▪ 114th Electromagnetic Warfare Squadron , Florida National Guard, Cape Canaveral SFS, Fla.
IOC: 2004.
Active Systems: 16 total (2 already transitioned to Meadowlands configuration).
Dimensions: Mobile, transportable system.
Weight: Unknown.

MEADOWLANDS

Electronic Warfare

Brief: Meadowlands is a ground-based satellite jamming system that provides advanced electronic warfare capabilities to disrupt enemy communications satellites. It is a major "step change" level upgrade to the Space Force's first acknowledged offensive counterspace system, the Counter Communication System (CCS), which has been operational since 2004. The system is a mobile electronic warfare platform designed for interfering with enemy satellite communications through radio signal jamming. Meadowlands features expanded frequency range capabilities including multifrequency jamming in S-band and X-band, increased mobility with a significantly smaller footprint than its predecessor and incorporates remote command and control functionality to reduce the number of personnel required at the antenna site. The system uses radio signals to jam enemy communications, and the modernized version has an expanded frequency range, which improves its ability to interfere. The system is also lighter weight than its predecessor and has an open architecture that will allow for more regular software updates in the future. L3Harris won a contract in January 2019 for conversion of five CCS to Meadowlands standard. The Space Force formally accepted delivery of the first two developmental mobile Meadowlands satellite jammers from L3Harris in April 2025, with the delivery occurring approximately six months earlier than planned. A production contract signed in October 2021 runs through January 2028 for over 20 units and associated training systems. This will likely include upgrading its entire inventory of 11 CCS to the Meadowlands standard. The first production Meadowlands system was delivered in December 2025, and operations are expected to start in 2026.

Contractor: L3Harris.
Operator/Location: 16th Electromagnetic Squadron, Mission Delta 3 (DEL 3), Peterson Space Force Base, Colo.
First Delivery: First test units in April 2025, first production units in December 2025.
IOC: N/A.
Active Systems: First two units delivered April 2025.
Dimensions: Significantly smaller than CCS.
Weight: Lighter than predecessor (specific weight not provided).



SpaceX

FALCON 9

Launch

Brief: Falcon 9 is SpaceX's workhorse partially reusable two-stage orbital rocket that has revolutionized the launch industry with its reusability and high launch cadence. Since its debut in 2010, Falcon 9 has become the most frequently launched U.S. orbital rocket, dramatically lowering launch costs while maintaining high reliability. In 2020, it became the first commercial rocket to launch humans to orbit and continues to dominate the commercial launch market. Falcon 9 launched 165 times in 2025, more than every other launch vehicle combined. That included eight National Security Space Launch missions to low-, medium-, and geostationary transfer orbits.

First Launch: June 4, 2010.
Total Launches (through CY 2025): 582.
Launches in CY 25: 165.
Class: Medium-lift partially reusable launch vehicle.
Company: SpaceX.
Payload to LEO: Up to 22,800 kg (50,265 lb).
Payload to GEO: Up to 8,300 kg (18,300 lb) to GTO.
Engine Type: Nine Merlin 1D engines (first stage), one Merlin Vacuum engine (second stage).
NSSL Lane 2 Certified: Yes.

FALCON HEAVY

Launch

Brief: Falcon Heavy is currently one of the world's most powerful operational rockets, composed of three Falcon 9 first stages working together as a heavy-lift launch vehicle. With 27 Merlin engines generating more than 5 million pounds of thrust at liftoff, Falcon Heavy can deliver large payloads to Earth orbit and beyond, including direct insertion into geosynchronous orbit and interplanetary trajectories. Falcon Heavy did not launch in 2025 but returned to flight in April 2026 with a commercial mission. It is scheduled for several more launches in 2026, but SpaceX is increasingly focused on developing Starship, a new rocket capable of delivering 150 percent of Falcon Heavy's payload to LEO.

First Launch: Feb. 6, 2018.
Total Launches (through CY 2025): 11.
Launches in CY 25: 0.
Class: Heavy-lift partially reusable launch vehicle.
Company: SpaceX.
Payload to LEO: Up to 63,800 kg (140,660 lb).
Payload to GEO: Up to 26,700 kg (58,860 lb) to GTO.
Engine Type: 27 Merlin engines (three Falcon 9 cores), one Merlin Vacuum engine (second stage).
NSSL Lane 2 Certified: Yes.

VULCAN

Launch

Brief: Vulcan Centaur is ULA's next-generation heavy-lift launch vehicle, designed to replace Atlas V and Delta IV rockets. Utilizing advanced technology from both legacy platforms along with innovations like Blue Origin's BE-4 engines, Vulcan offers increased capabilities at competitive prices. Primarily developed to meet the requirements of the National Security Space Launch program, Vulcan completed its maiden flight in January 2024. Vulcan performed its second flight in October 2024 and suffered an anomaly with one of its solid rocket boosters, though the vehicle's performance was not affected. After a lengthy certification process, the Space Force approved Vulcan for National Security Space Launch missions in March 2025, and it performed its first NSSL launch in August 2025.

First Launch: Jan. 8, 2024.
Total Launches (through FY 2025): 3.
Launches in FY 25: 2.
Class: Heavy-lift expendable launch vehicle.
Company: United Launch Alliance (ULA).
Payload to LEO: Up to 27,200 kg (60,000 lb).
NSSL Lane 2 Certified: Yes.
Payload to GEO: Up to 14,400 kg (32,000 lb) to GTO.
Engine Type: Two Blue Origin BE-4 engines (first stage), two Aerojet Rocketdyne RL10C engines (upper stage).
NSSL Lane 2 Certified: March 2025, after two test flights.

NEW GLENN

Launch

Brief: New Glenn is Blue Origin's orbital heavy-lift launch vehicle, representing the company's entry into the orbital launch market. Named after astronaut John Glenn, this partially reusable rocket features a reusable first stage powered by seven BE-4 engines designed to land on an ocean platform and operate for a minimum of 25 flights. With its 7-meter diameter fairing and impressive payload capacity, New Glenn aims to serve commercial, civil, and national security missions. Blue Origin is planning a four-launch campaign to achieve certification for National Security Space Launch missions. New Glenn conducted its first launch in January 2025, followed by a second in November 2025 in which it successfully landed the rocket's booster.

First Launch: Jan. 16, 2025 (successful first orbital flight).
Total Launches (through CY 2026): 2, (first flight in mission in January 2025).
Launches in CY 25: 2, (first flight in mission in January 2025).
Class: Heavy-lift partially reusable launch vehicle.
Company: Blue Origin.
Payload to LEO: Up to 45,000 kg (99,000 lb).
Payload to GEO: Up to 13,000 kg (28,600 lb) to GTO.
Engine Type: Seven BE-4 engines (first stage), two BE-3U engines (second stage).
NSSL Lane 2 Certified: In certification process, undergoing demonstration flights.



Secretary of the Air Force Public Affairs

EXPERIMENTAL SYSTEMS

X-37B Orbital Test Vehicle on P. 144

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GLOSSARY OF ACRONYMS & ABBREVIATIONS

A NONEXHAUSTIVE LIST OF ACRONYMS AND ABBREVIATIONS FOUND IN THE 2026 ALMANAC.

A2/AD	Anti-access, area-denial
AA	Active associate: ANG/AFRC-owned aircraft
AAB	Army Air Base
AAF	Army Airfield
AATTC	Advanced Airlift Tactics Training Center
AB	Air Base
ABG	Air Base Group
ABW	Air Base Wing
ABMS	Advanced Battle Management System
ACC	Air Combat Command
ACG	Air Control Group
ACS	Air Control Squadron
ACTS	Air Combat Training Squadron
ACW	Air Control Wing
ADS-B	Automatic Dependent Surveillance-Broadcast
AE	aeromedical evacuation
AEHF	Advanced Extremely High Frequency
AESA	active electronically scanned array
AETC	Air Education and Training Command
AFB	Air Force Base
AFDW	Air Force District of Washington
AFGSC	Air Force Global Strike Command
AFLCMC	Air Force Life Cycle Management Center
AFMC	Air Force Materiel Command
AFNWC	Air Force Nuclear Weapons Center
AFRC	Air Force Reserve Command
AFRL	Air Force Research Laboratory
AFS	Air Force Station
AFSC	Air Force Specialty Code
AFSOC	Air Force Special Operations Command
AFSMO	Air Force Spectrum Management Office
AFSPC	Air Force Space Command
AFTC	Air Force Test Center
AFTPS	Air Force Test Pilot School
AG	Airlift Gro up
AGM	air-to-ground missile
AGOW	Air Ground Operations Wing
AGS	Air Guard Station
AGS	Alliance Ground Surveillance
AIM	Air intercept missile
ALC	Air Logistics Complex
ALCM	Air-Launched Cruise Missile
ALCF	Airlift Control Flight
ALCOM	Alaskan Command
ALTV	Approach and Landing Test Vehicle
AMC	Air Mobility Command
AMOG	Air Mobility Operations Group
AMOW	Air Mobility Operations Wing
AMRAAM	Advanced Medium-Range Air-to-Air Missile
AMS	Air Mobility Squadron
AMW	Air Mobility Wing
ANG	Air National Guard
ANGB	Air National Guard Base
ANGS	Air National Guard Station
APO AP	Army/Air Force Post Office Pacific
APO AE	Army/Air Force Post Office Europe
AOC/G/S	Air and Space Operations Center/Group/Squadron
APS	Aerial Port Squadron
ARB	Air Reserve Base
ARCS	Advanced Radar Countermeasure System
ARG	Air Refueling Group
Arpt.	Airport
ARS	1) Air Refueling Squadron 2) Reserve Station
ARW	Air Refueling Wing
AS	1) Air Station 2) Airlift Squadron
ASIP	Airborne Signals Intelligence Payload
ASOS/G	Air Support Operations Squadron/Group
ASTF	Aeromedical Staging Flight
ATCS	Air Traffic Control Squadron
ATKW	Attack Wing
ATP	advanced targeting pod
AW	Airlift Wing
AWACS	Airborne Warning and Control System
BACN	Battlefield Airborne Communications Node
BLOS	beyond line of sight
BLU	Bomb Live Unit
BM	battle management
BMEWS	Ballistic Missile Early Warning System
BW	Bomb Wing
C2	command and control
C3	command, control, and communications
C3I	command, control, communications and intelligence
C4	command, control, communications, and computers
CACS	Command and Control Squadron (Space)
CALCM	Conventional Air-Launched Cruise Missile
CAS	close air support
CBCS	Combat Communications Squadron
CBU	cluster bomb unit
CC	combat communications
CCA	Collaborative Combat Aircraft
CCG	Combat Communications Group
CCW	Command and Control Wing
CDS	Container Delivery System
CEF	civil engineering flight
CEM	combat effects munition
CEP	circular error probable
CENTCOM	U.S. Central Command
CFIN	combat flight inspection
CFAC	combined force air component commander
CFT	conformal fuel tank
CG	Communications Group
CNS/ATM	Communications, navigation, surveillance/air traffic management
COMINT	Communications intelligence
CONECT	Combat Network Communications Technology
CSO	combat systems officer
CONUS	Continental U.S.
COS	Cyberspace Operations Squadron
CRF	Centralized repair facility
CRG	Contingency Response Group
CRTC	Combat Readiness Training Center
CRW	Contingency Response Wing
CSAR	combat search and rescue
CTOL	Conventional Takeoff and Landing
CTS	Combat Training Squadron
CW	1) Cyberspace Wing 2) Combat Weather
DAF	Department of the Air Force
DCGS	Distributed Common Ground System
DMOC	Distributed Mission Operations Center
DMSP	Defense Meteorological Satellite Program
DOD	Department of Defense
DSCS	Defense Satellite Communications System
DSP	Defense Support Program
DSRP	Defense Space Reconnaissance Program
DTOC	Distributed Training Operations Center
DV	distinguished visitors
EA	electronic attack
ECG	Electronic Combat Group
ECM	Electronic countermeasures
EELV	Evolved Expendable Launch Vehicle
EHF	extremely high frequency
EIS(G)	Engineering Installation Squadron/Group
EISS	Enhanced Integrated Sensor Suite
ELINT	Electronic intelligence
ENG	Engineering/Engineer
EO	electro optical
EOD	explosive ordnance disposal
ER	extended range
ESS	Evolved Strategic SATCOM
EW	electronic warfare
EWO	electronic warfare officer
FAB-T	Family of Advanced Beyond Line-of-Sight Terminals
FAC-A	forward air controller airborne
FG	Fighter Group
FLIR	forward-looking infrared
FLTS	Flight Test Squadron
FMV	full-motion video
FOC	full operational capability
FTG	Flying Training Group
FTU	Formal Training Unit
FTW	Flying Training Wing
FW	Fighter Wing
FY	fiscal year
GA	Guardian Angel (pararescuemen, combat rescue officers, and survival, evasion,

	resistance, and escape specialists)
GATM	Global Air Traffic Management
GBRD	Ground Based Radar Digitization
GBU	Guided Bomb Unit
GCS	ground control station
GEODSS	Ground-based Electro-Optical Deep Space Surveillance System
GPS	Global Positioning System
GSSAP	Geosynchronous Space Situational Awareness Program
HARM	High-speed Anti-Radiation Missile
HE	high explosive
HUD	head-up display
Helo	helicopter
IADS	integrated air defense system
IBS	Integrated Battle Station
ICBM	Intercontinental ballistic missile
IFF	identification, friend or foe
IIR	imaging infrared
INS	inertial navigation system
IOC	initial operational capability
IOF/S	Information Operations Flight/Squadron
IOW	Information Operations Wing
IR	infrared
IS	Intelligence Squadron
ISR/G/W	Intelligence, Surveillance, and Reconnaissance Group/Wing
IVEWS	Integrated Viper Electronic Warfare Suite
IW	Intelligence Wing
IWS	Information Warfare Squadron
JADC2	Joint All-Domain Command and Control
JASSM	Joint Air-to-Surface Standoff Missile
JB	Joint Base
JBSA	Joint Base San Antonio
JDAM	Joint Direct Attack Munition
JHMCS	Joint Helmet-Mounted Cueing System
JMS	Joint Mission System
JNGB	Joint National Guard Base
JRB	Joint Reserve Base
JROTC	Junior Reserve Officers' Training Corps
JSOW	Joint Standoff Weapon
JSpOC	Joint Space Operations Center
JSTARS	Joint Surveillance Target Attack Radar System
JSUPT	Joint Specialized Undergraduate Pilot Training
JTIDS	Joint Tactical Information Distribution System
LAAR	Light Attack/Armed Reconnaissance
LAD	Large Area Display
LANTIRN	Low-Altitude Navigation and Targeting Infrared for Night
LCD	liquid crystal display
LDM	Loadmaster
LGB	laser-guided bomb
LJDAM	Laser Joint Direct Attack Munition
LO	low observable
LOS	line of sight
LRASM	Long-Range Anti-Ship Missile
MAFFS	Modular Airborne FireFighting System
MALD	Miniature Air-Launched Decoy
MASINT	Measurement and signature intelligence
MCB	Marine Corps Base
MCE	mission control element
MDG	Medical Group
MDW	Medical Wing
MEECN	Minuteman Essential Emergency Communication Network
MFD	Multifunction display
MILSATCOM	Military Satellite Communications
MISS	Mission/s
MOH	Medal of Honor
MOSSAIC	Maintenance of Situational Awareness Integrated Capabilities
MSG	Mission Support Group
MW	Missile Wing
N/A	not available
NAF	Naval Air Facility
NAS	Naval Air Station
NAOC	National Airborne Operations Center
NAV	Navigation/Navigator
NGAAW	Next Generation Area Attack Weapons
NORTHCOM	U.S. Northern Command
NOSS	network operations security squadron
NSSL	National Security Space Launch
NVG	night vision goggles
OFP	Operational Flight Program
O&M	Operations and Maintenance
OPS	Operations/Operators
OT&E	operational test and evaluation
PACAF	Pacific Air Forces
PACOM	U.S. Indo-Pacific Command
PAR	Presidential Aircraft Replacement
PARCS	Perimeter Acquisition Radar Attack Characterization System
PEO	Program Executive Officer
PGM	precision guided munition
PSP	Precision Strike Package
PTES	Protected Tactical Enterprise Service
PTS	Protected Tactical SATCOM
RAMP	Reliability, Availability, and Maintainability Program
RAOC	Regional Air Operations Center
RATO	Rocket-Assisted Take Off
RATS	Radar Aided Targeting System
R&D	research and development
RDT&E	research, development, test, and evaluation
RED HORSE	Rapid Engineer Deployable Heavy Operational Repair Squadron Engineers
RFCM	Radio Frequency Countermeasure
RG	Reconnaissance Group
RPA	remotely piloted aircraft
RQG	Rescue Group
RQS	Rescue Squadron
RQW	Rescue Wing
ROTC	Reserve Officers' Training Corps
ROVER	Remotely Operated Video Enhanced Receiver
RS	Reconnaissance Squadron
RSC	Resource/s
RSG	Regional Support Group
RW	Reconnaissance Wing
RWR	radar warning receiver
SACU	Situational Awareness Capabilities Upgrade
SAOC	Survivable Airborne Operations Center
SAR	synthetic aperture radar
SATCOM	satellite communications
SBIRS	Space-Based Infrared System
SCAR	Satellite Communications Augmentation Resource
SCMS	Supply Chain Management Squadron
SCMG	Supply Chain Management Group
SCMW	Supply Chain Management Wing
SCOW	Supply Chain Operations Wing
SDB	Small Diameter Bomb
SEAD	suppression of enemy air defenses
SERE	survival, evasion, resistance, and escape
SHF	superhigh frequency
shp	shaft horsepower
SiAW	Stand-in Attack Weapon
SIGINT	signals intelligence
S-L	sea level
SLEP	Service Life Extension Program
SMC	Space and Missile Systems Center
SOCOM	U.S. Special Operations Command
SOF	Special Operations Forces
SOG	Special Operations Group
SOPS	Space Operations Squadron
SOW	Special Operations Wing
SPADOC	Space Defense Operations Center
SPEAR	Selectable Precision Effects Articulated
SPC	Specialist
SPCS	Space Control Squadron
SPOS	Space Operations Squadrons
START	Strategic Arms Reduction Treaty
STOL	short takeoff and landing
STRATCOM	U.S. Strategic Command
STS	Special Tactics Squadron
SUPT	Superintendent
SV	Space Vehicle
SW	Space Wing
SWS	Space Warning Squadron
SYS	System/s
T&E	test and evaluation
TACAN	tactical air navigation
TACC	Tanker Airlift Control Center
TACP	tactical air control party
TAI	total active inventory
TBD	to be determined
TF/TA	terrain-following/ terrain-avoidance
TG	Test Group
T-O	takeoff
TRANSCOM	U.S. Transportation Command
TRG	Training Group
TRW	Training Wing
TTP	tactics, techniques, and procedures
TW	Test Wing
UAV	unmanned aerial vehicle
UHF	ultra-high frequency
USAFA	U.S. Air Force Academy
USAFE	U.S. Air Forces in Europe
USAG	U.S. Army Garrison
VHF	very high frequency
VLF	very low frequency
WCMD	Wind-Corrected Munitions Dispenser
WEG	Weapons Evaluation Group
WGS	Wideband Global SATCOM
WF	Weather Flight
WPS	Weapons Squadron
WSO	weapon systems officer
WXF	Weather Forecast/Weather Flight

By Patrick Fish

AFA Debuts 'Salute to Space,' Launching Annual Tradition



Photos by Jud McCrehin/staff

Brig. Gen. Christopher Fernengel (center), Director, Plans and Programs, U.S. Space Force, and Gen. David "DT" Thompson (right), USSF (Ret.), speak at a panel moderated by Charles Galbreath at the 2026 AFA Salute to Space on May 1, 2026.

The Air & Space Forces Association hosted the inaugural 'Salute to Space' on May 1 with senior Space Force leaders and distinguished guests in attendance.

The salute, held on International Space Day, focused on the legacy of Gen. Bernard Schriever and his critical contributions to the United States' military space and missile programs. The inaugural event drew a direct line from Schriever's pioneering legacy to the founding of the modern-day United States Space Force and featured a keynote from his great-grandson, Master Sgt. Brett Schriever.

As a fourth-generation space operator, Master Sgt. Schriever follows not only in the footsteps of his legendary great-grandfather, but his grandfather, who flew Corona capsule recovery missions, and also his father, who is a Space Force officer with over three decades of service.

"As Guardians, we are inheritors of my great-grandfather's legacy," said Schriever, who also works as a civilian at the National Reconnaissance Office. "The domain we operate in today is vital to U.S. national security, just as he envisioned over half a century ago."

Brig. Gen. Christopher Fernengel, director of plans and programs for the Space Force, and Gen. David "DT" Thompson, USSF (Ret.), the first vice chief of space operations, also participated in a fireside chat, moderated by Charles Galbreath, a senior fellow and director of AFA's Mitchell Institute Space Power Advantage Center of Excellence. The panel discussed topics ranging from the legacy of General Schriever, to the origin of the Space Force and its rapidly growing mission set, to current issues impacting national security space.



Air Force Reserve Master Sgt. Brett Schriever, great-grandson of Gen. Bernard Schriever, speaks at AFA's first annual Salute to Space on the past and the future of space.

"I would say we are in the second golden age of space," said Thompson, alluding to the current popular, bipartisan support



Demonstrating commitment to honoring its heritage, a life-sized statue of Gen. Bernard Schriever, known as the "Father of the U.S. Space Program" is unveiled at AFA headquarters.

for space. "I think there's a level of commitment, understanding, and support for what needs to be done in space, both civilly and on the national security side, that we haven't seen since the dawn of the Space Age."

Lt. Gen. David A. Deptula, USAF (Ret.), Dean of the Mitchell Institute, addressed modern challenges in space and emphasized how heritage—and events like the Salute to Space—drive future change.

"Heritage is about understanding the standard that's been set before us and measuring ourselves against it," he said.

The event culminated in a special ceremony, during which Master Sgt. Schriever, Thompson, Fernengel, AFA President & CEO Lt. Gen. Burt Field, USAF (Ret.), and AFA Chair of the Board Kathleen Ferguson jointly unveiled a life-sized statue of Bernard Schriever in the lobby of AFA headquarters. The statue now stands directly across from AFA's iconic statue of aviation pioneer and WWII hero Gen. Jimmy Doolittle. The Schriever statue also served as the focal point of the inaugural Salute to Space, held immediately following its unveiling, and will serve as the centerpiece for future annual celebrations.

During the toast, the participants prepared the first "Schriever Charge": Korbel champagne poured into small, disposable plastic cups—an homage to the humble toast aboard an Air Force transport by the first Chief of Space Operations, Gen. Jay Raymond, immediately after the formation of the Space Force in December 2019.

Fernengel led the Schriever Charge by raising his glass "to honor the past, challenge assumptions, and build the future."

The charge by Fernengel will be the first of many Schriever Charges to come. AFA looks to continue the tradition every year, with participation from military units across the globe, to ensure the heritage of the space domain is not forgotten and to honor the men and women who dedicate themselves to defending space every day.



AFA President & CEO, Lt. Gen. Burt Field, USAF (Ret.), provides the opening remarks at 2026 Salute to Space.

"The Salute to Space was historic, and will be a cornerstone of AFA's mission for years to come. The legacy and foresight of Gen. Schriever remain ever relevant. Space superiority doesn't happen by accident—it takes continual vision, courage, and commitment," Field said. "We welcome service members, units, senior leaders, AFA chapters, and spacepower advocates across the world to join us as we raise a toast to U.S. spacepower and leadership into the future."

Join AFA as we continue to honor the legacy of those who made U.S. space power possible. Mark your calendars for next year's Salute to Space on Friday, May 7, 2027.

By Col. Phillip S. Meilinger, USAF (Ret.)

Daniel "Chappie" James Jr.

Pilot, leader, and diplomat.

"Chappie" was born in Pensacola, Fla., in 1920, the youngest of 17 children. At the age of 17 during World War II he and a number of other Black men went off to college at Tuskegee Institute in Alabama. There the young men also trained as pilots. The Tuskegee Airmen served with legendary distinction in the European theater. James was one of the most famous of these men, and he would go on to become the first Black four-star general in American history.

James won his wings and a commission in 1943 but did not see combat in World War II. Instead, he flew bombers at Selfridge Field in Michigan—a segregated base, despite Army regulations prohibiting such discrimination.

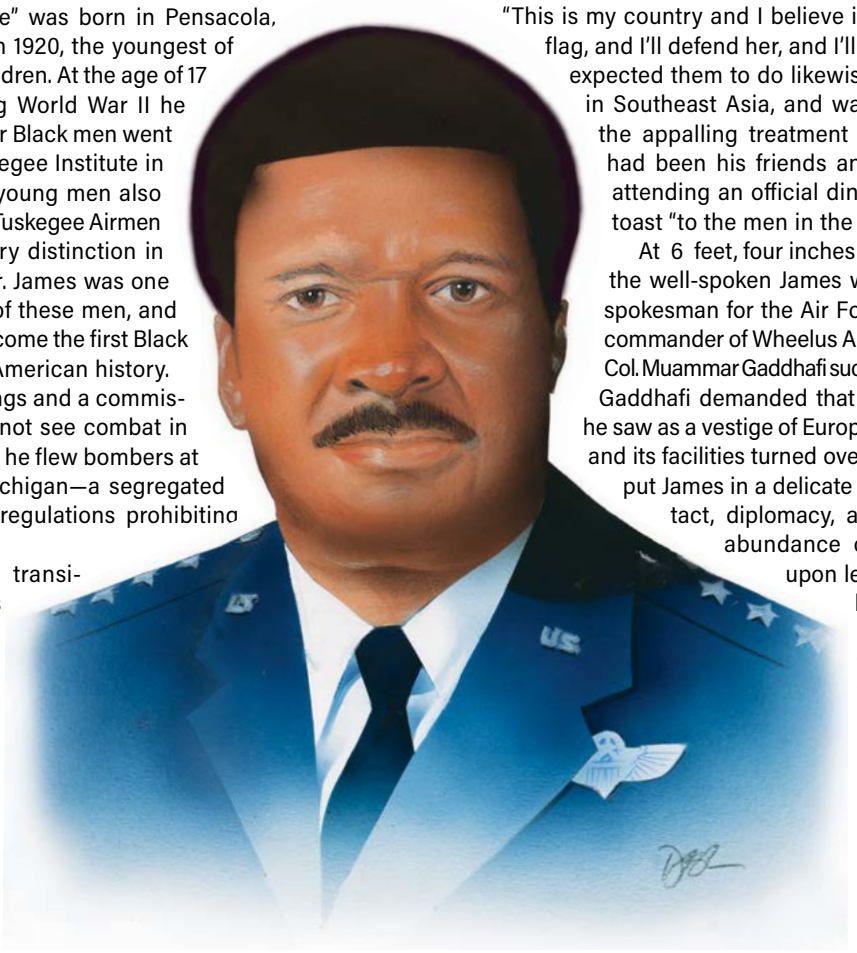


Illustration by Dash Parham/photo resource; USAF

After the war he transitioned to fighters and quickly earned a reputation as an outstanding pilot. He was also courageous. When an aircraft caught fire and the pilot was trapped inside, James ripped off the canopy, pulled out the injured flyer and dragged him to safety, just before the aircraft exploded. The injured pilot was badly burned, but both men survived.

In Korea, Chappie flew 100 combat missions in both P-51s and reconnaissance jets. In Vietnam, by 1965 he was a full colonel—he flew 78 more. By 1965, James was a colonel. Named vice commander of the 8th Fighter Wing at Ubon in Thailand, he was reunited with World War II ace Robin Olds, who was in command—the two had served as a team previously in England. They were known as Blackman and Robin.

Not only was the war unpopular, but racial unrest was erupting all nationwide. James returned from Vietnam and was often called upon to defend not only America's military stance, but also its racial policies. James was a patriotic, hard-working, articulate, and measured individual who served as a convincing spokesman for the Black cause without becoming radicalized. Indeed, he consciously avoided radicalism and consistently stressed instead the values of determination and sincerity, arguing that performance, not skin color, was how a person should be judged. He went out of his way to visit college campuses known for their antiwar sentiments: He wanted to convert them. In one speech he said he didn't want to hear complaints or what was wrong with America: "This is my country and I believe in her—and I believe in her flag, and I'll defend her, and I'll fight for her and serve." He expected them to do likewise. He defended U.S. policy in Southeast Asia, and was especially angered over the appalling treatment of POWs—many of whom had been his friends and flying mates. Whenever attending an official dinner, he always proposed a toast "to the men in the Hanoi Hilton."

At 6 feet, four inches tall and nearly 250 pounds, the well-spoken James was an especially effective spokesman for the Air Force. In 1967 he was named commander of Wheelus Air Force Base in Libya just as Col. Muammar Gaddhafi succeeded in his revolution there. Gaddhafi demanded that the NATO air base—which he saw as a vestige of European colonialism—be closed and its facilities turned over to the Libyan people. This put James in a delicate position requiring restraint, tact, diplomacy, and grit. He displayed an abundance of all these qualities and upon leaving Wheelus a year later he received his first star. After four years in the Pentagon working in Public Affairs where he gained two more stars, James was then named vice commander of Military Airlift Command (MAC). After less than two years at MAC he was promoted again, becoming the first Black four-star general in U.S. history, and taking command of North American Air Defense Command (NORAD) in Colorado Springs. He considered this the most important event of his career and bridled at those who suggested the promotion was "tokenism." He had earned his stars. His job at NORAD was to anticipate and watch for a Soviet nuclear attack on the U.S. He was outspoken about Soviet capabilities and intentions, a stance not welcomed by the new administration of President Jimmy Carter.

Always brash and outgoing, James was also a good singer and performer. When Sammy Davis Jr., a star entertainer, came to sing at an Air Force Academy event, Chappie got up on stage and sang several songs with him. In December 1977, James took his last assignment, as Special Assistant to the Air Force Chief of Staff. But poor health cut that tour short, and just two months later, he retired. Three weeks afterward, he suffered a fatal attack. He was only 58.

There are three biographies of James, one by James R. McGovern, "***Black Eagle: General Daniel "Chappie" James, Jr.,"*** another by J. Alfred Phelps, "***Chappie: America's First Black Four-Star General,"*** and "***Daniel "Chappie" James"*** by Earnest N. Bracey. McGovern's is the best.



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