



C-130J Recapitalization

Fiscal Year 2027 Requirements for the Air National Guard



C-130J Super Hercules aircraft assigned to the 115th Airlift Squadron performs a heritage flight with the a group of AT-6 "Texan" aircraft with the Condor Squadron in Los Angeles, California, Aug. 4, 2024.

Problem

The Air National Guard C-130H Hercules fleet requires continued funding for modernization and C-130J recapitalization to ensure its aircraft can successfully engage in overseas contingency operations and respond to homeland emergencies well into the future.

Recommendation

The National Guard Association of the United States (NGAUS) urges Congress to support:

- 24 C-130J Aircraft for the Air National Guard
- Prohibiting the reduction of C-130J Aircraft Assigned to the Air National Guard



A U.S. Air Force C-130 Hercules aircraft, operated by the 152nd Airlift Wing, Nevada National Guard, lands at Wunstorf Air Base, Germany, during exercise Air Defender 2023.



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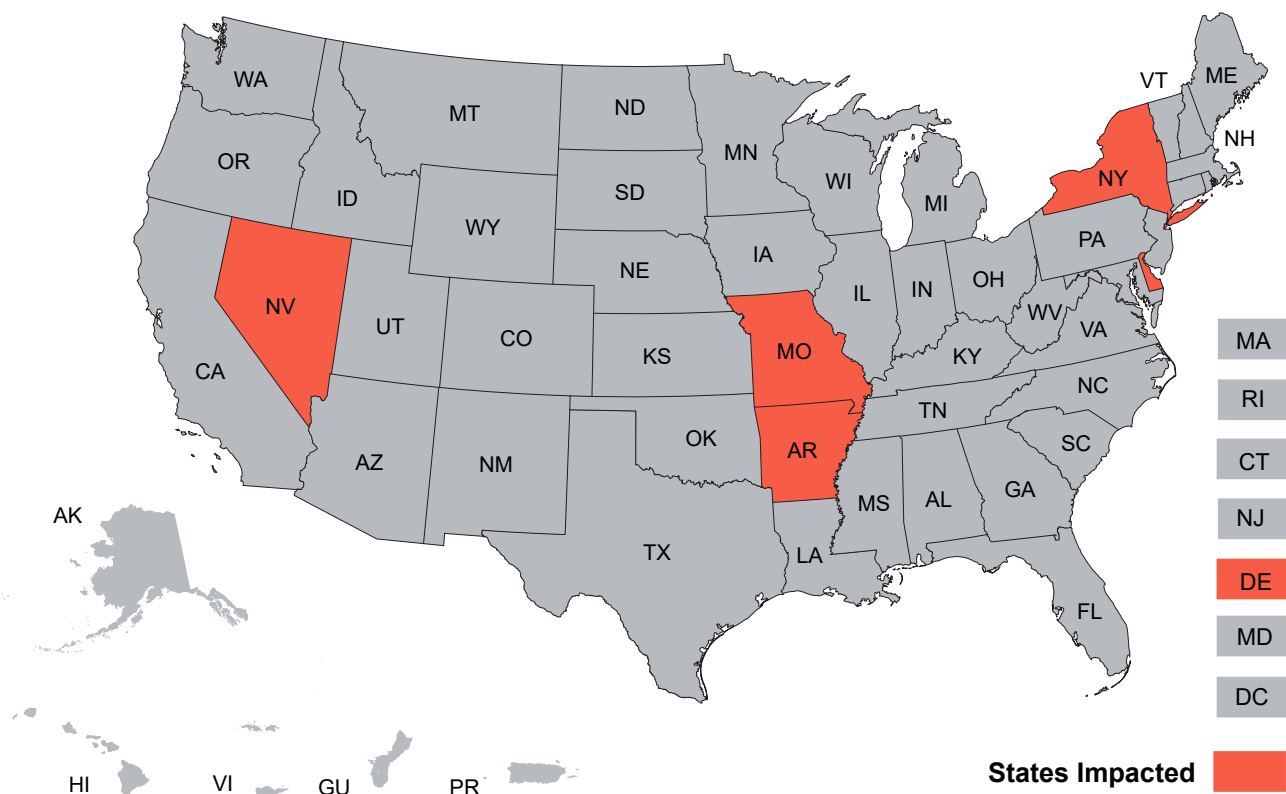




Background

The Air National Guard C-130 fleet is comprised of both the C-130H Hercules, which is over 30 years old, and the newer C-130J Super Hercules aircraft. Because the Air Force plans to continue utilizing the C-130 fleet well beyond 2040, it is critical to modernize the Air National Guard C-130H fleet with modern technology while continuing to recapitalize its aging fleet with new C-130J aircraft. Funding critical modernization efforts will ensure the safety, reliability, and effectiveness of the Air National Guard C-130 fleet, both at home and abroad.

Thanks to Congress, the procurement of C-130J aircraft for the Air National Guard has been included in defense appropriations each year since Fiscal Year 2017.



To date, only five Air National Guard units remain flying the C-130H model – Nevada, Missouri, Delaware, Arkansas, and the New York Air National Guard. Continued support by Congress to recapitalize these remaining five states with C-130J models remains a top priority for NGAUS.



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