Navy and Marine Corps Training, Logistics, and Operational Support Aircraft

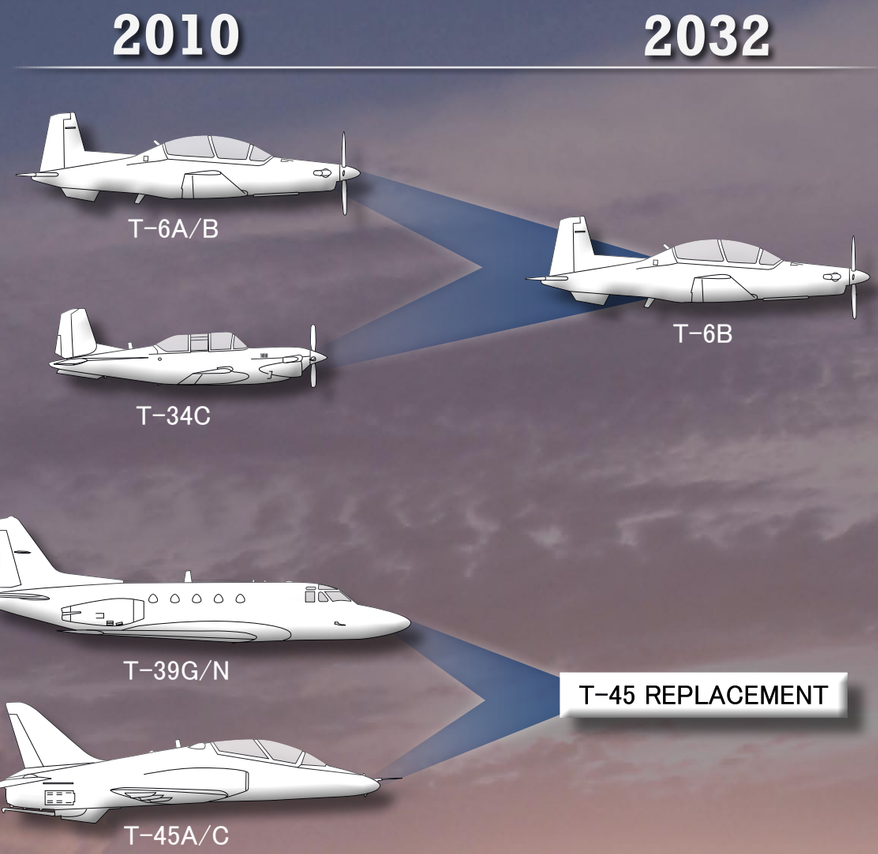
TRAINING AIRCRAFT

T-6B *Texan II* Joint Primary Trainer

Navy and Marine Corps primary pilot and flight officer training will transition to the T-6B *Texan II* as the T-34C *TurboMentor* is retired after more than 30 years of service. The T-6A, currently used for naval flight officer and Air Force combat systems officer training, will be retrofitted to the T-6B configuration so that there will be a single primary training aircraft for Naval Aviation.

T-45 Replacement

The T-45C *Goshawk* will be the single advanced strike trainer for tailhook pilots and naval flight officers as the T-39G/N *Sabreliner* is retired and the T-45A aircraft is retrofitted to the T-45C configuration. The required avionics modernization program will digitize all T-45A cockpits. The virtual mission training system program will integrate a virtual multimode radar capability into the T-45C to enable basic tactical skills training that will provide a new capability to prepare students for the advanced tactical jet aircraft of the future. By 2032, the T-45 Replacement will replace the T-45 *Goshawk*.



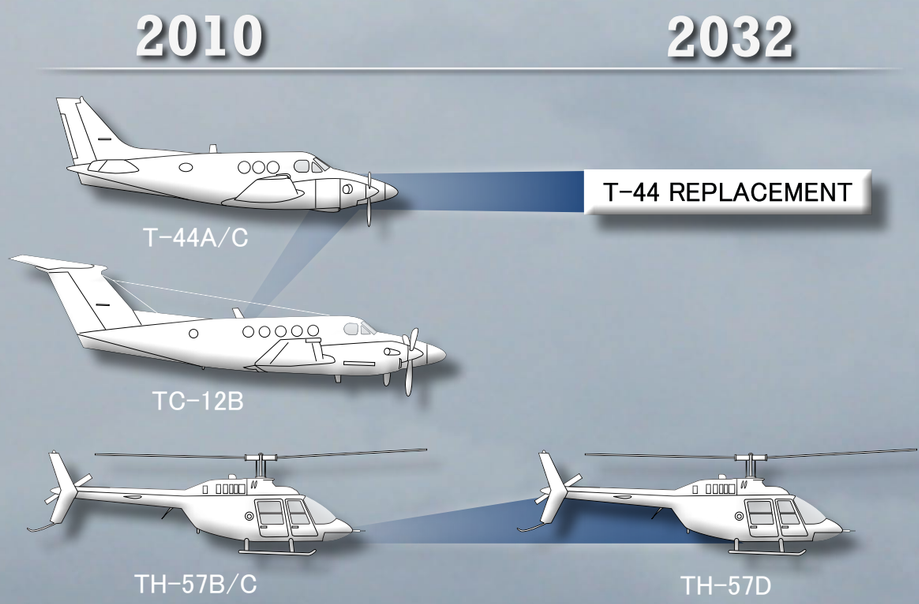
XN3N Yellow Peril, *1936*

T-44 Replacement Aircraft

The T-44A *Pegasus* and the TC-12B *Huron* are both pressurized, twin-engine, fixed-wing aircraft used to conduct multiengine aircraft training for Navy, Marine Corps, Air Force, and Coast Guard pilots. Training in the TC-12B will be discontinued in 2012. The T-44C, which upgrades the T-44A with a digital cockpit, will become the single multiengine training platform for Naval Aviation. By 2032, the T-44 Replacement will replace the T-44C.

TH-57D *Sea Ranger* Rotary and Tilt-Rotor Trainer

The TH-57D *Sea Ranger* will replace the TH-57B/C as Naval Aviation's single rotary-wing and tilt-rotor aircraft training platform. Future upgrades will include a digital cockpit and passenger protection to enhance training and safety to match more closely the capabilities of Navy and Marine Corps fleet helicopter and tilt-rotor platforms.



LOGISTICS AIRCRAFT

Navy-Unique Fleet-Essential Aircraft

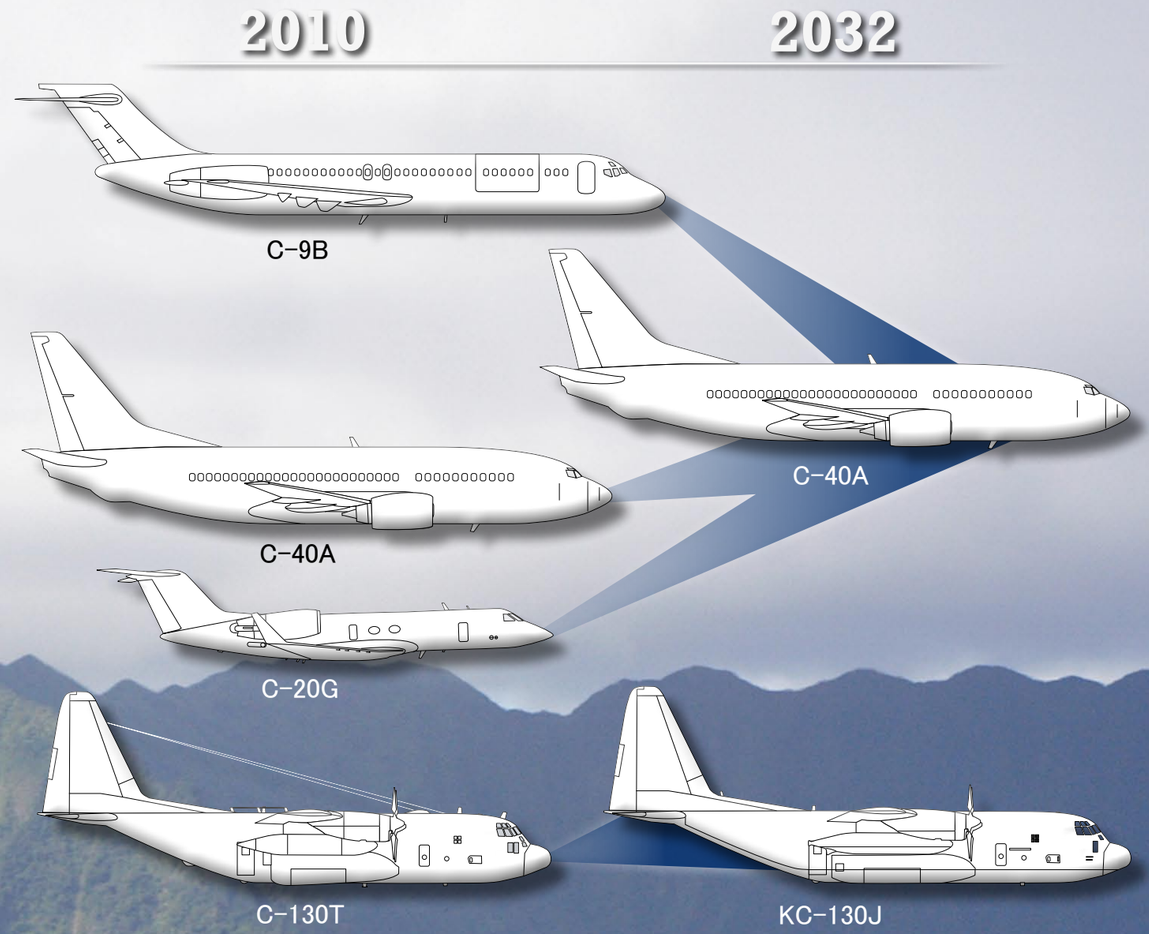
Navy-unique fleet-essential aircraft provide Navy combatant commanders with short-notice, fast-response, intra-theater logistics support when and where it is needed. Comprised of several aircraft platforms, these assets deliver medium- and heavy-lift capabilities in direct support of the fleet worldwide. Designed primarily to provide a reliable and highly flexible airborne logistics capability for the wartime movement of personnel and heavy cargo, they respond to immediate demands for the movement of essential fleet personnel and cargo to mobile sea-based naval force elements.

C-40A *Clipper*

The C-40A *Clipper* is a Boeing 737-700 next generation aircraft equipped with an oversized cargo door that offers multiple passenger and cargo configurations and combinations. It is replacing the aging C-9 *Skytrain* and C-20G *Gulfstream* fleet. The venerable C-9 has served the fleet exceptionally well for years, but with an average aircraft age of 36 years, its maintenance costs are steadily rising. The C-40A has increased range, capacity, and fuel efficiencies to support sea-based logistics.

KC-130J *Hercules*

The KC-130J is the follow-on aircraft that will replace the C-130T. With increased performance, fuel efficiency, and maintenance reliability, the KC-130J is fully compliant with the Communications Navigation Surveillance/Air Traffic Management System and comes equipped with an electronic flight deck. Scheduled for delivery in fiscal year 2017 (to the Navy), this aircraft can transport up to 35,000 pounds of cargo (or 75 passengers) 1,800 nautical miles at 350 knots.



Marine Corps Medium Lift Operational Support Airlift

The Marine Corps uses the medium-lift C-9B aircraft for operational support airlift missions. Marine Aviation will replace the C-9 with the more capable C-40A aircraft. The Marine Corps C-20G will be replaced by a super mid-sized UC-35 Extended Range (ER) Replacement.

OPERATIONAL SUPPORT AIRCRAFT

Operational support aircraft are used to transport high-priority passengers and cargo when requirements are time-, place-, or mission-sensitive. They are stationed worldwide and perform critical airlift missions for the geographic combatant commanders to and from remote locations where commercial sources are not available or viable.

UC-12W *Hawker Beechcraft King Air* 350

The UC-12W is replacing the Marine Corps UC-12B/F *Huron* and will provide light-lift capability through 2032. With a crew of three and a maximum range of 1,900 nautical miles, the *King Air* 350 can transport up to eight passengers while flying at a speed of 290 knots at an altitude of 35,000 feet.

UC-35 Extended Range Replacement *Cessna Sovereign*

The UC-35C/D and C-20G aircraft continue to provide high-speed transport for time-sensitive passengers and cargo. These aircraft have performed admirably, but operating forces need a jet transport with increased range and improved passenger and cargo capabilities. The replacement aircraft will be the UC-35 Extended Range Replacement aircraft.

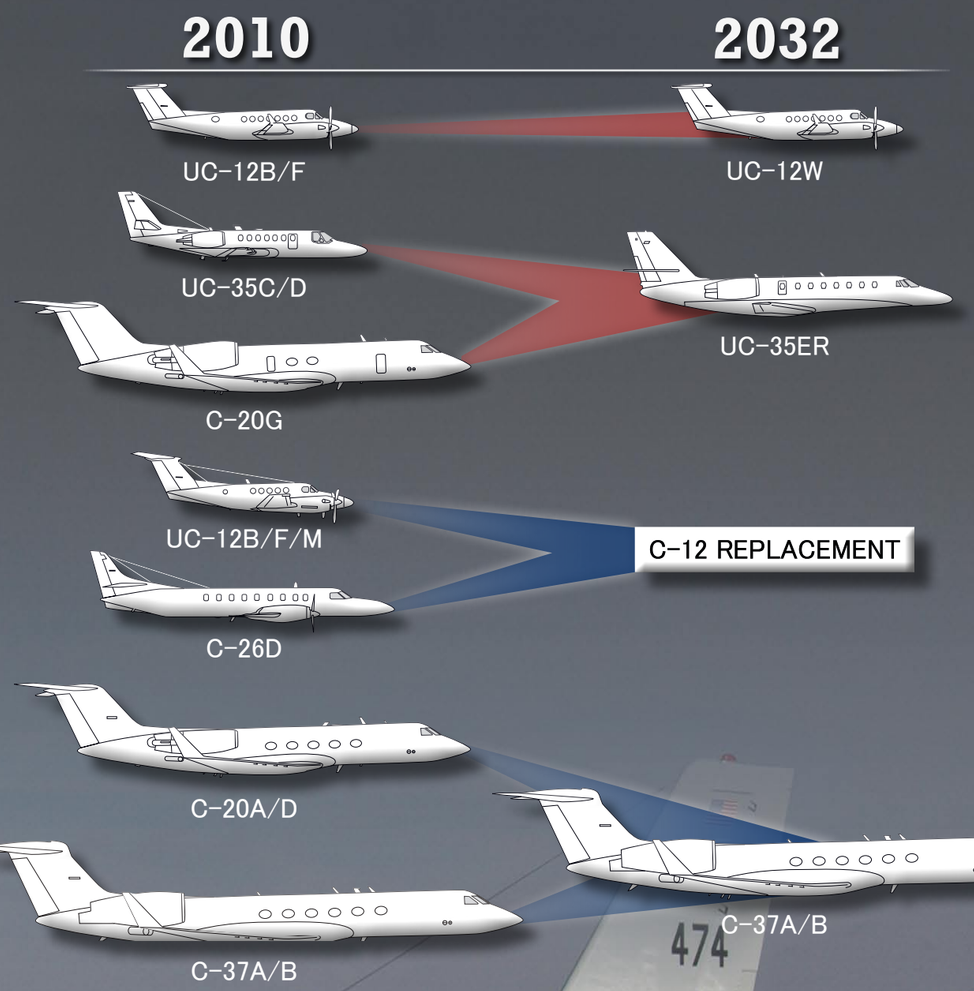
C-12 Replacement

A C-12 Replacement aircraft will be identified to replace the Navy's current fleet of UC-12B/F/M *Huron* and C-26D *Metroliner* aircraft to provide light-lift capability through 2032.

Executive Transport Aircraft

C-37A/B *Gulfstream* G550

The C-37A/B *Gulfstream* executive transport aircraft replaces the aging C-20A/D to provide senior Navy Department personnel with high-speed, long-range transportation with a secure communications capability. Flying at speeds up to 585 knots, the G550 can travel 6,750 nautical miles at 45,000 feet and transport 12 or 14 passengers depending on configuration.

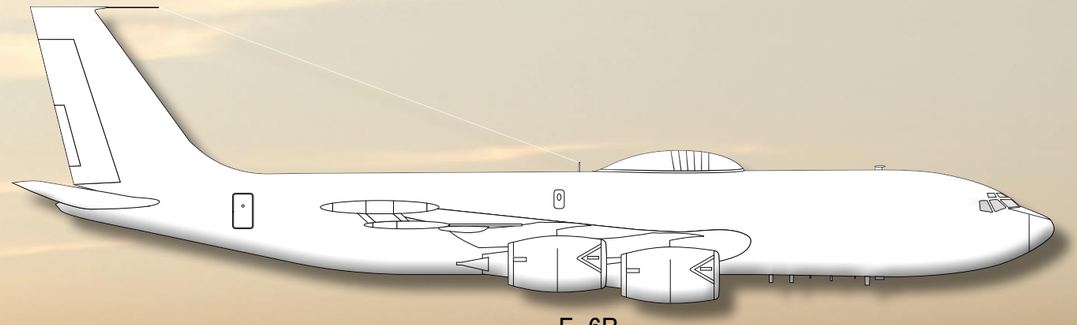


OTHER NAVAL AIRCRAFT

E-6B *Mercury* Airborne Command Post

Derived from Boeing's 707 aircraft, the E-6B supports Commander, U.S. Strategic Command, with the command, control, and communications capabilities needed to direct and employ strategic forces. Designed to support a flexible nuclear deterrent posture, the E-6B performs very-low-frequency emergency communications, U.S. Strategic Command airborne command post missions, and airborne launch control of ground-based intercontinental ballistic missiles. The Block I program, (initial operational capability in 2013), is designed to improve the mission communication systems of the aircraft and increase efficiencies between airborne command post and Navy communications personnel. The internet protocol/bandwidth expansion program (2013) and the Block II program (2015) both provide increases in line-of-sight and satellite-based data links to allow for greater data throughput supporting high-capacity communications. The service life extension program (2011) ensures continued airframe viability well into the 21st century.

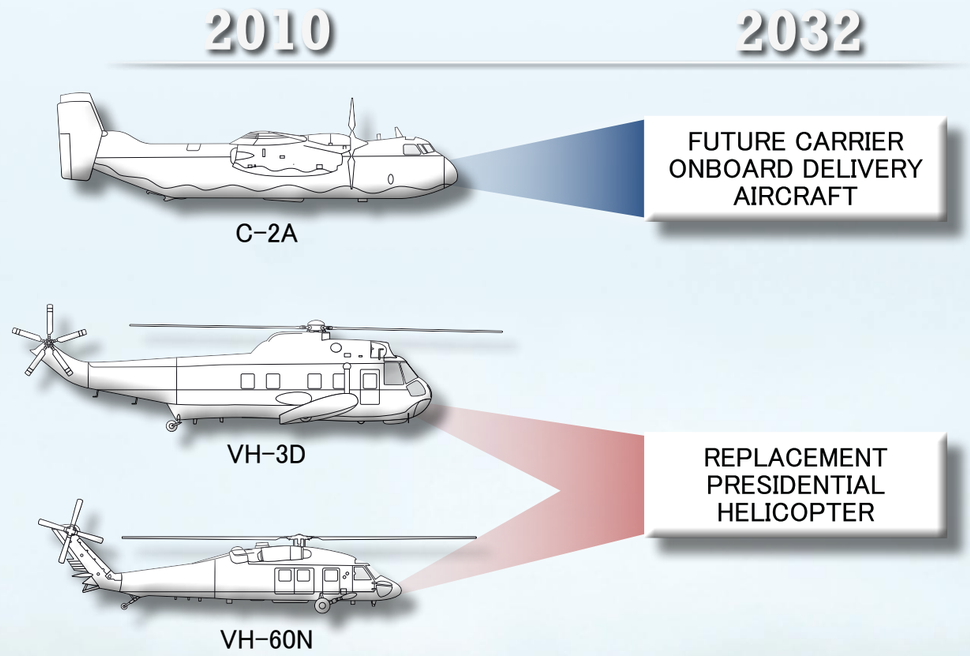
2010 2032



E-6B

C-2A *Greyhound*/Future Carrier Onboard Delivery Aircraft

The C-2A *Greyhound* transports high-priority cargo, mail, and passengers between carriers and shore bases. It can deliver a combined payload of 10,000 pounds a distance of 1,000 nautical miles, and its interior cabin can be rearranged easily to accommodate passengers, litter patients, or jet engines. The large cargo ramp at the rear of the aircraft and a powered winch allow straight-in rear loading and unloading for fast turnaround and can be operated in flight to air drop supplies and personnel. Equipped with an auxiliary power unit used for unassisted engine starts, the *Greyhound* can operate independently from remote locations, adding to its operational versatility. The aircraft is currently undergoing several modifications and a service life extension program, which include structural enhancements, improvements to the avionics system, rewiring, and a new propeller system that will extend the *Greyhound*'s service life until a Future Carrier Onboard Delivery Aircraft can be fielded.

VXX Replacement Presidential Helicopter

A replacement is under development for the 30-year-old VH-3D and 20-year-old VH-60N helicopters, currently providing transportation for the President of the United States, foreign heads of state, and other dignitaries as directed by the White House Military Office. The Replacement Presidential Helicopter (VXX) will provide a hardened, mobile command-and-control transportation capability and a system of integrated systems necessary to meet current and future presidential transport mission requirements.