



**Office of the Under Secretary of Defense
(Comptroller)/Chief Financial Officer
April 2024**



**Department of Defense
Report on Force Structure Changes for the
Fiscal Year (FY) 2025 Defense Budget**

Force Structure Changes Exhibit

**Department of Defense
Report on Force Structure Changes for the
Fiscal Year (FY) 2025 Defense Budget**

**Prepared in Response to the
FY 2023 Defense Appropriations Act
Conference Committee
Explanatory Statement**

April 2024

Force Structure Changes Exhibit

The estimated cost of this report or study for the Department of Defense is approximately \$68,000. This includes \$1,300 in expenses and \$67,000 in DoD labor.

Force Structure Changes Exhibit

Table of Contents

Congressional Language.....	5
From the Explanatory Statement for the Department of Defense Appropriations Bill, 2023:.....	5
From the Explanatory Statement for the National Defense Authorization Act, 2024:	5
From House Resolution 2670, in support of the National Defense Authorization Act, 2024:	5
Executive Summary	7
Army Retirements/Divestments.....	9
Divestment of Fixed Wing Special Electronic Mission Aircraft (SEMA) Aircraft (EO-5C, MC-12, RC-12):.....	9
Divestment of UH-60L Blackhawk Helicopters:	10
Navy and Marine Corps Retirements/Divestments.....	11
Ships Being Retired at ESL:.....	11
Ships Being Retired Prior to ESL:	11
Divestment Requests Previously Denied	13
Divestment of USS Shiloh (CG 67) in FY 2025	13
Divestment of USS Jackson (LCS 6) in FY 2025	14
Divestment of USS Montgomery (LCS 8) in FY 2025	14
Divestment of USS Germantown (LSD 42) in FY 2025.....	15
Early Decommission Requests for FY 2025	16
Divestment of USS Lake Erie (CG 70) in FY 2025	16
Divestment of USNS Spearhead (T-EPF 1) in FY 2025	16
Divestment of USNS Choctaw County (T-EPF 2) in FY 2025.....	17
Divestment of USNS Millinocket (T-EPF 3) in FY 2025	17
Divestment of USNS Fall River (T-EPF 4) in FY 2025.....	18
Divestment of USNS John Glenn (T-ESD 2) in FY 2025.....	18
Retirement/Divestment of Navy and Marine Corps Aircraft in FY 2025	20

Force Structure Changes Exhibit

Air Force Retirements/Divestments.....	21
Divestment of A-10 Aircraft in FY 2025	24
Divestment of B-1 Aircraft in FY 2027.....	25
Divestment of B-2 Aircraft in FY 2025.....	26
Divestment of C-130H Aircraft in FY 2025.....	26
Divestment of CV-22B Aircraft in FY 2025	28
Divestment of E-11 Aircraft in FY 2025.....	29
Divestment of EC-130H Aircraft in FY 2025	30
Divestment of F-15C/D Aircraft in FY 2025	32
Divestment of F-15E Aircraft in FY 2025.....	33
Divestment of F-16C/D Aircraft in FY 2025	34
Divestment of F-22 Aircraft in FY 2025	36
Divestment of HH-60G Helicopters in FY 2025.....	37
Divestment of KC-135R/T Aircraft in FY 2025	38
Divestment of T-1A Aircraft in FY 2025	39
Divestment of T-38A/C Aircraft in FY 2026	41
Divestment of U2 Aircraft in FY 2026.....	42
Divestment of UH-1N Aircraft in FY 2026.....	43
Divestment of UH-1 OSA Aircraft in FY 2026	44
Divestment of VC-25A Aircraft in FY 2028.....	45
U.S. Special Operations Command (SOCOM) Retirements/Divestments	47
USSOCOM Retirements without Operational Savings	47
Divestment of PC-12 and MC12W Aircraft in FY 2025, FY 2026, and FY 2028.....	48

Force Structure Changes Exhibit

Congressional Language

From the Explanatory Statement for the Department of Defense Appropriations Bill, 2023:

The Committee recognizes the creation of the ‘Reforms, Reprioritizations, and Retirements’ exhibit included in the Defense Operation and Maintenance Overview Book submitted with the fiscal year 2023 President’s budget request. While the information contained in the new exhibit on re-prioritizations (formerly ‘divestments’) is helpful, it was incomplete and submitted late in the Committee’s budget review process. This required the Committee to submit additional requests for information to gather budget level details, including budget line items. Responses to these additional requests were also not provided in a timely manner. The Committee finds these details necessary to connect the planning and programming phases of the military services’ budget formulation process to the budget justification materials submitted with each President’s budget request. The current justification materials lack adequate details necessary to review all of the funding adjustments associated with re-prioritizations. This detailed information should demonstrate the savings associated with divestment proposals by budget line item and would also enable the analysis of the cost implications of any changes to re-prioritizations as proposed. Absent this detailed budget information, the Committee has no basis on which to recommend adjustments for divestment proposals that are modified or rejected. The Committee directs the Under Secretary of Defense (Comptroller) to:

- (1) continue to refine the ‘Reforms, Re-prioritizations, and Retirements’ budget exhibit to include budget line-item details and;*
- (2) submit the Defense Operation and Maintenance Overview Book at the same time as the detailed justification books.*

From the Explanatory Statement for the National Defense Authorization Act, 2024:

Sec. 151 - Annual report on force structure changes exhibit for the defense budget

The House bill contained a provision (sec. 186) that would require the Secretary of Defense to provide a report on the divestment of major weapon systems with the submission of each president's budget request. The Senate amendment contained no similar provision. The Senate recedes with a clarifying amendment.

From House Resolution 2670, in support of the National Defense Authorization Act, 2024:

SEC. 186. REPORT ON DIVESTMENT OF MAJOR WEAPON 19 SYSTEMS.

(a) REPORT REQUIRED.—Concurrent with the submission to Congress of the budget of the President for fiscal year 2025 pursuant to section 1105(a) of title 31, United States Code, the Secretary of Defense shall submit to the congressional defense committees a report that—

- (1) identifies each major weapon system the Secretary proposes to divest in the period of five fiscal years following the date of the report; and*

Force Structure Changes Exhibit

(2) for each proposed divestment, includes an explanation of—

(A) the timeline for the divestment;

(B) any cost savings associated with the divestment;

(C) the rationale for the divestment; and

(D) the expected status of the weapon system after divestment.

(b) **MAJOR WEAPON SYSTEM DEFINED.**—In this section, the term “major weapon system” has the meaning given that term in section 3455(f) of title 10, United States Code.

Force Structure Changes Exhibit

Executive Summary

This exhibit addresses the fiscal year (FY) 2023 Department of Defense (DoD) Appropriations Act and FY 2024 National Defense Authorization Act requirement to submit a budget exhibit that includes the savings built into the budget for force structure retirements and divestments submitted with the President's Budget request. This exhibit provides details for each ship and aircraft planned for retirement in FY 2025.

The DoD views legacy system retirements in the context of the Performance Improvement Framework, whereby optimization initiatives are defined as strategic divestments of equipment, partial or entire weapon systems, or discontinuation of legacy acquisition programs and systems to modernize and/or to fund purchases supporting the Department's higher priorities. These strategic divestments are characterized by retirement ahead of the expected service life (ESL). This exhibit summarizes these optimization initiatives along with ship and aircraft retirements that occur at or after ESL.

In FY 2025, the Department plans to retire/divest 484 aircraft and decommission 19 ships with an estimated decrease in operational costs of \$3.3 billion. These decisions will allow the Department to procure and operate more capable replacement aircraft that better align with the National Defense Strategy.

The FY 2025 planned legacy aircraft retirements and corresponding decreases in operational costs include 83 Army retirements (\$62.6 million), 123 Navy and Marine Corps retirements (\$362.9 million), 251 Air Force retirements (\$2.6 billion), and 27 U.S. Special Operations Command (USSOCOM) retirements (\$18.8 million).

The table below shows the total quantity of ships and aircraft divestments and retirements and the associated operational savings.

Force Structure Changes Exhibit

PB25 Retirement/Divestment of Ships and Aircraft by Service

\$ in Thousands

<u>System/Service</u>	<u>Quantity</u>	<u>FY 2025</u>
Aircraft		
Air Force	251	(2,589,770)
Army	83	(62,627)
Marine Corps	48	(159,440)
Navy	75	(203,497)
USSOCOM	27	(18,800)
Aircraft Total	484	(3,034,137)
Navy Ships		
Total	19	(224,664)
Grand Total	503	(3,258,801)

Force Structure Changes Exhibit

Army Retirements/Divestments

The Army plans to divest 17 fixed-wing and 66 rotary-wing aircraft in FY 2025.

The fixed-wing aircraft include three EO-5C, three MC-12S, three MC-12S-3, and eight RC-12X for operational savings of \$30.8 million. The FY 2025 divestment of legacy manned ISR programs will allow the Army to invest in advanced aerial intelligence sensing capabilities for Multi-Domain Operations (MDO) against peer and near-peer adversaries, addressing the Army deep sensing needs in all phases of operations. High Accuracy Detection and Exploitation System (HADES) will be the first capability delivered within the Multi-Domain Sensing System (MDSS).

The rotary-wing aircraft comprise 66 UH-60L helicopters for operational savings of \$31.8 million. The Army terminated the Future Attack Reconnaissance Aircraft (FARA) program on February 8, 2024 (nothing to divest). The Army is divesting UH-60Ls as part of its Utility Helicopter Fleet modernization strategy. The divestment quantities align with new production aircraft fielding (e.g., new UH-60M and final production quantities of UH-60V).

The following is the detail information on the Army aircraft divestments and retirements for PB25:

Divestment of Fixed Wing Special Electronic Mission Aircraft (SEMA) Aircraft (EO-5C, MC-12, RC-12):

Divestment / Retirement	QTY	APPN	Line Item	FY 2025 (\$K)	FY 2026 (\$K)	FY 2027 (\$K)	FY 2028 (\$K)	FY 2029 (\$K)	FYDP (\$K)
SEMA	17	O&M, ARMY	116	-30,815	0	0	0	0	-30,815
Grand Total	17			-30,815	0	0	0	0	-30,815

Justification:

The Army is divesting from turboprop Special Electronic Mission Aircraft (SEMA) and replacing them with jet propulsion SEMA. This is an early retirement of the turboprop SEMA ahead of their ESLs. No real cost savings are achieved due to the continuation of the mission as retired turboprop aircraft are replaced with contracted jet aircraft. The jet aircraft provides a more robust SEMA capability in support of vital national defense objectives. The new aircraft will provide more timely and accurate world-wide intelligence, surveillance, and reconnaissance.

Explanation of Changes (from PB24 Savings Projections):

There were no projected savings in PB24 for these aircraft. These are planned divestments, and any sustainment and/or maintenance savings are reinvested into fleet modernization efforts.

Force Structure Changes Exhibit

Divestment of UH-60L Blackhawk Helicopters:

Divestment / Retirement	QTY	APPN	Line Item	FY 2025 (\$K)	FY 2026 (\$K)	FY 2027 (\$K)	FY 2028 (\$K)	FY 2029 (\$K)	FYDP (\$K)
UH-60L Blackhawk Rotary Wing Aircraft	66	O&M, ARMY	116	-31,812	0	0	0	0	-31,812
Grand Total	66			-31,812	0	0	0	0	-31,812

Justification:

The Army is converting UH-60L aircraft to UH-60V and UH-60M aircraft. This modernization/capitalization effort includes upgrades to the airframe, propulsion, drive train, and digital cockpit and provides a crashworthy external fuel system.

Explanation of Changes (from PB24 Savings Projections):

There were no projected savings in PB24 for these aircraft. These are planned divestments, and any sustainment and/or maintenance savings are reinvested into fleet modernization efforts.

Force Structure Changes Exhibit

Navy and Marine Corps Retirements/Divestments

In FY 2025, the Department of the Navy plans to decommission 19 ships. Ten of these ship decommissionings are ahead of their ESLs, resulting in a reduction in operational costs of \$224.7 million in FY 2025; however, the operational savings are almost entirely offset in FY 2025 by retirement costs. The other nine ship decommissionings have reached the end of their ESLs and have no estimated operational savings. Vessels selected for decommissioning have become too expensive to maintain and are of diminished military use. Savings in the outyears from these retirements will be used to operate newer vessels to adapt to expanding and changing threats in support of updated maritime training strategies.

The Department of the Navy plans to retire 123 aircraft in FY 2025 for a total operational savings of \$362.9 million in FY 2025. 75 of these aircraft are Navy aircraft (\$203.5 million in FY 2025 operational savings), and 48 are Marine Corps aircraft (\$159.4 million in FY 2025 operational savings).

Navy ship and aircraft divestments and retirements for PB25 include:

Ships Being Retired at ESL:

The Navy will decommission nine ships in FY 2025 that have reached ESL. There are no savings associated with the retirement of these ships.

Navy Ships Retired on Schedule

Ship	Age (Years)	ESL (Years)
USS Philippine Sea (CG 58)	36	35
USS Normandy (CG 60)	35	35
USS Sentry (MCM-3)	36	30
USS Devastator (MCM-6)	35	30
USS Gladiator (MCM-11)	32	30
USS Dextrous (MCM-13)	31	30
USS Helena (SSN-725)	38	33
USS Pasadena (SSN-752)	36	33
USS Topeka (SSN-754)	36	33

Ships Being Retired Prior to ESL:

The Navy will divest the following ten ships in FY 2025 prior to their reaching ESL. Previous Navy budget requests have included

Force Structure Changes Exhibit

plans to divest some of these ships. The Navy is re-submitting the request to divest four ships that Congress denied in FY 2024.

The table below identifies the ships, their age, expected ESL, the fiscal year in which the Navy submitted the divestment request, and the planned divestment year.

Navy Ships Retired Early

Ship	Age (Years) in 2025	ESL (Years)	PB When Submitted	Initial Requested Retirement	Current Requested Retirement
FY 2024 Early Decommission Requests Denied, Resubmitted for FY 2025					
USS Shiloh (CG 67)	33	35	PB21	FY 2024	FY 2025
USS Jackson (LCS 6)	10	25	PB23	FY 2024	FY 2025
USS Montgomery (LCS 8)	9	25	PB23	FY 2024	FY 2025
USS Germantown (LSD 42)	39	40	PB22	FY 2023	FY 2025
Early Decommission Requests for FY 2025					
USS Lake Erie (CG 70)	32	35	PB25	FY 2025	FY 2025
USNS Spearhead (T-EPF 1)	12	20	PB25	FY 2025	FY 2025
USNS Choctaw County (T-EPF 2)	12	20	PB25	FY 2025	FY 2025
USNS Millinocket (T-EPF 3)	11	20	PB25	FY 2025	FY 2025
USNS Fall River (T-EPF 4)	11	20	PB25	FY 2025	FY 2025
USNS John Glenn (T-ESD 2)	11	40	PB25	FY 2025	FY 2025

Impact on Overall Battle Force Ship Inventory and Operational Savings:

The following table compares the Battle Force Ship inventory of FY 2024 with FY 2025 after decommissioning and new ship commissioning. Estimated operational savings are displayed for those ships retired or deactivated. No manpower savings are associated with these retirements; due to manning gaps elsewhere in the Navy any personnel will be reassigned to other ships.

Force Structure Changes Exhibit

Navy Battle Force Ship Inventory and Operational Savings

Ship Category	FY 2024 Inventory	FY 2025 Inventory	FY 2025 Operational Savings (\$K) ¹
Aircraft Carrier	11	12	-
Large Surface Combatant (4 CG)	85	83	150,301
Small Surface Combatant (2 LCS, 4 MCM)	34	30	22,780
Nuclear Submarine (3 SSN)	49	49	8,462
Guided Missile Submarine	4	4	-
Fleet Ballistic Submarine	14	14	-
Amphibious Ship (1 LSD)	32	31	10,186
Combat Logistics Force	31	32	-
Command and Support (4 T-EPF, 1 T-ESD)	36	32	32,935
Total	296	287	224,664

1/ Modeled gross operational savings excluding MILPERS; does not represent the cost to buy back the capabilities. Retirement costs are not included in the calculation.

The information below provides further details for each ship decommissioning request.

Divestment Requests Previously Denied

Divestment of USS Shiloh (CG 67) in FY 2025

USS Shiloh is currently stationed in Pearl Harbor, HI. USS Shiloh will be 33 years old at the time of divestment with an Expected Service Life (ESL) of 35 years. She is not part of the CG Modernization program and will reach her ESL in FY 2027. As part of its PB21 submission, the Navy included the planned divestment of four less capable, less integrated Navy cruisers. Three of these ships were divested in FY 2022. USS Shiloh was proposed for divestment in FY 2024, but the request was denied by Congress.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different

Force Structure Changes Exhibit

buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USS Shiloh (CG 67)	1	Manpower (MPN/DHAN/OMN)	Multiple	0	0	0	0	0	0
		OMN	1B1B	0	45,020	15,940	0	0	60,960
		OMN	1B4B	0	17,563	17,932	0	0	35,495
Grand Total				0	62,583	33,872	0	0	96,455

Divestment of USS Jackson (LCS 6) in FY 2025

The USS Jackson (LCS 6) is stationed in San Diego, CA. She is outfitted with the Naval Strike Missile (NSM) but has not received the LCS Lethality and Survivability upgrades mandated for the class. As part of its PB23 submission, the Navy reduced the ship to single-crew status with planned divestment in FY 2024. Now planned for FY 2025 divestment, the ship will be ten years old at the time of divestment with an ESL of 25 years. USS Jackson was proposed for divestment in FY 2024, but the request was denied by Congress.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USS Jackson (LCS 6)	1	Manpower (MPN/DHAN/OMN)	Multiple	0	0	0	0	0	0
		OMN	1B1B	8,200	4,700	9,100	8,500	8,700	39,200
		OMN	1B4B	26,900	29,300	66,500	29,300	29,900	181,900
		OPN	1604	45,400	12,000	32,600	10,800	11,000	111,800
Grand Total				80,500	46,000	108,200	48,600	49,600	332,900

Divestment of USS Montgomery (LCS 8) in FY 2025

The USS Montgomery (LCS 8) is stationed in San Diego, CA. She has not received the LCS Lethality and Survivability upgrades

Force Structure Changes Exhibit

mandated for the class. As part of PB23, the Navy reduced the ship to single-crew status with planned divestment in FY 2024. Now planned for FY 2025 divestment, USS Montgomery will be nine years old at the time of divestment with an ESL of 25 years. The USS Montgomery was proposed for divestment in FY 2024, but the request was denied by Congress.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship’s current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USS Montgomery (LCS 8)	1	Manpower (MPN/DHAN/OMN)	Multiple	0	0	0	0	0	0
		OMN	1B1B	8,200	9,900	5,700	6,700	6,800	37,300
		OMN	1B4B	26,000	28,900	68,600	28,700	29,300	181,500
		OPN	1604	45,400	12,000	32,600	10,800	11,000	111,800
Grand Total				79,600	50,800	106,900	46,200	47,100	330,600

Divestment of USS Germantown (LSD 42) in FY 2025

For the Navy’s PB22 submit, the Navy determined that seven Dock landing Ships (LSDs) should be divested due to poor material condition. Due to their age, these ships are in poor material condition and require significant resources to repair, maintain, and operate. Shifting resources to other capabilities better supports the National Defense Strategy and provides more operational capability to the Navy and Marine Corps. The Navy proposed divesting LSD 42 in FY 2023, but the request was denied. The USS Germantown will be 39 years old at the time of divestment and will reach its ESL of 40 years in 2026, well beyond its designed 35-year ESL. In the 1990s, the Navy extended the service life of the entire class to 40 years based on the assumption that they would only operate at a designed level (six-month deployments) and that each ship would get complete maintenance during its lifecycle. However, these ships operated at higher levels than planned in the 2000s and 2010s and did not receive all planned maintenance. The USS Germantown was proposed for divestment in FY 2024, but the request was denied by Congress.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship’s current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Force Structure Changes Exhibit

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USS Germantown (LSD 42)	1	Manpower (MPN/DHAN/OMN)	Multiple	0	0	0	0	0	0
		OMN	1B1B	0	7,020	0	0	0	7,020
		OMN	1B4B	0	19,409	0	0	0	19,409
Grand Total				0	26,429	0	0	0	26,429

Early Decommission Requests for FY 2025

Divestment of USS Lake Erie (CG 70) in FY 2025

Substantial maintenance and repair costs for USS Lake Erie significantly outweigh warfighting contribution, and divestment of the ship allows for redistribution of the ship's force to cover critical gaps at sea, avoids personnel shifts across ships, and provides cost avoidance for operations, maintenance, and modernization. This action frees capacity at private repair yards to conduct repairs on more lethal platforms. USS Lake Erie will be 32 years old at divestment with an Expected Service Life (ESL) of 35 years.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USS Lake Erie (CG 70)	1	Manpower (MPN/DHAN/OMN)	Multiple	0	0	0	0	0	0
		OMN	1B1B	0	38,200	19,300	15,900	0	73,400
		OMN	1B4B	0	85,400	19,300	13,600	0	118,300
Grand Total				0	123,600	38,600	29,500	0	191,700

Divestment of USNS Spearhead (T-EPF 1) in FY 2025

Divestment of the T-EPF class of ships enables significant cost avoidance for the Navy in support of higher priority programs. Unanticipated and significant ship class life-cycle sustainment issues have resulted in deferred maintenance and higher-than-expected

Force Structure Changes Exhibit

life-cycle costs. The USNS Spearhead will be 12 years old at the time of divestment with an Expected Service Life (ESL) of 20 years.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USNS Spearhead (T-EPF 1)	1	OMN	1B1B	40,000	31,700	32,400	33,600	34,300	172,000
Grand Total				40,000	31,700	32,400	33,600	34,300	172,000

Divestment of USNS Choctaw County (T-EPF 2) in FY 2025

Divestment of the T-EPF class of ships enables significant cost avoidance for the Navy in support of higher priority programs. Unanticipated and significant ship class life-cycle sustainment issues have resulted in deferred maintenance and higher-than-expected life-cycle costs. The USNS Choctaw County will be 12 years old at the time of divestment with an Expected Service Life (ESL) of 20 years.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USNS Choctaw County (T-EPF 2)	1	OMN	1B1B	45,000	34,800	35,500	37,000	37,700	190,000
Grand Total				45,000	34,800	35,500	37,000	37,700	190,000

Divestment of USNS Millinocket (T-EPF 3) in FY 2025

Divestment of the T-EPF class of ships enables significant cost avoidance for the Navy in support of higher priority programs.

Force Structure Changes Exhibit

Unanticipated and significant ship class life-cycle sustainment issues have resulted in deferred maintenance and higher-than-expected life-cycle costs. The USNS Millinocket will be 11 years old at the time of divestment with an Expected Service Life (ESL) of 20 years.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USNS Millinocket (T-EPF 3)	1	OMN	1B1B	33,000	34,600	35,300	36,600	37,500	177,000
Grand Total				33,000	34,600	35,300	36,600	37,500	177,000

Divestment of USNS Fall River (T-EPF 4) in FY 2025

Divestment of the T-EPF class of ships enables significant cost avoidance for the Navy in support of higher priority programs. Unanticipated and significant ship class life-cycle sustainment issues have resulted in deferred maintenance and higher-than-expected life-cycle costs. The USNS Fall River will be 11 years old at the time of divestment with an Expected Service Life (ESL) of 20 years.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USNS Fall River (T-EPF 4)	1	OMN	1B1B	40,000	32,400	33,100	34,400	35,100	175,000
Grand Total				40,000	32,400	33,100	34,400	35,100	175,000

Divestment of USNS John Glenn (T-ESD 2) in FY 2025

Inactivating T-ESD into Out of Service In-Reserve (OSIR) is a cost savings measure. This will allow for the realignment of resources

Force Structure Changes Exhibit

to higher priorities pending a more suitable mission determination for the hull. USNS John Glenn will be 11 years old at the time of divestment with an Expected Service Life (ESL) of 40 years.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. Differences between buy back cost and operational savings are due to differences between modeled operating costs based on the ship's current state versus calculations for required maintenance to upgrade and operate the ship with the capabilities needed for expected operations.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
USNS John Glenn (T-ESD 2)	1	OMN	2A1F	56,800	26,400	23,700	24,400	31,200	162,500
Grand Total				56,800	26,400	23,700	24,400	31,200	162,500

Force Structure Changes Exhibit

Retirement/Divestment of Navy and Marine Corps Aircraft in FY 2025

The Navy and Marine Corps plan to retire 105 and divest 18 aircraft in FY 2025. Below are the 105 aircraft that are retiring at their ESLs.

- 34 fighter/attack: 4 AV-8B, 15 FA-18C, 10 FA-18D, and 5 FA-18F (-\$153.7 million).
- 19 rotary-wing: 10 AH-1Z, 7 CH 53E, and 2 VH-3D (-\$41.4 million)
- 10 patrol/warning: 8 E-2C, 1 N P-3C, and 1 P 3C (-\$34.3 million)
- 33 training aircraft: 10 T 44C, and 13 TH-57B, and 10 TH-57C (-\$26.3 million)
- 9 other aircraft: 8 C-2A and 1 RQ-21A, (-\$29.6 million)

The 18 aircraft planned for divestments ahead of their ESLs are 6 EP-3E (-\$26.6 million) and 12 MH-53E (-\$51.0 million).

Divestment / Retirement	QTY	APPN	FY 2025 (\$K)	FY 2026 (\$K)	FY 2027 (\$K)	FY 2028 (\$K)	FY 2029 (\$K)	FYDP (\$K)
AH-1Z	10	O&M, Navy	(11,121)	0	0	0	0	(11,121)
AV-8B	4	O&M, Navy	(14,913)	0	0	0	0	(14,913)
C-2A	8	O&M, Navy	(29,516)	0	0	0	0	(29,516)
CH-53E	7	O&M, Navy	(29,944)	0	0	0	0	(29,944)
E-2C	8	O&M, Navy	(29,624)	0	0	0	0	(29,624)
EP-3E	6	O&M, Navy	(26,634)	0	0	0	0	(26,634)
FA-18C	15	O&M, Navy	(51,509)	0	0	0	0	(51,509)
FA-18D	10	O&M, Navy	(63,133)	0	0	0	0	(63,133)
FA-18F	5	O&M, Navy	(24,185)	0	0	0	0	(24,185)
MH-53E	12	O&M, Navy	(51,045)	0	0	0	0	(51,045)
NP-3C	1	O&M, Navy	(2,349)	0	0	0	0	(2,349)
P-3C	1	O&M, Navy	(2,349)	0	0	0	0	(2,349)
RQ-21A	1	O&M, Navy	(40)	0	0	0	0	(40)
T-44C	10	O&M, Navy	(8,538)	0	0	0	0	(8,538)
TH-57B	13	O&M, Navy	(8,394)	0	0	0	0	(8,394)
TH-57C	10	O&M, Navy	(9,325)	0	0	0	0	(9,325)
VH-3D	2	O&M, Navy	(318)	0	0	0	0	(318)
Grand Total	123		(362,937)	0	0	0	0	(362,937)

Force Structure Changes Exhibit

Justification:

The Navy plans to divest multiple aircraft platforms and quantities in FY 2025. These aircraft are scheduled for divestment due to reaching the end of the airframe service hours and life. Any resultant proceeds from the divestment are typically used to procure modernized replacement aircraft. Simultaneous divestment of legacy aircraft and fielding of new aircraft will significantly improve aircraft reliability, performance, and safety to respond to domestic and international missions.

AV-8B vertical take-off and landing (VTOL) aircraft are at ESL and being replaced by the F-35B VTOL fighters. C-2A aircraft are at ESL and are being replaced by CMV-22 aircraft. E-2C aircraft are at ESL and are being replaced by E-2D aircraft. F/A-18s are at ESL and are being replaced with F-35B and F-35C fighters. P-3 airframes are at ESL and are being replaced by P-8A aircraft. RQ-21A is an ISR platform for Naval Special Warfare that is at ESL and is being replaced by other unmanned platforms. T-44 trainers are at ESL and are being replaced by T-54A aircraft. TH-57B/C training helicopters are at ESL and are being replaced by TH-73A helicopters. AH-1Z airframes are at ESL. CH-53E helicopters are at ESL and are being replaced by CH-53K helicopters. VH-3D presidential helicopters are at ESL and are being replaced by VH-92A presidential helicopters.

For those aircraft retiring ahead of their ESLs, the EP-3Es are being replaced by MQ-4 Triton, and MH-53Es helicopters are no longer required due to operational employment ending in FY 2024.

EP-3E signals reconnaissance aircraft are being replaced by MQ-4 Triton unmanned aerial vehicles. EP-3 global force management allocation plan (GFMAP) reductions began in FY 2023 and are on-track to sundown by the end of FY 2024. In FY 2025, the EP-3 requirement will be recapitalized within three MQ-4C Triton UAV orbits; the Navy is not divesting of this signals intelligence mission set; it is just transitioning from a manned reconnaissance aircraft to a high-altitude long endurance unmanned aerial vehicle. PB25 completes EP-3 divestment in FY 2025 with final storage of the remaining EP-3 aircraft at the DoD Aerospace Maintenance and Regeneration Center (AMARC).

MH-53E is the Navy's legacy Airborne Mine Countermeasures (MCM) and heavy lift capability. The Navy accelerates retirement of the MH-53E in PB25 from FY 2027 to FY 2025. This acceleration incurs risk in the capability until the MCM Mission Package on the Littoral Combat Ship (LCS) is fielded. Operational employment is planned to end in FY 2024, with final squadron retirement by the end of FY 2025.

Explanation of Changes (from PB24 Savings Projections):

There were no projected savings in PB23 for these aircraft, so there are no changes. These are planned divestments and any sustainment and/or maintenance savings are being reinvested into fleet modernization efforts.

Air Force Retirements/Divestments

The Air Force submitted 251 aircraft divestments for a cost avoidance savings of \$2,589.8 million. Air Force aircraft divestments and retirements for PB25 include:

Force Structure Changes Exhibit

Air Force Aircraft FYDP Retirements

Divestment / Retirement	FY 2025 QTY	APPN	FY 2025 (\$K)	FY 2026 (\$K)	FY 2027 (\$K)	FY 2028 (\$K)	FY 2029 (\$K)	FYDP (\$K)
Divest A-10	56	Multiple	(589,750)	(591,890)	(901,566)	(907,434)	(861,324)	(3,851,964)
Divest B-1	-	Multiple	-	-	(89,400)	(285,800)	(293,100)	(668,300)
Divest B-2	1	Multiple	(36,300)	(41,100)	(43,700)	(44,300)	(45,300)	(210,700)
Divest C-130H	6	Multiple	-	-	-	-	-	-
Divest CV-22	2	Multiple	-	-	-	-	-	-
Divest E-11	1	Multiple	(124)	(77,141)	(89,932)	(86,284)	(87,931)	(341,412)
Divest EC-130H	1	Multiple	(62,832)	(124,396)	(2,500)	-	-	(189,728)
Divest F-15C/D	65	Multiple	(620,106)	(572,064)	(583,110)	(592,171)	(592,171)	(2,959,622)
Divest F-15E	26	Multiple	(392,186)	(626,343)	(1,086,756)	(609,232)	(609,232)	(3,323,749)
Divest F-16C/D	11	Multiple	(150,453)	(485,621)	(629,002)	(592,018)	(172,710)	(2,029,804)
Divest F-22	32	Multiple	(419,130)	(483,647)	(472,016)	(245,794)	-	(1,620,587)
Divest HH-60G	12	Multiple	(176,680)	(184,742)	(180,475)	(174,509)	(187,602)	(904,007)
Divest KC-135R/T	16	Multiple	(137,186)	(171,647)	(195,609)	(207,963)	(272,440)	(984,846)
Divest T-1A	22	Multiple	(5,023)	(8,786)	(71,445)	(73,991)	(126,161)	(285,406)
Divest T-38AC	-	Multiple	-	(190,000)	(20,500)	(21,000)	(280,000)	(511,500)
Divest U-2	-	Multiple	-	-	-	-	-	-
Divest UH-1N	-	Multiple	-	(25,000)	(30,000)	(25,000)	(10,000)	(90,000)
Divest UH-1N (OSA)	-	Multiple	-	(9,000)	(9,000)	(9,000)	(10,000)	(37,000)
Divest VC-25A	-	Multiple	-	-	-	-	-	-
Grand Total	251		(2,589,770)	(3,591,377)	(4,405,011)	(3,874,495)	(3,547,971)	(18,008,625)

The Air Force data includes aircraft retirements across the FYDP as depicted in the table below.

Force Structure Changes Exhibit

Air Force Aircraft FYDP Retirement Quantities

Divestment / Retirement	FY 2025 QTY	FY 2026 QTY	FY 2027 QTY	FY 2028 QTY	FY 2029 QTY	FYDP QTY
Divest A-10	56	59	68	35	-	218
Divest B-1	-	-	-	9	10	19
Divest B-2	1	-	-	-	-	1
Divest C-130H	6	14	16	4	-	40
Divest CV-22	2	-	-	-	-	2
Divest E-11	1	-	-	-	-	1
Divest EC-130H	1	3	-	-	-	4
Divest F-15C/D	65	27	-	-	-	92
Divest F-15E	26	21	45	23	-	115
Divest F-16C/D	11	84	42	-	-	137
Divest F-22	32	-	-	-	-	32
Divest HH-60G	12	11	-	-	-	23
Divest KC-135R/T	16	15	17	16	17	81
Divest T-1A	22	2	39	-	12	75
Divest T-38AC	-	17	-	-	23	40
Divest U-2	-	31	-	-	-	31
Divest UH-1N	-	5	8	8	-	21
Divest UH-1N (OSA)	-	4	-	-	-	4
Divest VC-25A	-	-	-	-	2	2
Grand Total	251	293	235	95	64	938

Since the Air Force aircraft divestments involve multiple appropriations, the following tables provide the appropriation-level details.

Force Structure Changes Exhibit

Divestment of A-10 Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
A-10	56	Aircraft Procurement, AF	A010C0	(382,090)	(120,706)	(182,244)	(183,135)	(122,538)	(990,713)
		O&M, AF	011A, 011M, 011W, 011Y	(184,398)	(369,907)	(519,416)	(513,658)	(523,932)	(2,111,310)
		O&M, Reserve	011A, 011M, 011W	(23,262)	(40,784)	(67,019)	(83,634)	(85,307)	(300,006)
		O&M, Guard	011F, 011M, 011W		(60,493)	(132,887)	(127,007)	(129,547)	(449,934)
Grand Total				(589,750)	(591,890)	(901,566)	(907,434)	(861,324)	(3,851,964)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	(169)	0
Enlisted	0	0	0	(1,997)	0
Total Military Billets	0	0	0	(2,166)	0

FTE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	0	0	0	(649)	0
Reimbursable Civilians	0	0	0	0	0
Total	0	0	0	(649)	0

Justification:

The Air Force continues to pursue accelerating the divestment of the A-10 fleet to transition the overall fighter fleet to a more capable and multi-role force. This divestment allows for the repurposing of A-10 manpower, enables investment in the future force and advances force lethality improvements against peer adversaries.

Explanation of Changes (from PB24 Savings Projections):

This is a continued divestment from FY23PB. The Air Force divests 56 aircraft in FY 2025. The Air Force continues to pursue

Force Structure Changes Exhibit

accelerating the divestment of the A-10 fleet to transition our overall fighter fleet to a more capable and multi-role force. This divestment allows for the repurposing of A-10 manpower, enables investment in the future force and advances force lethality improvements against peer adversaries.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buyback costs for this aircraft above what is listed in the table above.

Divestment of B-1 Aircraft in FY 2027

Divestment/ Retirement	FY 2027 QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
B-1	9	O&M, AF	11A	0	0	(48,748)	(202,198)	(207,647)	(458,593)
		MILPERS		0	0	(40,652)	(83,602)	(85,453)	(209,707)
Grand Total				0	0	(89,400)	(285,800)	(293,100)	(668,300)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	666	666	666
Enlisted	0	0	72	72	72
Total Military Billets	0	0	738	738	738

Justification:

The B-1 is retiring in accordance with NDAA(s) guidance. No mission savings will be realized as resources will be shifted to the B-21 bomber due to the aircraft retirement linkage to B-21 deliveries.

Explanation of Changes (from PB24 Savings Projections):

The table represents the reduction in operational costs due to no longer operating and maintaining the aircraft; no savings are projected. The B-1 retirement/divestment is tied to B-21 production deliveries in accordance with NDAAAs.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buyback costs for this aircraft beyond what is listed in the table above.

Force Structure Changes Exhibit

Divestment of B-2 Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
B-2	1	O&M, AF	11A	(32,690)	(33,699)	(36,095)	(36,477)	(37,306)	(176,267)
		MILPERS		(3,610)	(7,401)	(7,605)	(7,823)	(7,994)	(34,433)
Grand Total				(36,300)	(41,100)	(43,700)	(44,300)	(45,300)	(210,700)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	4	4	4	4	4
Enlisted	68	68	68	68	68
Total Military Billets	68	72	72	72	72

Justification:

The B-2 is being divested in FY 2025 due to a ground accident/damage presumed to be uneconomical to repair.

Explanation of Changes (from PB24 Savings Projections):

Fully burdened option. Divestment IAW NDAA guidance (presumed uneconomical to repair).

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. If the aircraft is deemed repairable, then once the aircraft is repaired (cost unknown at this time), there are no additional buy back costs for this aircraft above what is listed in the table above.

Divestment of C-130H Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
C-130H	6			0	0	0	0	0	0
Grand Total				0	0	0	0	0	0

Force Structure Changes Exhibit

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

Divestment of the C-130H is part of a planned recapitalization. The C-130J is replacing the C-130H on a one-for-one basis, maintaining the Congressionally mandated floor of 271 aircraft. Additional manpower resulting from crew component differences in the C-130J versus the C-130H will be re-purposed within each respective component (ANG/AFRC) and is cost-neutral.

Explanation of Changes (from PB24 Savings Projections):

No estimated savings due to “one-for-one” recapitalization and O&S costs will transfer to the new platform. There is no impact on manpower due to repurposing.

Buy Back Costs:

Unless otherwise noted, buyback assumes the Air Force would only buyback within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. This aircraft is being replaced, for the most part, by Congressional adds. The funding in the table below would be required to be added to the FYDP to operate both the C-130Hs and the C-130Js that Congress added.

Divestment Buyback	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
C-130H Active WSS		O&M, AF	21A	0	10	24	40	44	118
C-130H AFR WSS		O&M, AFR	11M, 11W	826	412	2,001	1,936	1,985	4,684
C-130H ANG WSS		O&M, ANG	11F	1,238	11,728	71,259	170,782	222,223	474,754
C-130H AFR Flying Hours		O&M, AFR	11A	52,104	55,479	56,556	58,113	59,742	281,994
C-130H ANG Flying Hours		O&M, ANG	11F	134,487	168,822	147,578	170,581	167,970	789,438
Grand Total (Cost)				188,655	236,451	277,418	401,452	451,964	1,555,940

Force Structure Changes Exhibit

Divestment of CV-22B Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
CV-22B	2	O&M, AF	21A	0	0	0	0	0	0
Grand Total				0	0	0	0	0	0

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

This decision divests two CV-22B Osprey tilt-rotor aircraft that are not mission capable (flyable storage status) due to supportability and availability. There will be no planned savings as two CV-22s will be delivered immediately prior to two divesting. Savings associated with the divestment will be spent on sustaining the two new aircraft.

Explanation of Changes (from PB24 Savings Projections):

This is the first year of this divestment.

Buy Back Costs:

The two divested aircraft are non-mission capable aircraft. Due to the age and configuration of these aircraft, CV0024 and CV0025 are not eligible for upgrades/modifications to align with the current fleet. Therefore, there is no current cost estimate for modification efforts on these two aircraft.

Force Structure Changes Exhibit

Divestment of E-11 Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
E-11	1	Aircraft Procurement, AF	E011A0	(19)	(32,005)	(33,012)	(33,090)	(34,043)	(132,169)
		O&M, AF	E011A1	(4)	(3,736)	(3,768)	(3,744)	(3,837)	(15,089)
		Aircraft Procurement, AF	011W	(66)	(6,133)	(6,272)	(6,403)	(6,531)	(25,405)
		O&M, AF	011Y	(10)	(10,000)	(22,761)	(20,347)	(19,819)	(72,937)
	1	O&M, AF	012A	(3)	(3,197)	(3,779)	(3,840)	(3,936)	(14,755)
		O&M, AF		(22)	(22,070)	(20,340)	(18,860)	(19,765)	(81,057)
Grand Total				(124)	(77,141)	(89,932)	(86,284)	(87,931)	(341,412)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	(22)	(22)	(22)	(22)	(22)
Enlisted	(40)	(40)	(40)	(40)	(40)
Total Military Billets	(62)	(62)	(62)	(62)	(62)

Justification:

Air Force divests one E-11A Battlefield Airborne Communications Node (BACN) prototype (original) and one procurement aircraft in FY 2025 and associated flying hours, weapon systems sustainment (WSS), O&M, and weapon systems capability (WSC) modifications. The prototype test aircraft divestment has many structural and electronic limitations and unique configurations, and it does not offer the full mission capability of production E-11s. The prototype is difficult and expensive to keep mission-ready and to upgrade (cost avoidance). The E-11 total aircraft inventory (TAI) has been reduced to seven aircraft, so the FY 2025 procurement was cancelled.

Explanation of Changes (from PB24 Savings Projections):

This is the first year of E-11A divestment.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. The reason for the additional MILPERS/MERHC buy-back cost is the 62 positions were transferred to the Battle Management Command C2 mission at Robins AFB, GA.

Force Structure Changes Exhibit

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
E-11	1	Aircraft Procurement, AF	E011A0	19,243	32,005	33,012	33,090	34,043	151,393
		O&M, AF	E011A1	3,651	3,736	3,768	3,744	3,837	18,736
		Aircraft Procurement, AF	011W	66,442	6,133	6,272	6,403	6,531	91,781
		O&M, AF	011Y	10,000	10,000	22,761	20,347	19,819	82,927
	1	O&M, AF	012A	2,920	3,197	3,779	3,840	3,936	17,672
		O&M, AF		22,038	22,070	20,340	18,860	19,765	103,073
		MERHC, AF		882	897	969	1,015	1,063	4,826
		MILPERS		8,117	8,328	8,558	8,791	8,989	42,783
Grand Total				133,293	86,366	99,459	96,090	97,983	513,191

ES Buy Back Costs	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	22	22	22	22	22
Enlisted	40	40	40	40	40
Total Military Billets	62	62	62	62	62

Divestment of EC-130H Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
EC-130H	1	O&M, AF	011W 011Y	(29,032)	(87,096)	0	0	0	(116,128)
		MILPERS		(33,800)	(37,300)	(2,500)	0	0	(73,600)
Grand Total				(62,832)	(124,396)	(2,500)	0	0	(189,728)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	(104)	(24)	(7)	0	0
Enlisted	(130)	(325)	(11)	0	0
Total Military Billets	(234)	(349)	(18)	0	0

Force Structure Changes Exhibit

FTE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	(8)	0	(3)	0	0
Reimbursable Civilians	0	0	0	0	0
Total	(8)	0	(3)	0	0

Justification:

This decision retires the EC-130H Compass Call fleet. The EC-130H Compass Call aircraft is at the end of its service life, and the mission is transferring to the EA-37B Compass Call. The planned retirements in PB25 continue the path since PB17. The funds identified below represent the funding leaving the EC-130H program and do not take into consideration the Compass Call program as a whole. That is, while there are savings from retiring EC-130H, those funds and manpower are transferred directly to the EA-37B; therefore, retirement does not result in direct cost or manpower savings.

Explanation of Changes (from PB24 Savings Projections):

There are no significant changes to explain.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no savings associated with buying back the EC-130H, but rather significant costs to the legacy EC-130H due to the required programmed depot maintenance (PDM) and the inability to reuse EC-130H equipment on the new EA-37B. This aircraft retirement continues the Compass Call rehost to commercial derivative aircraft approved in the FY 2017 NDAA and was not initiated in the FY 2025 President's Budget request. Additionally, each remaining aircraft in the EC-130H fleet has reached its maximum PDM limit and is on a waiver due to the aircraft retiring. The final aircraft's maximum PDM waiver extended due date is September 30, 2026. Extending the service life of any aircraft in this fleet would cost approximately \$14 million per aircraft and provide a maximum of two additional years of service life. Additionally, since the EC-130H mission architecture is transferring to the EA-37B, that equipment would no longer be available from the EC-130Hs and would have to be procured or otherwise reconstructed, adding cost to the acquisition program.

Force Structure Changes Exhibit

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
EC-130H	1	O&M, AF	011W 011Y	43,032	129,096	0	0	0	172,128
		MILPERS		33,800	37,300	2,500	0	0	73,600
Grand Total				76,832	166,396	2,500	0	0	245,728

ES Buyback	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	104	24	7	0	0
Enlisted	130	325	11	0	0
Total Military Billets	234	349	18	0	0

FTE Buy Back	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	8	0	3	0	0
Reimbursable Civilians	0	0	0	0	0
Total	8	0	3	0	0

Divestment of F-15C/D Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
F-15CD	65	O&M, AF	011M, 011W, 011Y	(620,106)	(572,064)	(583,110)	(592,171)	(592,171)	(2,959,622)
Grand Total				(620,106)	(572,064)	(583,110)	(592,171)	(592,171)	(2,959,622)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Force Structure Changes Exhibit

Justification:

The F-15C/D fleet is nearly 40 years of average age, faces significant structural limitations, and can no longer provide air superiority against our pacing threats. To attain the desired fighter fleet, the Air Force must right-size current aircraft inventories to expedite the transition away from less capable, and aging aircraft to prioritize investment in future capabilities, such as the Next Generation Air Dominance (NGAD) Family of systems and F-35 modernization. Savings for the F-15C/D come from active Air Force O&M funding. There are no manpower savings as the Air National Guard personnel will not be divested.

Explanation of Changes (from PB24 Savings Projections):

This is the first year of this divestment.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buyback costs for this aircraft above what is listed in the table above.

Divestment of F-15E Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
F-15E	26	Aircraft Procurement, AF	F01500	(164,022)	(216,435)	(415,641)	0	0	(796,098)
		MERHC, AF	MILPERS, AF	(1,446)	(5,565)	(8,619)	(8,619)	(8,619)	(32,868)
		MILPERS, AF	MILPERS, AF	(24,864)	(93,413)	(145,780)	(145,780)	(145,780)	(555,617)
		O&M, AF	011A,011M, 011W,011Y	(127,460)	(260,875)	(454,833)	(454,833)	(454,833)	(1,752,834)
		RDT&E, AF	0207134F	(74,394)	(50,055)	(61,883)	0	0	(186,332)
Grand Total				(392,186)	(626,343)	(1,086,756)	(609,232)	(609,232)	(3,323,749)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	(50)	(130)	(174)	0	0
Enlisted	(459)	(1,222)	(1,362)	0	0
Total Military Billets	(509)	(1,352)	(1,536)	0	0

Force Structure Changes Exhibit

FTE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	(9)	(21)	(41)	0	0
Reimbursable Civilians	0	0	0	0	0
Total	(9)	(21)	(41)	0	0

Justification:

This decision divests F-15E Strike Eagles with -220 engines only. Prioritizing modernization efforts to keep pace with near-peer competitors requires difficult tradeoffs with existing aircraft inventories and programs. The Air Force determined the best mix for the fighter fleet calls for maintaining an F-15E fleet of 99 aircraft with the more powerful engine (F-100-PW-229) and shifting resources to maximize procurement of newer fighters and capabilities.

Explanation of Changes (from PB24 Savings Projections):

The FY 2024 President’s Budget request reduces funding for F-15E modification programs; however, it maintains funding for 99 Eagle Passive Active Warning Survivability System (EPAWSS) kits, supporting the safety of flight and mandate programs. A buyback of F-15E aircraft would also require a buyback of additional EPAWSS kits (not included in the above table).

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buy back costs for this aircraft above what is listed in the table above.

Divestment of F-16C/D Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
F-16CD	11	O&M AF	11A	(12,148)	(82,577)	(145,158)	(122,983)	(6,186)	(369,052)
		O&M AF	11Y	(105,122)	(274,014)	(332,905)	(326,459)	(121,879)	(1,160,379)
		MILPERS, AF	MILPERS, AF	(29,281)	(114,998)	(133,499)	(125,794)	(38,746)	(442,318)
		Medicare, AF	MILPERS, AF	(3,902)	(14,032)	(17,440)	(16,782)	(5,899)	(58,055)
Grand Total				(150,453)	(485,621)	(629,002)	(592,018)	(172,710)	(2,029,804)

Force Structure Changes Exhibit

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	(95)	(187)	(187)	(187)	(24)
Enlisted	(766)	(1,352)	(1,352)	(1,352)	(320)
Total Military Billets	(861)	(1,539)	(1,539)	(1,539)	(344)

FTE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	(70)	(182)	(182)	(182)	0
Reimbursable Civilians	0	0	0	0	0
Total	(70)	(182)	(182)	(182)	0

Justification:

The divestment of F-16C/D fighters targets a portion of the pre-block F-16 fleet (Block 15, 25, 30), the oldest and least capable F-16s, and focuses modernization efforts on the enduring post-Block 30 aircraft. By doing so, the Air Force will right-size current aircraft inventories to expedite the transition from less capable and aging aircraft to prioritize investment in future capabilities.

Explanation of Changes (from PB24 Savings Projections):

There is no change from previous projections.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buy back costs for this aircraft above what is listed in the table above.

Force Structure Changes Exhibit

Divestment of F-22 Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
F-22	32	MILPERS, AF	MILPERS, AF	(50,764)	(51,738)	(53,158)	(54,670)	0	(210,330)
		MERHC, AF	MILPERS, AF	(7,146)	(7,456)	(7,812)	(8,185)	0	(30,599)
		O&M, AF	011M	(13,243)	(20,695)	(22,177)	(3,735)	0	(59,850)
		O&M, AF	011W	(281,546)	(333,645)	(319,686)	(139,510)	0	(1,074,387)
		O&M, AF	011Y	(65,017)	(68,668)	(67,708)	(38,188)	0	(239,581)
		O&M, AF	011A	(1,414)	(1,445)	(1,475)	(1,506)	0	(5,840)
Grand Total				(419,130)	(483,647)	(472,016)	(245,794)	0	(1,620,587)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	(31)	(31)	(31)	(31)	0
Enlisted	(469)	(469)	(469)	(469)	0
Total Military Billets	(500)	(500)	(500)	(500)	0

FTE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	(8)	(8)	(8)	(8)	0
Reimbursable Civilians	0	0	0	0	0
Total	(8)	(8)	(8)	(8)	0

Justification:

This decision divests 32 Block 20 F-22s ahead of their ESLs. These jets are currently used only for training and test purposes. These aircraft were previously planned to retire in FY 2028. To maintain our competitive advantage in the highly contested environment, the Air Force must continue investing in capable current platforms while developing the Next Generation Air Dominance (NGAD) family of systems. The divestment of 32 F-22 Block 20 aircraft will redirect funding to combat-capable platforms in the Tactical Air (TACAIR) portfolio and NGAD development.

Explanation of Changes (from PB24 Savings Projections):

There is no change from previous projections.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different

Force Structure Changes Exhibit

buyback costs. There are no additional buy back costs for this aircraft above what is listed in the table above.

Divestment of HH-60G Helicopters in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
HH-60G	12	Aircraft Proc, AF	H06000	(16,391)	(17,210)	(18,071)	(4,630)	(4,630)	(60,932)
		O&M, AF	011M, 011W,011Y	(46,272)	(49,048)	(51,991)	(55,111)	(58,417)	(260,840)
		O&M, Guard	011F, 011M,011W	(49,237)	(49,817)	(37,626)	(37,614)	(42,771)	(217,065)
		O&M, Reserve	011A, 011M,011W	(64,780)	(68,667)	(72,787)	(77,154)	(81,783)	(365,171)
Grand Total				(176,680)	(184,742)	(180,475)	(174,509)	(187,602)	(904,007)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

To enable recapitalization, the Air Force is retiring the legacy HH-60G fleet (airframes are at ESL), with savings reinvested toward HH-60W Jolly Green II and future combat search and rescue force modernization. Manpower has been repurposed, so there is no savings or buyback.

Explanation of Changes (from PB24 Savings Projections):

There are no changes from the PB24 savings projections as this is a continued divestment.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buy back costs for this aircraft above what is listed in the table above.

Force Structure Changes Exhibit

Divestment of KC-135R/T Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
KC-135RT	16	O&M, AF	21A, 11F, 11A	(137,186)	(171,647)	(195,609)	(207,963)	(272,440)	(984,846)
Grand Total				(137,186)	(171,647)	(195,609)	(207,963)	(272,440)	(984,846)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

This decision divests the KC-135R/T tankers in accordance with KC-46 deliveries. The plan effects a one-for-one recapitalization of KC-135 tankers with KC-46 tankers and follow-on tankers. This plan supports a 466-tanker fleet. Manpower has been repurposed; there will be no net savings or buyback. This decision is made in advance of deciding on an acquisition strategy for follow-on tanker recapitalization.

Explanation of Changes (from PB24 Savings Projections):

There is no change from the previous President's Budget submission. This divestment profile aligns with the current KC-46 delivery schedule.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buyback costs for this aircraft above what is listed in the table above.

Force Structure Changes Exhibit

Divestment of T-1A Aircraft in FY 2025

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
T-1A	22	O&M, AF	011Y	(5,023)	(7,986)	(25,894)	(19,162)	(22,784)	(80,849)
		O&M, AF	011Y	0	(800)	(840)	(882)	(926)	(3,448)
		O&M, AF	011Y	0	0	(44,711)	(46,947)	(49,294)	(140,951)
		O&M, AF	011Y	0	0	0	0	(45,807)	(45,807)
		MILPERS		0	0	0	(7,000)	(7,350)	(14,350)
Grand Total				(5,023)	(8,786)	(71,445)	(73,991)	(126,161)	(285,406)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	(110)	(30)	(30)
Enlisted	0	0	0	0	0
Total Military Billets	0	0	(110)	(30)	(30)

FTE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	0	0	(50)	(20)	(20)
Reimbursable Civilians	0	0	0	0	0
Total	0	0	(50)	(20)	(20)

Justification:

This decision retires the T-1A trainers to fund higher priority Air Force requirements. These aircraft are not at ESL, but retirement avoids expensive engine overhauls. This decision releases funding and instructor pilots for higher priorities. This decision does not have a negative impact on pilot training capacity, because 21 of these aircraft come from Combat Systems Officer (CSO) training. CSOs will receive additional training in ground-based devices to replace training previously performed in the T-1A aircraft.

Explanation of Changes (from PB24 Savings Projections):

The FY 2025 budget retires the 21 aircraft in Undergraduate CSO training, PE 0804742F in FY 2025 which the previous budget retained across the FYDP.

Buy Back Costs:

Buyback costs are for flying hours, maintenance, and the estimated cost to overhaul aircraft engines. Buyback costs exceed the estimated

Force Structure Changes Exhibit

savings due to the overhauls which are not currently budgeted in the FYDP.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
T-1A	22	O&M, AF	011Y	5,023	25,586	43,494	36,762	22,784	133,649
		O&M, AF	011Y	0	800	840	882	926	3,448
		O&M, AF	011Y	0	0	44,711	46,947	49,294	140,951
		O&M, AF	011Y	0	0	0	0	45,807	45,807
		MILPERS		0	0	0	7,000	7,350	14,350
Grand Total				5,023	26,386	89,045	91,591	126,161	338,206

ES Buy Back Costs	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	110	30	30
Enlisted	0	0	0	0	0
Total Military Billets	0	0	110	30	30

FTE Buy Back	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	0	0	50	20	20
Reimbursable Civilians	0	0	0	0	0
Total	0	0	50	20	20

Force Structure Changes Exhibit

Divestment of T-38A/C Aircraft in FY 2026

Divestment/ Retirement	FY 2026 QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
T-38AC	17	O&M, AF	011Y	0	(20,000)	(20,500)	(21,000)	(21,500)	(83,000)
		Aircraft Procurement, AF	T03800	0	(170,000)	0	0	0	(170,000)
		O&M, AF	011Y	0	0	0	0	(28,500)	(28,500)
		Aircraft Procurement, AF	T03800	0	0	0	0	(230,000)	(230,000)
Grand Total				0	(190,000)	(20,500)	(21,000)	(280,000)	(511,500)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	(26)	(26)	(26)	(60)
Enlisted	0	0	0	0	0
Total Military Billets	0	(26)	(26)	(26)	(60)

FTE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	0	(68)	(68)	(68)	(160)
Reimbursable Civilians	0	0	0	0	0
Total	0	(68)	(68)	(68)	(160)

Justification:

T-38C aircraft are being retired because they are at their ESL and are not economically feasible to repair. These aircraft will be replaced by T-7A.

Explanation of Changes (from PB24 Savings Projections):

This year's estimated operational savings values have increased for estimates to buy back end-of-service life aircraft.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. There are no additional buy back costs for this aircraft above what is listed in the table above. The major costs are the estimates to repair otherwise ESL aircraft that are deemed uneconomical to repair. There is currently no service life extension program

Force Structure Changes Exhibit

(SLEP) for the T-38C.

Divestment of U2 Aircraft in FY 2026

Divestment/ Retirement	FY 2026 QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
U-2	31	O&M, AF	011C, 011M, 011W, 011Y	0	0	0	0	0	0
		MILPERS	USAF	0	0	0	0	0	0
		RDT&E, AF	PE 35202F; BPAC 674820	0	0	0	0	0	0
		OPAF	PE 35202F; WSC 821800	0	0	0	0	0	0
Grand Total				0	0	0	0	0	0

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

The Air Force retires 31 U-2 Dragon Lady total aircraft inventory (TAI) in FY 2026. On October 30, 2023, the Secretary of Defense signed a waiver to divest the U-2 Dragon Lady in accordance with language in the FY 2021 NDAA waiver requirement. In signing the waiver, Secretary of Defense certified combatant commands will continue to be able to accomplish their missions at acceptable levels of risk. The ability to win future high-end conflicts requires accepting short-term risks by divesting legacy ISR assets that offer limited capability against peer and near-peer threats. The USAF will fleet-divest the remaining 31 U-2 aircraft starting October 1, 2026. Of the 31 TAI, 25 are primary mission aircraft, two are backup aircraft, and four are the TU-2S trainer aircraft.

Explanation of Changes (from PB24 Savings Projections):

There are no operational savings to account for through FYDP, since the savings have already accounted for in a previous PB, and resources to include manpower have been repurposed.

Force Structure Changes Exhibit

Buy Back Costs:

The approximate FY 2025 FYDP buyback cost for the U-2 is detailed in the tables below.

Divestment/ Retirement	FY 2026 QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
U-2	31	O&M, AF	011C, 011M, 011W, 011Y	0	287	445	453	462	1,647
		OPAF	USAF	0	0	0	0	0	0
		MILPERS	"PE 35202F; BPAC 674820	0	58	122	124	126	430
Grand Total				0	345	567	577	588	2,077

ES Buy Back Costs	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	145	145	145	145
Enlisted	0	963	963	963	963
Total Military Billets	0	1,108	1,108	1,108	1,108

FTE Buy Back	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	0	41	41	41	41
Reimbursable Civilians	0	0	0	0	0
Total	0	41	41	41	41

Divestment of UH-1N Aircraft in FY 2026

Divestment/ Retirement	FY 2026 QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
UH-1N	22	O&M, AF	21A	0	(19,250)	(23,380)	(19,020)	(9,100)	(70,750)
		MILPERS		0	(5,750)	(6,620)	(5,980)	(900)	(19,250)
Grand Total				0	(25,000)	(30,000)	(25,000)	(10,000)	(90,000)

Force Structure Changes Exhibit

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	(18)	(23)	(28)	(23)	(3)
Enlisted	(9)	(12)	(11)	(14)	(3)
Total Military Billets	(27)	(35)	(39)	(37)	(6)

Justification:

The Air Force is retiring 22 UH-1N Huey helicopters and replacing them with the MH-139A Grey Wolf for the Missile Field Security mission. The retirement and substitution are concurrent. This divestment strategy is consistent with the previous President’s Budgets.

Explanation of Changes (from PB24 Savings Projections):

There are no mission savings projected as the UH-1N retirement/divestment is tied to MH-139A production and deliveries.

Buy Back Costs:

There are no mission savings projected. To buy this platform back, \$90.0 million will be required across the FYDP. This reverses the option that divested the Huey helicopters in a previous POM.

Divestment of UH-1 OSA Aircraft in FY 2026

Divestment/ Retirement	FY 2026 QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
UH-1 OSA	4	O&M, AF	11A	0	(9,000)	(9,000)	(9,000)	(10,000)	(37,000)
Grand Total				0	(9,000)	(9,000)	(9,000)	(10,000)	(37,000)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

Divest four UH-1 helicopters at Yokota Air Base, Japan in FY 2026 to align resources to NDS-priority missions. UH-1 Operational Support Airlift (OSA) has primarily transported distinguished leaders and visitors. This mission set has been increasingly supported by Army partners with Black Hawks.

Force Structure Changes Exhibit

Explanation of Changes (from PB24 Savings Projections):

PB21 originally divested four aircraft in FY 2025; however, PB25 restored funding in FY 2025 only. The Air Force is assessing the full restoration of four aircraft across the FYDP in the FY 2026 POM.

Buy Back Costs:

Unless otherwise noted, buyback is assumed within the FYDP. Different quantity, time, and duration assumptions will drive different buyback costs. In addition to the O&M funding there is military personnel funding that has already been repurposed and would need to be bought back.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
UH-1 OSA	4	O&M, AF	11A	0	9,000	9,000	9,000	10,000	37,000
		MILPERS		0	3,000	3,000	4,000	4,000	14,000
Grand Total				0	12,000	12,000	13,000	14,000	51,000

ES Buy Back Costs	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	8	8	8	8
Enlisted	0	10	10	10	10
Total Military Billets	0	18	18	18	18

FTE Buy Back	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Direct Civilians	0	1	1	1	1
Reimbursable Civilians	0	0	0	0	0
Total	0	1	1	1	1

Divestment of VC-25A Aircraft in FY 2028

Divestment/ Retirement	FY 2028 QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
V-25A	2	O&M, AF	011W, 011Y, 021A	0	0	0	0	0	0
Grand Total				0	0	0	0	0	0

Force Structure Changes Exhibit

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

The Air Force divests two V-25A aircraft in FY 2028. The V-25B Presidential Aircraft Recapitalization program reaches full operating capability in FY 2027 and replaces the VC-25A legacy aircraft due to supportability and availability. There is no estimated mission savings due to a “one-for-one” recapitalization with the VC-25B. The operations and support costs will be transferred to the new platform. There will be no impact on manpower due to repurposing.

Explanation of Changes (from PB24 Savings Projections):

There is no change from the previous PB.

Buy Back Costs:

There is no estimated mission savings due to a “one-for-one” recapitalization with the VC-25B. The operations and support costs will be transferred to the new platform. There will be no impact to manpower due to repurposing.

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
VC-25A	2	O&M, AF	011W, 011Y, 021A	0	0	0	560,000	561,000	1,121,000
Grand Total				0	0	0	560,000	561,000	1,121,000

ES Buy Back Costs	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

U.S. Special Operations Command (SOCOM) Retirements/Divestments

U.S. Special Operations Command (USSOCOM) submitted 27 aircraft retirements in FY 2025, six of which produced a cost avoidance savings of \$18.8 million in FY 2025; the remaining 21 are retired with no operational savings. U S SOCOM aircraft retirements and divestments identified in FY 2025 include:

USSOCOM FYDP Retirements/Divestments

Divestment / Retirement	FY 2025 QTY	APPN	FY 2025 (\$K)	FY 2026 (\$K)	FY 2027 (\$K)	FY 2028 (\$K)	FY 2029 (\$K)	FYDP (\$K)
CV-22B	1		0	0	0	0	0	0
PC-12	2	O&M, DW	(4,400)	(2,200)	0	(2,200)	0	(8,800)
MC-12W	4	O&M, DW	(14,400)	(14,400)	0	0	0	(28,800)
JAVAMAN	12		0	0	0	0	0	0
A/MH-6M	7		0	0	0	0	0	0
MH-60M	1		0	0	0	0	0	0
Grand Total	27		(18,800)	(16,600)	0	(2,200)	0	(37,600)

USSOCOM Retirements without Operational Savings

In FY 2025, seven A/MH-6M will be divested and replaced with seven A/MH-6R. The A/MH-6R provides performance improvement (vertical lift and speed) over the A/MH-6M and increases the munitions loadout and/or armed operators. The major system upgrades include improved cockpit displays, new airframe shells, and a collective trim system.

USSOCOM lost an MH-60M Blackhawk aircraft in November of 2023, which is reported as a divestment in FY 2025 in the Force Structure Changes Exhibit. However, a replacement aircraft is requested in USSOCOM's FY 2025 Congressional Unfunded Priorities List.

USSOCOM lost a CV-22B aircraft in November of 2023, which is reported as a divestment in the FY 2025 Force Structure Changes Exhibit. USSOCOM is not requesting a replacement for this loss as sufficient inventory exists based on planned mission requirements.

USSOCOM retires 12 JAVAMAN ISR aircraft in FY 2025 as part of its effort to divest of all manned ISR platforms by 2029.

Force Structure Changes Exhibit

Divestment of PC-12 and MC12W Aircraft in FY 2025, FY 2026, and FY 2028

Divestment/ Retirement	QTY	APPN	BLI	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FYDP
PC-12	4	O&M, DW	1PL7	(4,400)	(2,200)	0	(2,200)	0	(8,800)
MC-12W	9	O&M, DW	1PL7	(14,400)	(14,400)	0	0	0	(28,800)
Grand Total				(18,800)	(16,600)	0	(2,200)	0	(37,600)

End Strength Savings	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Officer	0	0	0	0	0
Enlisted	0	0	0	0	0
Total Military Billets	0	0	0	0	0

Justification:

USSOCOM is divesting several Airborne-Intelligence, Surveillance, and Reconnaissance (ISR) aircraft to modernize its ISR strategy and meet National Defense Strategy (NDS) priorities. This divestiture will also enable the resources and manpower needed to field the OA-1K for cost-effective counter-violent extremist organization (CVEO) operations. The true value of this transition is a relatively flat line transfer of manpower and resources from an aging aircraft and mission into a highly modular, cost-effective aircraft that will enable USSOCOM to prevent strategic distraction of the Joint Force away from where it needs to focus its high-end assets toward more acute and pacing threats. Divestiture is required in a low- or zero-growth budget environment to create the necessary trade space to invest in new, more relevant technologies that better address USSOCOM’s portfolio’s capability gaps to meet the 2030 vision requirements, Defense Planning Guidance, and Defense Planning Scenario 2.1.

Explanation of Changes (from PB24 Savings Projections):

These divestments were not included in PB24.

Buy Back Costs:

Buyback of the PC-12 and MC-12W aircraft is not an option.



[defense.gov](https://www.defense.gov)