

No Objection To Declassification in Full 2012/02/  
13 : LOC-HAK-131-2-3-0

SCOWCROFT SENDS DEFENSE'S FIRST CUT ON  
AN OPTIONS PAPER FOR SENDING 8 C-130s  
TO EGYPT. SCOWCROFT WANTS TO KNOW IF  
YOU WANT TO HOLD UP THE PRESIDENTIAL  
DETERMINATION ON TRAINING SO THAT SALES

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13 : LOC HAK 131 2 3 0

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OSD REVIEWED 01 MAR 2011 NO OBJECTION TO DECLASSIFICATION

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TO GOMPERT/BORG/RODMAN FOR THE SECRETARY

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S E C R E T SENSITIVE EXCLUSIVELY EYES ONLY VIA 86970 WH50202

TOHAK 57

DOS REVIEWED 07-Mar-2011: NO OBJECTION TO DECLASSIFICATION

No Objection To Declassification in Full 2012/02/13 : LOC-HAK-131-2-3-0975

TO: BORG/GOMPERT/RODMAN

FOR: SECRETARY KISSINGER

FROM: BRENT SCOWCROFT

DEFENSE HAS FORWARDED A FIRST CUT AT OPTIONS FOR PROVIDING EIGHT (8) C-130'S TO EGYPT (HAKIO 10). THE PAPER, QUOTED BELOW, IS SUBJECT TO FURTHER REFINEMENT AND INTERPRETATION AND IS NOT SUFFICIENTLY DEFINITIVE TO USE IN DISCUSSIONS WITH THE EGYPTIANS. WICKHAM HOPES TO HAVE A FIRMER VERSION MONDAY OR TUESDAY. THE OPTIONS ARE AS FOLLOWS:

BEGIN QUOTE:

THIS PAPER EXPLORES SIX OPTIONS FOR ACQUIRING EIGHT C-130 AIRCRAFT, THE EQUIVALENT OF ONE SQUADRON, FOR DELIVERY TO A FOREIGN NATION. ANY OF THE OPTIONS INVOLVING THE PROVISION OF AIRCRAFT AND SUPPORT THROUGH FMS WOULD REQUIRE A PRESIDENTIAL DETERMINATION.

OPTION I: DIVERT EIGHT C-130H AIRCRAFT OWNED BY LIBYA BUT HELD IN CONUS. AVAILABILITY: PHYSICALLY, AIRCRAFT ARE AVAILABLE IMMEDIATELY. HOWEVER, THE AIRCRAFT ARE NOW BEING STORED FOR THE GOVERNMENT OF LIBYA BY LOCKHEED.

COST: UNDETERMINED AS THIS WAS A DIRECT COMMERCIAL SALE.

IMPACT: DIVERSION COULD INVOLVE US IN STICKY POLITICAL AND LEGAL ISSUES, GOL HAS PURCHASED THESE AIRCRAFT AND HAS TAKEN TITLE. USG INVOLVEMENT TO SELL THESE AIRCRAFT TO A THIRD COUNTRY WITHOUT GOL PERMISSION WOULD EXPOSE US, AND PERHAPS LOCKHEED, TO LEGAL LIABILITIES AND LAW SUITS AND COULD ALSO PROMPT IRRATIONAL REACTIONS BY GOL AGAINST US INTERESTS IN LYBIA.

COMMENT: OPTION IS INFEASIBLE. DOUBTFUL ALSO THAT THIRD COUNTRY WOULD APPROACH GOL DIRECTLY OR THAT GOL WOULD RESPOND TO SUCH AN APPROACH.

OPTION II: DIVERSION FROM FMS/MAP CUSTOMER.

AVAILABILITY: FIRST PRODUCTION DELIVERIES FOR FMS/MAP CUSTOMERS

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ARE FOR ISRAEL (6 AIRCRAFT PLUS 2 TANKERS) BEGINNING IN APRIL 1976 AT A RATE OF 2 PER MONTH. THE NEXT ARE FOR GREECE (8 AIRCRAFT) BEGINNING IN FEBRUARY 1977 AT A RATE OF 2 PER MONTH.

IMPACT: WOULD CREATE OBVIOUS MAJOR POLITICAL COMPLICATIONS.

OPTION III: DIVERSION OF C-130E'S FROM USAF ACTIVE INVENTORY.

AVAILABILITY: ASSUMING AIRCRAFT DESIRED 30-120 DAYS FROM NOW:

1. 1ST TWO AIRCRAFT, ABOUT 15 MARCH 1975
2. 2ND TWO AIRCRAFT, ABOUT 1 APRIL 1975

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COST: REPLACEMENT COST WOULD AMOUNT TO ABOUT \$64 MILLION PLUS ROUGHLY \$20 MILLION FOR AGE, SPARES, AND TRAINING PACKAGE.

IMPACT: SERIOUS IMPACT ON THE USAF ACTIVE FORCE WHICH IS ALREADY 19 AIRCRAFT SHORT. PROVISION OF C-130E AIRCRAFT WOULD ALSO DELAY MODERNIZATION OF THE RESERVE FORCES. TRAINING CAPACITY OF USAF AIR TRAINING COMMAND IS SATURATED AT THE PRESENT TIME. USAF AGE AND SPARES INVENTORY WOULD PERMIT ONLY LIMITED SUPPORT.

COMMENT: THESE AIRCRAFT ARE FAIRLY SOPHISTICATED AND MAINTENANCE REQUIRES HIGHLY TRAINED TECHNICIANS.

OPTION IV: DIVERSION OF C-130A'S FROM THE USAF RESERVE FORCES/ NATIONAL GUARD.

AVAILABILITY: AIRCRAFT DESIRED 30-120 DAYS FROM NOW.

1. 1ST TWO AIRCRAFT, 15 MARCH 1975
2. 2ND TWO AIRCRAFT, 1 APRIL 1975
3. FOUR AIRCRAFT, 15 JULY 1975

COST: ROUGHLY \$14 MILLION (ACQUISITION COST PLUS MODIFICATIONS) PLUS UNDETERMINED COST FOR AGE, SPARES AND TRAINING PACKAGE --SAY ANOTHER \$7-8 MILLION MINIMUM, BUT THIS WOULD REQUIRE MORE TIME TO DETERMINE.

IMPACT: WOULD PREVENT FULL UNIT EQUIPAGE (UE) OF EIGHT AIRCRAFT PER SQUADRON NEXT YEAR. C-130A AIRCRAFT ARE PROGRAMMED TO BECOME EXCESS IN FY 77 AND PROBABLY WOULD NOT BE REPLACED. PRESENT C-130A INVENTORY--43 IN NATIONAL GUARD, 60 IN RESERVES, 16 IN ACTIVE FORCES IN ALASKA.

COMMENT: WOULD REQUIRE SECDEF APPROVAL. THE C-130A POSSESSES SAME CARGO SPACE AS OTHER MODELS. HAS LESS RANGE CAPABILITY BUT BETTER SHORT FIELD OPERATION CAPABILITY. ALL C-130A TRAINING CAPABILITY RESTS WITH USAF RESERVES. ANY TRAINING SHOULD TO THE EXTENT POSSIBLE BE DONE IN CONUS. INSERTION OF USAF PERSONNEL IN-COUNTRY AS AIR CREW, MAINTENANCE, OR TRAINERS WOULD PROBABLY BE UNACCEPTABLE TO CONGRESS. IT MIGHT BE POSSIBLE TO ACCOMPLISH THIS OPTION WITH CONTRACTOR PERSONNEL BUT THIS COULD PRECIPITATE SOME CONGRESSIONAL REACTION, THOUGH Milder.

OPTION V: PROVIDE THE AIRCRAFT ON A LEASE BASIS FROM USAF ASSETS WHILE A PERMANENT PACKAGE IS DEVELOPED.

AVAILABILITY: SAME AS PREVIOUS OPTIONS.

COSTS: UNDETERMINED.

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IMPACT: IMPACT ON USAF SAME AS OPTION III BUT ONLY ON A TEMPORARY BASIS.

COMMENT: A PACKAGE COULD BE CONSTITUTED TO INCLUDE NOT ONLY AIRCRAFT BUT ALSO AIR CREW AND MAINTENANCE PERSONNEL PLUS AGE AND SPARES. ALSO, THIS OPTION COULD BE ACCOMPLISHED USING CONTRACTOR PERSONNEL. HOWEVER, THIS WOULD INCUR ADVERSE POLITICAL IMPACTS AS OUTLINED IN OPTION IV.

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OPTION VI: PROVIDE 3 AIRCRAFT FROM PRODUCTION.

AVAILABILITY: LEAD TIME--24 TO 27 MONTHS.

COST: APPROXIMATELY \$64 MILLION PLUS ROUGHLY \$20-25 MILLION FOR AGE, SPARES, TRAINING, ETC.

IMPACT ON DOD ASSETS: NONE IF HANDLED ENTIRELY ON A COMMERCIAL BASIS.

END QUOTE

THIS BRINGS UP THE MATTER OF PRESIDENTIAL DETERMINATION, WHICH WOULD BE REQUIRED FOR ALL OF THE ABOVE OPTIONS EXCEPT FOR STRAIGHT COMMERCIAL CONTRACT. AS YOU KNOW, THE PRESIDENT JUST SIGNED A PD TO PERMIT TRAINING. THAT PD HAS NOT AS YET BEEN MADE PUBLIC. IF IT IS YOUR INTENSION TO MOVE QUICKLY ON THE C-130'S, THERE MAY BE MERIT IN REDOING THE PD TO HAVE IT INCLUDE SALES AS WELL AS TRAINING. OTHERWISE, WE WILL BE IN THE POSITION FOLLOWING THE PRESENT PD WITH A NEW ONE IN VERY SHORTORDER. I WILL HOLD PUBLICATION OF THE PRESENT PD THROUGH MONDAY IN THE EVENT YOU WOULD LIKE IT MODIFIED.

WARM REGARDS

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