



The PEACE FALCON Program

By

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Overview

A Jordanian request for the lease of U.S. F-16 fighter aircraft began shortly after His Majesty King Hussein of Jordan, a key player in the Middle East peace process, signed the peace treaty with Israel in 1994. The signing of the treaty put an end to forty-six years of conflict between the two countries and was instrumental in moving the Clinton administration to agree to a much-needed modernization of the Royal Jordanian Air Force's aging fleet of aircraft. During meetings between U.S. Secretary of Defense William Perry and King Hussein in January 1996, a commitment was made that would put F-16 Fighting Falcon jets in Jordan in less than two years. The program, estimated to be just over \$200 million, needed a source of funding. To that end, U.S. President Bill Clinton, in a letter to the Speaker of the U.S. House of Representatives, said:

King Hussein and the people of Jordan have proven themselves as vital partners with Israel in the Middle East peace process. The transfer of the F-16 aircraft to Jordan will contribute to Jordanian security, as well as to the security of the entire region, and further the commitment made by the United States to support Jordan's efforts to further the Middle East peace process.

The President's letter requested the needed approval for funds to implement the LOA process. And so the stage was set to begin the monumental task of providing not only aircraft,

but also an entire logistical support package, as well. A team effort was needed to make it happen.

Preparation

On the 9th of April 1996, the first PEACE FALCON meetings were held in Amman, Jordan, to define the Royal Jordanian Air Force's (RJAF) requirements and expectations, and for U.S. program managers to discuss LOA preparation and program schedules. [Note: "Peace Falcon" is the operational title assigned to this Jordanian FMS case.] Early in June 1996 the team again met to define support equipment requirements. The process began with an item-by-item review of approximately 1400 airframe support equipment items and 648 engine support equipment items at the organizational and intermediate level. During June and July 1996, the team met to discuss the LOA, reviewing each line in excruciating detail. On 29 July 1996, only six months after the initial meeting between Secretary Perry and King Hussein, the LOA and the two accompanying Lease Agreements were signed during a ceremony held in Washington DC.

The Case

The Foreign Military Sales case, JO-D-SME, worth over \$215 million, is for the purchase of support equipment, spares, and other related equipment to support sixteen leased F-16s. The case supports two lease agreements. The first agreement is a five-year no-cost lease for twelve F-16A aircraft, one F-16B aircraft, four F100-PW-200 engines, sixty-two pieces of support equipment, 1420 reparable items, and eight maintenance-training devices. These items were all deemed to have exceeded 75 percent of their service life and under provisions in the Arms Export Control Act [§61(a), AECA], could be "leased" at no cost, i.e., without requiring reimbursement for depreciation during the leased period. The second agreement provides a three-year lease for the remaining three F-16B aircraft. Reimbursement for depreciation costs is required for these aircraft since they each have more than 25 percent of their service life remaining. This lease is valued at \$1.6 million.

The case also includes:

- Structural Modification of the Aircraft
- Modifications to the F100-PW-220E Engines
- Aircraft Ground Support Equipment and Aircraft Spares
- Alternate Mission Equipment
- Engine Support Equipment and Engine Spares
- Support Vehicles
- Training Munitions
- Precision Measuring Equipment Laboratory (PMEL) Equipment
- Technical Orders and other Technical Data
- In-Country Logistical, Training, and Engineering Support
- Pilot and Maintenance Training
- Post-Program Engineering Support
- Facility Design Services.

The Team

The PEACE FALCON team worked throughout the next 23 months in a manner similar to a fine-tuned engine, seemingly never stopping to rest. The PEACE FALCON program was unique in that never before had the USAF taken "used" F-16s that had been in storage at the Aerospace Maintenance and Regeneration Center (AMARC) at Davis Monthan AFB in Arizona, and readied them for transfer in less than 17 months. The effort included refurbishment, upgrading,

and stripping and repainting. Without a strong team, with each member doing his/her part, the goal of delivery before 1998 would never have been achieved.

The Peace Falcon team included personnel in the Office of the Deputy Under Secretary of the Air Force for International Affairs (SAF/IA) who had overall management of the FMS case; members of the Security Assistance Program Management (SAPM) office, who had overall day-to-day program management responsibilities; personnel from the Air Force Security Assistance Center (AFSAC) who made sure that all follow-on support needs were met; the Deputy SAPMs and their teams at Ogden Air Logistics Center, who continuously monitored the depot progress and ensured that required spares and support equipment were ordered; members of the Air Force Security Assistance Training Squadron (AFSAT), who setup and monitored all pilot and maintenance training; the Military Assistance Program (MAP) office at the American Embassy, that provided in-country liaison and case coordination activities; and the Air Force Material Command Civil Engineering team that monitored the facility construction at



**Major General Mohammad Khair Ababneh congratulating the "team"
at the F-16 Rollout Ceremony at Hill AFB, Utah, 28 Oct 1997**

Muafaq Saiti Air Base. Other members of the team included contractor personnel from Lockheed-Martin, Pratt & Whitney, Hughes Technology, Raytheon, and Bums & McDonnell. Royal Jordanian Air Force members included the Director of Maintenance (Team Chief), the Jordan Senior National Representative (SNR), many Jordanian Air Force personnel from Supply, Maintenance, Civil Engineering, Electronic Warfare, Training, and Transportation units, and the entire force assigned to Muafaq Salti Air Base.

The coordination between the RJAF, the USAF, the MAP office, and the many contractors involved was exceptional. Quick responses from the RJAF to the many questions posed, as well as short turnarounds on massive computer listings that had to be reviewed line by line, late nights spent going over minutes and action items, numerous trips from the U.S. and Jordan, and thousands of faxes, e-mails, and phone calls all came together to make this program work. In less than 17 months the PEACE FALCOM team took mothballed F-16 aircraft out of the desert,

modified and upgraded them, refurbished and repainted them, and flew them to another desert on the other side of the world.

Aircraft Ferry and Arrival Ceremony

As the PEACE FALCON Project Manager for the American Embassy, I tracked the entire ferry flight from takeoff at Hill AFB, Utah to arrival in Jordan. The ferry flight was scheduled to depart Hill AFB, Utah, on 12 December 1997 and fly an eight-hour leg to Lajes Field in the Azores. There the crews would remain and depart shortly after midnight on the 16th for their second and final 8-hour leg that would take them to their final destination, Muafaq Salti Air Base, Jordan, arriving at 1030 hours local time.



**Brigadier General Ahmed Shiyab, RJAF Director of Maintenance,
and the Author sign the official Certificate of Transfer and Acceptance**

Anticipation of the arrival had been growing for quite some time. The RJAF was making preparations for an arrival ceremony that would include dignitaries from both Jordan and the United States. However, the anticipation turned into concern as the ferry flight encountered weather problems. Poor weather prevented the crews from landing in the Azores, so they diverted to Bangor, Maine, to wait it out. The next day's take off was aborted due to maintenance problems with the accompanying tanker aircraft that would be refueling the F-16s for their flight to Jordan. The third day, bad weather in the Azores again forced the pilots to remain in Maine and plan for the next day. On the fourth day, the situation was looking grim. The weather was still bad in the Azores so the ferry crews planned to take an alternate route that would take them to Rota, Spain. The extreme cold weather in Maine, however, had taken its toll on two of the F-16s that were beset with hydraulic problems. Thus, only four of the aircraft could continue on, and they made it to Rota uneventfully. That night, after a further weather delay, the jets took off for Jordan. Shortly after takeoff, the RJAF command center was notified and the arrival ceremony was on.

On the morning of 17 December 1997, while the ferry crews were flying over the Mediterranean, the RJAF was transporting all the visitors and guests to the air base where the arrival ceremony would take place. The RJAF used two Super Puma helicopters, a C-130H transport, and several buses to get everyone to the base. At 1025 hours, His Majesty King Hussein and the American Ambassador to Jordan, the Honorable Wesley Egan, arrived, along with the Chairman of the Jordan Armed Forces, the Chief of Staff of the Royal Jordanian Air Force, the U.S. Deputy Under Secretary of the Air Force for International Affairs, the Commander of U.S. Central Command-Air Forces, and the Deputy Director of the Defense Security Assistance Agency.

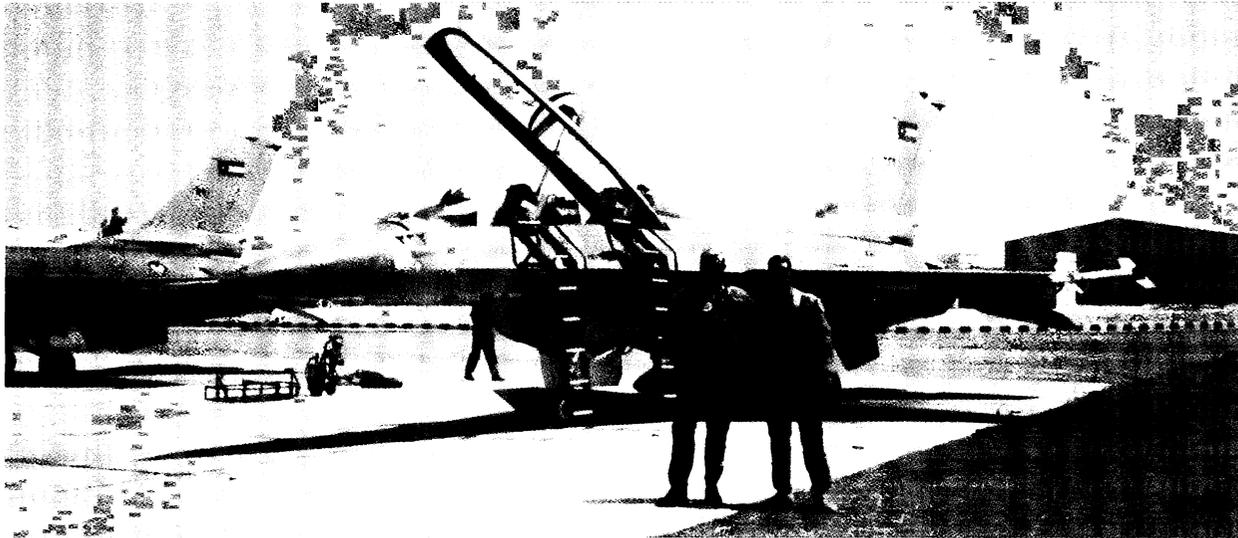
At approximately 1040 hours, the four RJAF Mirage F-1s that flew out to escort the F-16s to the base flew over in a four-ship formation, immediately followed by two 2-ship F-16 formations. The F-16 pilots brought the aircraft down and taxied to the end of the runway where maintenance crews were waiting to secure the aircraft and wash off the USAF markings. While the aircraft were being prepared, the visitors were taken on a tour of the newly constructed F-16 facilities. The aircraft then taxied back to "show center," displaying in bright colors the flag of Jordan. The "Peace Falcon Team" had accomplished its mission, and the relief was readily evident on the team members' faces. The aircraft were safely in Jordan, as scheduled, on 17 December 1997. The remaining twelve aircraft were delivered on 25 January 1998 (3), 30 January 1998 (2), 3 March 1998 (2), 14 March 1998 (2), and 30 March 1998 (3).



The first four Jordan F-16s after arrival at Muafaq Salti Air Base

In a message to King Hussein, U.S. Secretary of Defense William Cohen, said,

Many individuals have been dedicated to fulfilling the commitment made by President Clinton to provide Jordan with these advanced aircraft. I am pleased to note that, as a result of the hard work on the part of both the American and Jordanian sides, the PEACE FALCON program is well on its way to a successful and expeditious conclusion.



On 7 July 98, the Author flew with Major Jim Hedges, the USAF Extended Training Support Specialist (ETSS) Instructor Pilot, on an incentive flight culminating his work on the PEACE FALCON program.

PEACE FALCON Program Timeline

Date Event

7 Jan 96	Secretary of Defense Perry and King Hussein meeting in Amman, Jordan
23 Feb 96	President Clinton asks Congress for \$140 million for PEACE FALCON
9 Apr 96	LOA Preparation meetings held in Amman, Jordan
2 Jun 96	Support Equipment Definitization Conference held in Amman, Jordan
7 Jul 96	Preliminary LOA planning meetings held in Amman, Jordan
14 Jul 96	Draft LOA Presentation conference held in Amman, Jordan
29 Jul 96	LOA and Lease Agreements signed in Washington, DC
26 Aug 96	Training Definitization conference held in Ft Worth, TX
30 Sep 96	Engine Support Equipment Definitization conference held at Kelly AFB, TX
7 Oct 96	Aircraft Support Equipment Definitization conference held at Hill AFB, UT
20 Oct 96	Facilities Review conference held in Amman, Jordan
28 Oct 96	PMEL Equipment Definitization conference held in Amman, Jordan
15 Nov 96	Jordanian pilots begin flight training in U.S.
15 Dec 96	Jordanian maintenance personnel begin training in U.S.
17 Jan 97	Facilities Pre-Design Review conference held in Amman, Jordm
10 Mar 97	Program Management Review #1 held in Ft Worth, TX
22 Apr 97	Final Facilities Design Review/Workaround meetings held in Azraq, Jordan
23 Apr 97	Facility Construction contract awarded
24 Apr 97	Facility Construction/Modification began at Muafaq Salti Air Base, Jordan
15 Aug 97	Maintenance Training Devices (MTD) arrive in Jordan
17 Aug 97	Facilities Review conference held in Amman, Jordan
1 Sep 97	Lockheed Martin Logistics Management (LW) team arrives in Jordan
14 Oct 97	First Jordanian F-16 flies it's Functional Check Flight at Hill AFB, UT
28 Oct 97	Rollout Ceremony at Hill AFB, UT
29 Oct 97	Program Management Review #2 held at Hill AFB, UT
10 Nov 97	Weapon System Logistics Officer (WSLO) arrives in Jordan
16 Nov 97	Construction Review conference held in Azraq, Jordan

1 Dec 97 Contractor Engineering/Technical Services (CETS) team arrives in Jordan
12 Dec 97 Six aircraft depart Hill AFB
17 Dec 97 4 Aircraft Arrive Muafag Salti Air Base, Jordan (80-0547, 80-0590, 82-1044, 82-1048)
17 Dec 97 Formal Aircraft Arrival Ceremony
25 Jan 98 3 aircraft arrive (80-0672, 82-1028, 82-1030)
30 Jan 98 2 aircraft arrive (80-0544, 80-0546)
3 Mar 98 2 aircraft arrive (80-0555, 80-0582)
14 Mar 98 2 aircraft arrive (80-0858, 81-0689)
30 Mar 98 Final 3 aircraft arrive (80-0592, 80-0618, 81-0714)

About the Author

Major Herb Phillips is currently a student at the Air Command and Staff College at Maxwell Air Force Base, Alabama. He was previously assigned as the U.S. Air Force Foreign Military Sales Officer, Military Assistance Program office, American Embassy, Amman, Jordan. Other previous assignments include: Squadron Maintenance Officer, Pope AFB, NC, Aircraft Maintenance Operations Support Officer, McGuire AFB, NJ, and Operations Support Officer, Goodfellow AFB, TX.