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# U.S. Military Drawdown for Jordan

By

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## INTRODUCTION

*On December 14, 1997, aboard the Military Sealift Command (MSC) vessel, Cape Wrath, the U.S. Ambassador to Jordan, the Honorable Wesley Egan, hosted King Hussein and his entourage at a roll-out of U.S. Government materiel. The event commemorated the delivery of materiel valued at approximately \$100 million under a Presidential Determination Drawdown. Following is a U.S. Army employee's review of the events prior to the delivery and a first-hand account of the events that took place in-country. This perspective addresses the immense U.S. Department of Defense (DOD) and State Department coordination and DOD joint activity cooperation that made this a very successful operation.*

## The Beginning Task

Pursuant to the provisions of Section 572, P.L. 104-107 (the FY1996 Foreign Operations Appropriations Act), the President of the United States signed Presidential Determination (PD) Number 96-11 on February 23, 1996, thereby authorizing the drawdown and transfer of \$100 million of U.S. military equipment to the Hashemite Kingdom of Jordan. The composition of the drawdown equipment and training components was mutually agreed upon between Jordan and the United States.

The U.S. Defense Security Assistance Agency (DSAA) issued General Instructions and an Execute Order to the U.S. Military Services in March 1996 to deliver various military end items in Fully Mission Capable (FMC) condition to the Jordan Government. The Army's drawdown included Major Defense Items: 18 UH-1H Helicopters, 50 M60A3 Tanks, and 250 M1008/M1009 Commercial Utility Cargo Vehicles (CUCVs). Included also were various support components and spare parts packages.

The U.S. Air Force would provide a C-130H aircraft, and the U.S. Navy would furnish two 40-foot MK-4 Personnel Boats and one 65-foot Air-Sea Rescue Boat.

## Role of the U.S. Army Materiel Command and Major Subordinate Commands

Upon release of the DSAA Execute Order, the Army Materiel Command (AMC) and several of its Major Subordinate Commands (MSCs) were pressed into service to fulfill the drawdown requirement. It was the task of the U.S. Army Security Assistance Command (USASAC, an MSC), to coordinate the entire Army drawdown effort. This was accomplished by personnel from USASAC's Mideast Country Program and Central Case Management offices. Coordination involved U.S. Army Forces Command (FORSCOM), U.S. Army Training and Doctrine Command (TRADOC), the National Guard Bureau (NGB), and several other MSCs, including the U.S. Army Tank-automotive and Armaments Command (TACOM), U.S. Army Aviation and Troop Command (ATCOM), and the U.S. Army Communications-Electronics Command (CECOM).

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The task: to gather the materiel, assess its condition, initiate FMC maintenance, and arrange transportation through the Military Traffic Management Command (MTMC) and the MSCs.

### Army Equipment Readiness Phase

The Commanding General of USASAC, Maj. Gen. Michael S. Davison, Jr., tasked USASAC's Product Assurance Division to coordinate and oversee the equipment readiness phase of the drawdown. The U.S. Army and National Guard Drawdown units would prepare the helicopters, tanks and trucks to an FMC standard.

There has been much discussion in the security assistance community as to what terminology should be used to describe "presentable" equipment when it is furnished under drawdown programs. Terms such as "CNN quality" (as in Cable News Network's on-the-spot coverage) have been coined in recent years to describe a timely, responsive delivery operation. However, such descriptions can be confusing, since meanings and definitions often differ among various groups of individuals.



**M60A3 tanks being discharged from Military Sealift Command vessel *Cape Wrath*.  
(U.S. Army photo by Desiree Hardie)**

For the Jordan drawdown, the Army went by the book. Guidance contained in Army Regulation 750-1 states, "The U.S. Army has one maintenance standard which is based on Technical Manuals (TMs) 10 and 20, Preventative Maintenance Checks and Service (PMCS)." The maintenance standard is the condition of the equipment when "(1) the equipment is Fully Mission Capable (FMC); (2) all faults are identified following prescribed intervals using the 'items to be checked' column of the applicable TM 10 and 20-series table (the terms ready/available and FMC refer to the same status), i.e., equipment is on hand and able to perform its

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combat missions. Aviation faults are determined using the Preventative Maintenance Inspection System (PMIS) per TM 1-1500-328-23; (3) equipment services are performed within the scheduled service interval; (4) all urgent and limited urgent Maintenance Work Orders (MWOs) are applied; (5) all authorized Basic Issue Items and Components of the End Item are present and serviceable.”<sup>1</sup> NOTE: Even though equipment is being prepared to an FMC standard, the equipment can look well-used and worn, with discolored paint; also configuration can vary depending on factors such as year of manufacture, product improvements, and depot overhaul.

To assure that our U.S. Army equipment met the FMC requirements for the Jordan drawdown, Joint Verification Technical Inspections were set up and performed by USASAC, TACOM, and ATCOM. One representative from USASAC and one from TACOM visited the Kansas National Guard, Junction City, Kansas, to inspect the 50 M60A3 tanks. The CUCV trucks were inspected at FORSCOM unit sites at Fort Riley, Kansas; Fort Carson, Colorado; Fort Lewis, Washington; and Fort Gillem, Georgia. The helicopters were inspected at 1108th Aviation Classification Repair Activity Depot, Gulfport, Mississippi, by an ATCOM representative.



**Jordanian Air Force and Army personnel aboard a UH-1H helicopter delivered to Jordan in a Presidential Drawdown package.  
(U.S. Army photo by Todd Sariano)**

Equipment that did not meet FMC standards was reworked or exchanged. The FORSCOM and NGB units put an extensive and dedicated effort into the drawdown; their effort was accomplished during several summer Military Exercise periods, during times of heavy workloads. Some of the units had to accomplish much of their effort during after-duty hours

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<sup>1</sup> Army Regulation 750-1, Army Materiel Maintenance Policy and Retail Maintenance Operations, 1 August 1994, page 5.

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and weekends, including repairing aged, out-of-service excess equipment that had been stored for several months without proper care.

The U.S. Army end items were ready for shipment by early July 1996. However, a shipping delay, due to lack of a roll-on, roll-off MSC vessel, prevented a mid-summer release. The delay was due to another Presidential Drawdown program—for Bosnia—which was being conducted at about the same time.

The only available MSC vessel was reserved for the Bosnia shipment. Plans were then made for the vessel to return from Bosnia, load the Jordan equipment, and do a quick return. But this plan had to be changed, due to problems encountered in unloading the Bosnia shipment in a timely manner. With the clock ticking, another MSC vessel, the *Cape Wrath*, was pressed into service.

### Delivery Phase

The *Cape Wrath* rotated to three U.S. ports to onload the Jordan equipment. First stop was Beaumont, Texas, to load the M60A3 tanks and CUCV trucks, then, Gulfport, Mississippi, for the UH-1H copters. Just before Thanksgiving, the vessel arrived in Norfolk, Virginia, to load all the Concurrent Spare Parts, which had been gathered from numerous DLA stock points, consolidated at DLA's distribution center at New Cumberland, Pennsylvania, and trucked to Norfolk.

Also loaded at Norfolk were three U.S. Naval boats, including a 65-foot, 32-ton Sea and Rescue Boat. But the 65-footer presented a loading problem; this size vessel had never been transported within a roll-on, roll-off vessel. The MSC personnel at Norfolk fabricated special jacks and a track system to pull the large boat into the vessel's cargo hold. But, because part of the cradle that held the boat began to break, there was concern as to how well the boat could be removed once it arrived in Jordan.

Nonetheless, the *Cape Wrath* departed the U.S. on November 24, 1996, had a trouble-free crossing, and arrived at Aqaba, Jordan, on December 10. As planned by DSAA and as coordinated by USASAC, an 8-person Technical Assistance Team (TAT), was mobilized to meet the vessel and provide on-site technical assistance to the host country. The TAT was comprised of: Michael T. Sariano, Desiree Hardie, and this writer (from USASAC); Donald David and John Dodson (TACOM); Gary Runion (ATCOM); Captain Michael Murphy, Government Flight Representative, DLA; and Michael Trujillo, Kansas National Guard.

A TAT, such as this one, provides the receiving country with a cadre of expertise. This includes: monitoring the delivery, assisting in the unloading phase, advising the customer on movement and safety requirements, on-site repair (as is possible), maintenance advice, joint technical inspection of the assets with the host country to document arrival condition, and problem resolution. Since this was an important delivery for Jordan, the U.S. Ambassador planned a roll-out ceremony for the host country. Much preplanning went into the delivery operation by members of the U.S. Embassy and the Military Assistance Program (our Security Assistance Officers in Jordan). Also, due to the high U.S. State and Defense Department visibility over this program, many hours of coordination leading up to this delivery were accomplished, headed by USASAC's Maj. Gen. Davison and Bob Wise, Principal Deputy, and the USASAC staff.

The delivery involved much of the AMC security assistance community. Coordination with a host of activities was imperative in order to make the offloading of the tanks, helicopters, CUCV trucks, spare parts, and Naval vessels a success.



**Jordan's King Hussein addresses audience at equipment roll-out ceremony aboard the vessel *Cape Wrath*. U.S. Ambassador Wesley Egan is on the left. (U.S. Army photo by Todd Sariano)**

As mentioned, the 65-foot Naval Sea and Rescue Boat presented a special challenge. Several hours of preplanning between the ship's First Mate, MTMC, the TAT, stevedore agents, and Jordanian Brigadier Khalid Jamoukah (in charge of offloading for the Jordanian Army), was necessary before an attempt was made to move the boat. A Jordanian M88A1 recovery vehicle and one of the just-delivered M60A3 tanks were used to slowly slide the vessel off the *Cape Wrath*. Using the Jordanian General's suggestion to use special steel pipe to roll the boat and its cradle along the special track on the *Cape Wrath's* unloading ramp to where a crane could lift it, we were able to successfully remove the boat. That operation took 7 hours, and the cradle that had started to break in Norfolk barely hung together. But the joint effort saved the mission from what could have easily been a disaster if the boat had fallen from the damaged cradle.

## **ROLL-OUT CEREMONY**

With all off-loading completed on-schedule on December 13, the stage was set for U.S. Ambassador Wesley Egan's roll-out ceremony, slated for the next morning. On December 14 at 11:30 a.m., escorted by Ambassador Egan and the U.S. Embassy staff, the King of Jordan boarded the *Cape Wrath* with his entourage, including His Royal Highness Prince Hamzeh, Prime Minister and Defense Minister Abdul Karim Kabariti, the Chairman of the Joint Chiefs of Staff, Field Marshal Abdul Hafez Miraiat, and other senior military officials. Joining the group was H. Diehl McKalip, Deputy Director, DSAA.

Addressing the gathering, which included approximately 50 press and television personnel from Jordan and neighboring countries, Ambassador Egan noted that the value of the aid from U.S. Defense Department stockpiles included spare parts, training, transportation, as well as the equipment. "The United States," he said, "looks to Jordan as one of the most important, constructive, and moderate forces for peace."

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King Hussein stated, "The Armed Forces of Jordan . . . have been and will continue to be committed to the causes of stability, peace and security in this entire region. I am indeed deeply grateful to the President of the United States and the U.S. Administration and the Pentagon for their support, and we are proud of our association of each other as we have always been.

"As for the U.S. and Jordan," His Majesty continued, "they are old friends and if I look back to my life I recall many decades of our struggle together in different phases of the evolution of this world through the cold war, through many crises, crises that affected this region and the world."

A Statement of Mutual Understanding was prepared and signed December 18 by the Jordanian Army, the TAT, and the in-country SAO. The M60A3 tanks and CUCV trucks had some anticipated maintenance problems, so members of the TAT explained to the Jordanian Armed Forces that some of the equipment would need some minor maintenance, due to the lengthy storage period before delivery.

### **JOINT ACTIVITY SCORECARD**

This drawdown delivery will be remembered as yet another successful USASAC-coordinated operation. Requiring a tremendous amount of coordination and cooperation among many U.S. government organizations plus the host country, this action typifies USASAC's motto, "Strength in Cooperation"—a joint effort to accomplish a worthy objective. The objective—and the outcome—of the Jordan drawdown is a very happy customer.

### **ABOUT THE AUTHOR**

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