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SIGAR

Office of the Special Inspector General
for Afghanistan Reconstruction

October 3, 2014

The Honorable Deborah L. James
Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330-1670

Dear Madam Secretary:

In December 2013, my office initiated a review of the Defense Department's expenditure of \$486 million for 20 G222 aircraft for the Afghan Air Force which could not meet operational requirements in Afghanistan.¹ The G222 program apparently ended in March 2013 after experiencing continuous and severe operational difficulties, including a lack of spare parts.

During a trip to Afghanistan, I observed sixteen of the twenty planes in the G222 fleet parked unused on a tarmac at Kabul International Airport (see Figure 1 and 2). I was informed that the other four planes are at Ramstein Air Base in Germany. It has come to my attention that the sixteen G222s at Kabul were recently towed to the far side of the airport and scrapped by the Defense Logistics Agency (see Figure 3). I was also informed that an Afghan construction company paid approximately 6 cents a pound for the scrapped planes, which came to a total of \$32,000.² I am concerned that the officials responsible for planning and executing the scrapping of the planes may not have considered other possible alternatives in order to salvage taxpayer dollars.

To assist our inquiry, please provide the following information:

- All documentation, to include electronic communications, related to the decision-making process that led to the approval for scrapping the sixteen G222s.
- Explain whether alternatives to scrapping the planes were considered and, if alternatives were considered, why they were not pursued, such as flying the planes out of Afghanistan to the United States, Europe or other country for sale?
- Provide all contractual documentation related to the scrapping of the aircraft and identify any costs to the government related to scrapping the planes.
- Provide all information concerning surveys or assessments conducted to determine the value of the planes before the sixteen planes were scrapped. Were any or all the aircraft airworthy?
- Identify and explain any actions taken to pursue administrative remedies against the aircraft manufacturer or maintenance contractor and whether warranty claims were pursued. What efforts were made to return the aircraft to the manufacturer or to obtain a refund?
- Identify the end use of the scrap metal sold to the Afghan company. Were any of the aircraft parts not scrapped (i.e. engines, tires, brass components)? If so, identify those parts and their disposition.
- What plans does DOD have for the disposition of the four remaining planes located in Germany?

¹ SIGAR Report Notification, *SIGAR initiating a review of the \$486.1 million in acquisition and sustainment costs of the terminated G222 (C27-A) aircraft program*, December 5, 2013.

² Defense Logistics Agency, Disposition Services Contract no. 46666812, awarded December 24, 2013.

Please provide your response no later than October 17, 2014. I am submitting this request pursuant to my authority under Public Law No. 110-181, as amended, and the Inspector General Act of 1978, as amended. Provide the requested information to Jack Mitchell, Director of the Office of Special Projects, at [REDACTED], if you have any questions.

Sincerely,



John F. Sopko
Special Inspector General
for Afghanistan Reconstruction

cc:

The Honorable Charles T. Hagel
Secretary of Defense

General Lloyd J. Austin III
Commander, U.S. Central Command

General John F. Campbell
Commander, U.S. Forces-Afghanistan and
Commander, International Security Assistance Force

ATTACHMENT I: PICTURES OF THE G222 FLEET AT KABUL INTERNATIONAL AIRPORT, KABUL, AFGHANISTAN



Figure 1 – G222 Fleet Kabul, Afghanistan



Figure 2 – Special Inspector General John Sopko inspects the abandoned G222 Fleet at Kabul International Airport in November 2013



Figure 3 – G222 shredded scrap Kabul, Afghanistan August 2014