

Table A-1.

How a Stricter Measure of Availability Would Affect Aircraft Availability Rates

Aircraft	CBO's Measure of Availability Rate (Percent)	Stricter Measure of Availability Rate (Percent)	Difference (Percentage points)
C-130 Cargo Aircraft	41.8	34.9	-6.8
F-15C/D Fighter	42.5	36.8	-5.7
F-16C/D Fighter	54.8	51.9	-2.9
KC-135 Tanker Aircraft	48.5	45.8	-2.7
T-38 Fixed-Wing Training Aircraft	47.5	45.0	-2.5
All Air Force Aircraft ^a	48.2	43.7	-4.6
F/A-18C/D Fighter	22.9	21.9	-1.0
F/A-18E/F Fighter	37.0	35.3	-1.7
MH-60R Helicopter	37.5	37.2	-0.3
MH-60S Helicopter	32.4	31.5	-0.9
MV-22B Tiltrotor	40.3	38.5	-1.8
All DoN Aircraft ^a	40.4	38.3	-2.1

Data sources: Congressional Budget Office; Air Force; Department of the Navy. See www.cbo.gov/publication/57433#data.

CBO used data from 2019 to calculate the difference between two measures of availability. CBO's measure defined aircraft as available if they were possessed by operators—that is, not in depot-level maintenance or storage—and coded in military databases as mission capable. A stricter measure of availability would define such aircraft as available only in months that they actually were flown.

DoN = Department of the Navy.

a. Includes other aircraft in addition to those that are listed.

-- From *Availability and Use of Aircraft in the Air Force and Navy*, a January 2022 Congressional Budget Office report