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HOUSE ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON AIR AND LAND FORCES
U.S. HOUSE OF REPRESENTATIVES

DEPARTMENT OF THE AIR FORCE

PRESENTATION TO THE HOUSE ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON AIR AND LAND FORCES
UNITED STATES HOUSE OF REPRESENTATIVES

SUBJECT: AIR FORCE PROGRAMS

COMBINED STATEMENT OF:

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I. Introduction

Chairman Abercrombie, Ranking Member Bartlett, and distinguished members of the committee, thank you for calling this hearing, and for the opportunity to provide you with an update on the Air Force Modernization efforts and other matters that are important to our Air Force and to the Nation. Your Air Force is fully engaged in operations across the globe, engaged in overseas contingency operations (OCO) and providing support to the Combatant Commanders to enable them to successfully execute their missions. As we prepare for the upcoming year, we will be assessing how the Fiscal Year (FY) 2010 budget aligns with the standing operational requirements along with the upcoming needs of the entire Air Force. We frame our decisions and recommendations using the SECAF/CSAF top 5 priorities list to ensure we are aligned with the desires of our senior leadership. The fourth priority is modernizing our air and space inventories, organizations and training, and we are prepared to discuss our rapidly aging aircraft fleet that drives our urgent need to find a balance between the acquisition of new inventory and the ongoing effort of sustainment of our current fleet. We look forward to a discussion on how best to interlace the requirements and the available resources that have been allocated in order to execute the National Military Strategy.

II. Winning the Fight

When it comes to winning today's fight your Air Force is "*All In.*" When we say "*All In,*" that covers a lot of ground. We, along with our sister Services, partner with the Joint and Coalition team to bring airpower wherever it is needed. The current operations in Iraq, Afghanistan and the Horn of Africa highlight over 18 consecutive years of planning, resourcing and executing combat missions. Since OCO began in 2001, your Air Force has flown over 80% of the Coalition's combat sorties in support of Operations IRAQI FREEDOM (OIF) and

ENDURING FREEDOM (OEF). These missions provide the Joint and Coalition team with global airlift; aero-medical evacuation; air-refueling; command and control; close air support (CAS) to ground operations; strike; intelligence, surveillance and reconnaissance (ISR) and electronic warfare. We have flown over 385,000 mobility sorties dedicated to moving equipment and troops to and from the CENTCOM Area of Responsibility (AOR).

The total Air and Space effort takes its toll on our equipment and people as we continue to maintain the high operations tempo over time. We currently have over 208,000 Airmen contributing 24/7 to Combatant Command operations, including approximately 36,000 Airmen who are deployed to locations worldwide. When adding humanitarian relief missions, both globally and at home, and Air Sovereignty Alert (ASA) operations, the effects on the Air Force assets are tangible and measurable and are reflected in some of the problems we see in maintaining the current fleet. In direct support of the ASA mission, your Air Force has flown over 54,410 total sorties under Operation NOBLE EAGLE (ONE), including 39,390 fighter sorties, 11,290 air refueling sorties, and 1,826 airborne early warning sorties. As a testament to the total force, the Air National Guard has flown more than 70% of these sorties and currently operates 16 of 18 Air Sovereignty Alert sites.

As we continue to accomplish our current mission sets and plan for future threats, we must remain mindful of the increasing age and costs of operating our air fleet. When approaching critical budget decisions, we face the same challenge of balancing between risk and operational necessity as we do when apportioning sorties. Our Air Force leadership is scrutinizing programs and budgets to find acceptable solutions to meet growing demands that are competing for limited amounts of funding.

III. Combat Aircraft

The following information provides updates on Air Force combat aircraft modernization:

A-10

The A-10 provides the Joint Force Commander lethal, precise, persistent, and responsive firepower for CAS and combat search and rescue (CSAR). It has performed superbly in Operations DESERT STORM, ALLIED FORCE (OAF), OEF and OIF. However, the age of the A-10 and high operations tempo have taken a toll on the fleet. In the fall of 2006, the Air Force Fleet Viability Board (FVB) recommended that the Air Force upgrade 242 thin-skin center wing A-10 aircraft with thick-skinned wing replacements; this program is currently designing the new wing and installs will begin in FY11. Last fall, approximately 240 A-10s were grounded due to wing cracks. An inspect and repair program was implemented that has reduced the number still grounded to approximately 60; we anticipate these will all return to flying by the end of June 2009.

The Air Force is currently upgrading 347 A-10s to the "C" configuration through the Precision Engagement (PE) modification and anticipates completion by the end of FY11. This modification enables J-Series weapons, such as Joint Direct Attack Munitions (JDAM) and Wind Corrected Munitions Dispenser (WCMD); integrates a digital data link and advanced targeting pods with video downlink; replaces monochrome cockpit displays with color multi-function displays; installs new pilot throttle and stick controls; adds a moving map capability and a mass-memory upgrade; and doubles current DC power. Additionally, we have integrated beyond line of sight radios into the A-10 for faster communication with ground units, forward controllers, and command and control (C2) centers.

F-15 A-D

The F-15 A-D is an air superiority fighter with an average age of over 25 years, and the Air Force is managing the fleet through scheduled field / depot inspections under an individual aircraft tracking program. In early 2008, the F-15A-D fleet returned to flying status after engineering analysis and inspections confirmed each aircraft was safe for flight. Of the 407 aircraft in the inventory, only nine were grounded due to the longeron crack. The Air Force repaired five, and four were retired due to their proximity to planned retirement. The five aircraft were repaired in 2008 at a cost of approximately \$235,000 each using organic materials and labor at Warner-Robins Air Logistics Center.

Based on the recommendation of Boeing and depot engineers, the Air Force has instituted recurring inspections of F-15 longerons every 400 flight hours to detect cracks before they become catastrophic. Analysis confirms that this interval is very conservative and will avoid a mishap such as the one that occurred on 2 November 2007. Additionally, the Air Force will conduct a full-scale fatigue test, aircraft teardown, and improved structural monitoring to help establish the maximum F-15 service life and more effectively manage structural health of the fleet. We expect these efforts to successfully enable the 176 F-15C/D long-term “Golden Eagles” to operate safely and effectively through 2025.

F-15E

The F-15E fleet, with an average age of over 16 years, was not affected by the longeron crack and continues to provide support for on-going operations in Afghanistan and Iraq. Like the A-10, the F-15E performed superbly in operations DESERT STORM, OAF, OEF and OIF. The Air Force has been working hard to improve the F-15E’s ability to rapidly engage and destroy time sensitive targets by adding secure radios and data links for faster communications with

ground units and forward controllers; by integrating the latest precision weapons that not only hit a target accurately but are designed to reduce collateral damage; by adding a helmet mounted cueing system that will reduce the F-15E's time to engage a target by up to 80%; and by adding a state-of-the-art, Active Electronically Scanned Array (AESA), radar system that not only addresses sustainment issues with the current system but will give the F-15E advanced capabilities to identify and engage targets, share real-time information with other aircraft, and protect itself from enemy threats. The Air Force plans for the F-15E to be an integral part of the Nation's force through at least 2035.

F-16

Our multi-role F-16s, the majority of the fighter fleet, are undergoing a structural upgrade program to replace known life-limited structural components. Due to the use of more stressing mission profiles, this upgrade program is required to maintain the original design airframe life of 8,000 flight hours. Wing pylon rib corrosion, a known problem with the F-16 aircraft, is an issue we monitor closely through inspections every 800 hours. This corrosion can prevent the F-16s from carrying pylon mounted external fuel tanks which limits their effective combat range. In partnership with industry, the Air Force has recently developed and certified an effective repair allowing repair of affected aircraft at the unit in a single day instead of requiring a lengthy wing overhaul at the depot.

In other inspections, maintainers have found bulkhead cracks in approximately 37.5% (149 of 397) of our Block 40/42 F-16 aircraft. Eight-four aircraft have been repaired and five aircraft have had the bulkheads replaced with 19 more in progress. As of 12 May 2009, three Block 40/42 F-16 aircraft were in non-flying status awaiting bulkhead repair or replacement. An additional 57 aircraft continue to fly with increased inspection requirements to measure crack

growth. We will continue to monitor this situation closely. Similarly to the F-15, the Air Force will start conducting a full-scale durability test for the F-16 in FY11 to help establish the maximum service life and more effectively manage structural health of the fleet.

The Common Configuration Implementation Program (CCIP) is a top F-16 priority and will enable the maintenance of a single operational flight program configuration on the Block 40/42/50/52 F-16s. The Block 50/52 modification is complete and the Block 40/42 modification will be complete in FY10. It combines several modifications including a new mission computer, color displays, air-to-air interrogator (Block 50/52 only), Link-16, and Joint Helmet Mounted Cueing System. The F-16 is expected to be a capable element of the fighter force well into 2024.

Fifth Generation Fighters

Fifth generation fighters like the F-22A and the F-35 are key elements of our Nation's defense and ability for deterrence. As long as hostile nations recognize that U.S. airpower can strike their vital centers with impunity, all other U.S. Government efforts are enhanced, which reduces the need for military confrontation. This is the timeless paradox of deterrence; the best way to avoid war is to demonstrate to your enemies, and potential enemies, that you have the ability, the will, and the resolve to defeat them.

Both the F-22A and the F-35 represent our latest generation of fighter aircraft. We need both aircraft to maintain the margin of superiority we have come to depend upon, the margin that has granted our forces in the air and on the ground freedom to maneuver and to attack. The F-22A and F-35 each possess unique, complementary, and essential capabilities that together provide the synergistic effects required to maintain that margin of superiority across the spectrum of conflict. The OSD-led 2006 QDR Joint Air Dominance study underscored that our Nation has a critical requirement to recapitalize TACAIR forces. Legacy 4th generation aircraft

simply cannot survive to operate and achieve the effects necessary to win in an integrated, anti-access environment.

F-22A Future Capabilities & Modifications

The F-22A Raptor is the Air Force's primary air superiority fighter, providing unmatched capabilities for air supremacy, homeland defense and cruise missile defense for the Joint team. The multi-role F-22A's combination of speed, stealth, maneuverability and integrated avionics gives this remarkable aircraft the ability to gain access to, and survive in, high threat environments. Its ability to find, fix, track, and target enemy air- and surface-based threats ensures air dominance and freedom of maneuver for all Joint forces.

Similar to every other aircraft in the U.S. inventory, there is a plan to regularly incorporate upgrades into the F-22A to ensure the Raptor remains the world's most dominant fighter in the decades to come. The F-22A modernization program consists of two major efforts that, together, will ensure every Raptor maintains its maximum combat capability: the Common Configuration program and a pre-planned product improvement (P3I) program (Increments 2 and 3). We are currently in year six of the planned 13-year program.

As of 1 May 2009, the Air Force has accepted 139 F-22A aircraft, out of a programmed delivery of 183. Most of these aircraft include the Increment 2 upgrade, which provides the ability to employ Joint Direct Attack Munitions (JDAM) at supersonic speeds and enhances the intra-flight data-link (IFDL) to provide connectivity with other F-22As. The Air Force will upgrade the F-22A fleet under the JROC-approved Increment 3 upgrade designed to enhance both air-to-air and precision ground attack capability. Raptors from the production line today are wired to accept Increment 3.1, which when equipped, upgrades the APG-77 AESA radar to enable synthetic aperture radar ground mapping capability, provides the ability to self-target

JDAMs using on-board sensors, and allows F-22As to carry and employ eight Small Diameter Bombs (SDB). The Air Force will begin to field Increment 3.1 in FY11. Future F-22As will include the Increment 3.2 upgrade, which features the next generation data-link, improved SDB employment capability, improved targeting using multi-ship geo-location, automatic ground collision avoidance system (Auto GCAS) and the capability to employ our enhanced air-to-air weapons (AIM-120D and AIM-9X). Increment 3.2 should begin to field in FY15.

The current F-22A modernization plan will result in 34 Block 20 aircraft used for test and training, 63 combat-coded Block 30s fielded with Increment 3.1, 83 combat-coded Block 35s fielded with Increment 3.2, and 3 Edwards AFB-test coded aircraft. Consideration is also being given to upgrade the 63 Block 30s to the most capable Block 35 configuration.

F-22A Procurement Plans

The F-22A production program has delivered 22 “zero defects” aircraft to date and is currently delivering Lot 7 aircraft ahead of scheduled contract delivery dates at a rate of about two per month. Lot 7 Raptors are the first lot of the three-year multiyear procurement contract awarded in the summer of 2007. The Air Force completed F-22A deliveries to Elmendorf AFB, Alaska and we are currently underway with deliveries to Holloman AFB, New Mexico with expected completion in January 2011.

When the plant delivers the last Lot 9 aircraft in December 2011, we will have completed the program of 183 Raptors. The average unit cost for the 60 aircraft in the multiyear procurement was \$142.6M. Should the Congress decide to fund the 4 additional Lot 10 Raptors in the Overseas Contingency Operations Supplemental Request, the unit flyaway cost without tail-up costs will be approximately \$153.2M. The unit flyaway cost is estimated to be \$10.6M higher due to higher material costs for a much smaller lot buy, loss of the multiyear procurement

savings in parts and labor, inflation, and in-line incorporation of pre-planned product improvements, including SDB capability, ability to retarget JDAMs, and the ability to map ground targets with the synthetic aperture radar. This average does not include tail-up costs of \$147M.

F-35

The F-35 program will develop and deploy a family of highly capable, affordable, fifth generation strike fighter aircraft to meet the operational needs of the Air Force, Navy, Marine Corps, and Allies with optimum commonality to minimize life cycle costs. The F-35 was designed from the bottom-up to be our premier surface-to-air missile killer and is uniquely equipped for this mission with cutting edge processing power, synthetic aperture radar integration techniques, and advanced target recognition. The F-35 also provides “leap ahead” capabilities in its resistance to jamming, maintainability, and logistic support. The F-35 is currently in the 8th year of a 13 year Engineering and Manufacturing Development (EMD) phase.

The F-35 is projected to meet all Key Performance Parameters (KPP) and as of 10 May 2009, AA-1 has completed 84 test flights, including a deployment to Eglin AFB. The first system design and development (SDD) Short Take-Off and Vertical Landing (STOVL) aircraft, BF-1, has completed 14 flights. The second SDD STOVL aircraft, BF-2, had its first flight in February 2009. The Cooperative Avionics Test Bed (CAT-B) continues to provide unprecedented risk reduction at this stage in a major weapon system not seen in any legacy program. In December 2008, the Defense Acquisition Executive (DAE) approved full funding for 7 Conventional Take-Off and Landing (CTOL) aircraft and engines, plus sustainment and associated equipment as part of the Low Rate Initial Production (LRIP) Lot 3 acquisition decision memorandum. In addition, the DAE approved full funding for seven STOVL aircraft

plus sustainment and associated equipment contingent upon successful completion of the F135 Pratt & Whitney lead engine Stress Test, Flight Test Engine 6 Proof Test and receipt of full STOVL flight clearance, which occurred on 30 January 2009. The FY10 President's Budget provided funding for 10 CTOL, 16 STOVL and 4 CV aircraft for Operational Test.

Joint Strike Fighter Alternative Engine Program

Presidential Budget 10, released earlier this month, cancelled the alternate engine program for the Joint Strike Fighter, and removed all further funding for the development and procurement of this second engine. The Air Force and Navy are executing the funding appropriated by Congress in the 2009 budget to continue the F136 program.

The cost to continue F136 engine development is approximately \$1.8B through FY15. In addition, the Department of Defense will have to fund the production of GE engines to get the suppliers on equal footing in the amount of approximately \$2.8B. Continued funding for the F136 engine carries cost penalties to both F135 and F136 engines for reduced production line learning curves and inefficient economic order quantities. The department has concluded that maintaining a single engine supplier provides the best balance of cost and risk. Our belief is the risks associated with a single source engine supplier are manageable due to improvements in engine technology and do not outweigh the investment required to fund a competitive alternate engine.

Unmanned Aircraft Systems (UAS)

MQ-9A Reaper

The MQ-9 Reaper is a "Hunter-Killer" remotely piloted aircraft capable of automatic cueing and prosecuting critical, emerging time-sensitive targets with self-contained hard-kill capability. SDD for the first increment began in FY05 and additional SDD efforts are currently

on-going. An interim combat capability aircraft deployed to CENTCOM in September 2007 and, even though not yet at IOC, more have continued to deploy. There are now 12 U.S. and two United Kingdom MQ-9s supporting OEF operations. The MQ-9 has military-standard 1760-based stores management capability, an FAA-certified engine and GBU-12/AGM-114 Hellfire weapon capability now, and an anticipated 500-lb JDAM (GBU-38) capability in July 2009. As part of the FY10 President's Budget, the Air Force requests funding to procure 24 MQ-9As.

Missile Programs

Joint Air-to-Surface Stand-off Missile (JASSM)

The JASSM is the Nation's only stealthy, conventional, precision, launch-and-leave, stand-off missile capable of being launched from fighter and bomber aircraft. The JASSM achieved an initial operational capability on B-52, B-1, F-16 and B-2 and puts an adversary's center-of-gravity targets at risk even if protected by next-generation air defense systems.

The Air Force postponed the JASSM FY09 production contract due to unsatisfactory flight tests of the Lot 5 JASSM production missiles. Of the 10 flight tests, we considered six to be complete successes. To address issues discovered during the JASSM test program to date, we are taking a pause in FY10 missile production in order to incorporate reliability improvements on Lot 6 missiles, and will conduct a 16 shot flight test in the late summer/early fall 2009 timeframe to verify JASSM is on track to achieve our established reliability goal of 90%.

As part of the FY10 President's Budget, the Air Force is not requesting any funds for procurement of missiles, but rather is requesting procurement funds only to continue reliability and retrofit activities.

Legacy Bomber Fleet

The Air Force bomber fleet exemplifies how we continue to sustain and modernize legacy aircraft as they are passed from one generation of crew force to the next.

B-1

The B-1 provides the Joint Force Commander massive firepower potential coupled with a significant loiter capability perfectly suited for the inconsistent tempo of today's ongoing operations. Added to this is the B-1's unique supersonic dash potential which allows a single aircraft to perform as a roving linebacker over large portions of the overall AOR. Once solely a nuclear deterrent, the Air Force has re-focused the B-1's capabilities through modernizing its current conventional lethality.

A perfect example of the B-1's potential was realized by adding an Advanced Targeting Pod to the platform's sensor suite. In an exceptional display of acquisition effectiveness, in 2007 the Air Force and our corporate partners responded to AFCENT's highest Urgent Operational Need requirement by energizing a fast-track development and procurement timeline. With the help of supplemental funding, by June 2008 the 34th Bomb Squadron from Ellsworth AFB, South Dakota was able to deploy a full complement of Sniper-equipped B-1 bombers to support both OEF and OIF operations without a single break in daily combat operations. The program continues in 2009 to outfit the remaining fleet and incorporate laser-guided weapons as well as integrating pod data directly into the avionics system, allowing for direct machine-to-machine transfer of targeting data. As stated by the Combined Force Air Component Commander, "The Sniper pod on the B-1 Bomber is amazing."

This new capability means the B-1 is even more in demand for current operational taskings. The non-stop overseas contingency operations are taking a toll on the overall fleet.

Currently in FY09, the Air Force is addressing five different issues which would have meant potentially grounding aircraft if they were not addressed. As a baseline to many of these sustainment modifications, the Air Force also embarked on its largest cockpit and communications modernization for the B-1 since its inception. Begun in 2005, the B-1 Fully Integrated Data Link (FIDL) program infuses a tactical Link-16 data link and a Joint Range Extension (JRE) Beyond Line of Sight (BLOS) data link into an entirely overhauled modern cockpit. This system of modifications removes legacy monochrome displays and incorporates a series of color multifunction displays capable of displaying a wide array of fused data at all crew stations. Although the B-1 FIDL program has suffered several setbacks, through the continued persistence of Air Force and Congressional support the program is now turning the corner and progressing toward completion. This upgrade will not only help protect the B-1 parts from obsolescence, it will evolve an already capable conventional platform into a networked provider of precision firepower.

B-2

The B-2 Spirit Advanced Technology Bomber provides a lethal combination of stealth, range, payload, and precision engagement. The B-2 remains the world's sole long-range, low observable bomber, and the only platform capable of delivering 80 independently targeted GBU-38s.

B-2 availability has steadily increased over the past five years, due in large part to focused efforts to enhance low observable maintenance such as the highly successful Alternate High Frequency Material program. However, it still faces increasing pressures to upgrade avionics originally designed over twenty years ago. The three-increment Extremely High Frequency Satellite Communications and Computer Upgrade program (EHF SATCOM and

Computer Upgrade) seeks first, in Increment 1, to upgrade the Spirit's flight management computers as an enabler for future avionics efforts. Increment 2 integrates the Family of Beyond-line-of-sight Terminals (FAB-T) along with a low observable antenna to provide secure, survivable strategic two-way communications, while Increment 3 will connect the B-2 into the Global Information Grid. Increment 1 of EHF SATCOM and Computer Upgrade is currently in Engineering and Manufacturing Development (EMD) and on track to begin procurement in FY11 for fleet installation beginning at the end of FY13.

The B-2 is also replacing the original radar antenna and upgrading selected radar avionics as part of the Radar Modernization Program (RMP) to change the radar operating frequency. RMP recently recovered from development challenges and has been approved to enter production. The LRIP contract for the first six production radar kits was signed on 29 December 2008, with the second and final buy for the remaining seven shipsets slated for later this year. Seven radar shipsets were also bought during development and are currently being installed in fleet aircraft to round out the 20 aircraft B-2 fleet; the developmental units will be retrofitted to the final production configuration. Thanks in large part to Congressional support, the RMP acquisition strategy was modified to include both life-of-type component buys to avoid diminishing manufacturing issues during the production run, and advance procurement to recover five months of the schedule lost while resolving the RMP integration issues during development.

B-52

The B-52 Stratofortress is our Nation's oldest frontline long-range strategic bomber, with the last airframe entering service with the United States Air Force in 1962. Given the expected service life of the aircraft, the B-52 airframes will be the longest operationally employed

powered war machine in history, far surpassing the lifespan of any other single model land, sea or air weapon system. For more than 40 years B-52s have been the backbone of the strategic bomber force for the U.S. The B-52 is capable of dropping or launching the widest array of weapons in the U.S. inventory, including gravity bombs, cluster bombs, precision guided missiles and JDAMs. Updated with modern technology, the B-52 will be capable of delivering the full complement of Joint developed weapons and will continue into the 21st Century as an important element of our Nation's defenses.

The Air Force has invested in B-52 modernization programs to keep the platform operationally relevant by adding satellite and nuclear survivable and secure wideband high data rate communications; Sniper and LITENING Advanced Targeting Pods; aircraft computer and data transfer unit upgrades; and integration of smart weapons to improve conventional warfare capability.

Together with the B-1 and the B-2, the B-52 serves as a key component of the United States' long-range bomber force. It has earned respect as a highly capable conventional and nuclear combat platform during the Cold War, the Vietnam War, DESERT STORM, OAF, OIF, OEF, and frequently deploys to Guam to provide a continuous bomber presence mission in the Pacific. The B-52 continues to serve the Nation well as it has during its long and distinguished history, and we have provided significant support across the Future Years Defense Program in recognition of its value.

IV. Mobility Aircraft

The following information provides updates on Air Force mobility aircraft modernization:

KC-135 Tanker Replacement Program (KC-X)

The KC-X remains the Air Force's highest procurement and recapitalization priority. Air refueling is critical to the entire Joint and Coalition team's ability to project combat power around the world. The current fleet of Eisenhower-era KC-135s averages over 48 years old.

KC-X tankers will provide increased aircraft availability, more adaptable technology, more flexible employment options, and greater overall capability than the current fleet of KC-135R/T tankers. The KC-X will be able to refuel receptacle and probe-equipped aircraft on every mission and to receive fuel in-flight plus carry cargo, passengers, & conduct aeromedical evacuation. The KC-X will also be equipped with defensive systems to enhance its utility to the warfighter.

The KC-X program is based on a planned purchase of 179 aircraft and is the first of up to three recapitalization programs to replace the entire legacy fleet. The Air Force has budgeted approximately \$3.5 billion per year for a projected annual production rate of 12-18 aircraft. But even with this level of investment, it will take several decades to replace the 400+ KC-135s. Given the age of the fleet and the time required to recapitalize, it is absolutely critical for the Air Force to move forward now on this program.

The Air Force and the Department of Defense have been considering options for conducting a new source selection since the previous competition was terminated by the Secretary of Defense in September 2008. It is the Air Force's desire to begin the competition in Summer 2009 and award a contract in early 2010.

Strategic Airlift

The C-17 and C-5 fleets remain Air Force priorities to meet warfighter requirements for strategic airlift.

C-5 Modernization Programs

The C-5 modernization effort is a two-phased program. The Avionics Modernization Program (AMP) provides modern, sustainable aircraft avionics, allowing the aircraft to efficiently access international airspace. This will allow the Air Force to more efficiently conduct peacetime operations and meet closure times for our Nation's war plans. All C-5B/Cs have entered or completed AMP modification and the first C-5A completed modification on 16 Feb 2009 and is assigned to Lackland ARB, Texas. Currently, the C-5 AMP effort continues at two modification centers at Dover AFB, Delaware and Travis AFB, California and will modify all 111 C-5 aircraft by 2015.

The Reliability Enhancement and Re-engineing Program (RERP) builds upon the C-5 AMP modification. C-5 RERP replaces the propulsion system and improves the reliability of over 70 systems and components. Following a critical Nunn-McCurdy breach, the Defense Acquisition Executive (DAE) certified a restructured C-5 RERP modernization of the entire C-5B/C fleet. Since the certification, the program has completed a Milestone C Defense Acquisition Board as well as an Interim Program Review in January 2009, earning DAE approval to continue low rate initial production (LRIP).

The restructured program successfully completed developmental test and evaluation, meeting or exceeding all of its KPPs. As part of this testing, the fully modernized aircraft, known as the C-5M, accomplished a non-stop flight from Travis AFB, California to Mildenhall AB, United Kingdom via the polar route, without aerial refueling. The flight began at a gross weight of 807,000 pounds, well above the normal maximum of 769,000 pounds, established a continuous climb to an initial altitude of 33,000 feet, carried 120,000 pounds of cargo, and flew 4,770 nautical miles in approximately 11 hours. This is a vast improvement over legacy C-5A/B

fleets, which would require aerial refueling to carry the same amount of cargo over the same distance.

The Air Force delivered the first C-5M to an operational unit on 9 February 2009, piloted by General Arthur Lichte (Commander, Air Mobility Command) with former Secretary John Young (USD (AT&L)) and former Secretary Sue Payton (Assistant Secretary of the Air Force for Acquisition) as proud passengers. The production program is delivering on cost and on schedule. These efforts will fully modernize 52 C-5s that meet the warfighters' requirements.

C-17 Production

The C-17 continues to be a highly successful program and proven airlift workhorse for our Nation's defense. The Air Force recently took delivery of its 187th aircraft, on-cost and on-schedule. Congress provided \$3.3B to the Air Force in FY08 for 15 additional C-17s, bringing the current program of record to 205 aircraft. Combined with the C-5 program, this meets our current strategic airlift requirement.

The Joint OSD/US Transportation Command-sponsored Mobility Capabilities Requirements Study (MCRS-16) is due out at the end of 2009 and is expected to offer additional insights into future airlift needs. The Air Force will continue to execute to the program of record while simultaneously developing the transition to sustainment plan. The Department of Defense has indicated no desire to purchase additional C-17 aircraft. When Boeing decides to close the C-17 production line, ongoing planning activities will posture the Air Force for long-term C-17 fleet sustainment. As part of the FY10 President's Budget, the Air Force requests funding to shutdown the C-17 production line.

Tactical Airlift

The legacy C-130, C-130J, and C-27J aircraft provide tactical airlift for the warfighter. Whereas our strategic airlift fleet provides mostly long-distance cargo transportation, the tactical airlift fleet serves our shorter-distance intra-theater missions.

C-130 Avionics Modernization Program (AMP)

The C-130 AMP program modernizes the Air Force's 221 of the Air Force's legacy C-130 combat delivery aircraft to increase reliability, maintainability, and sustainability. It provides the aircraft with a common avionics suite and standardized cockpit configuration that will satisfy all mandated Communication, Navigation, Surveillance/Air Traffic Management System (CNS/ATM) and Air Force Navigation safety requirements, allowing these aircraft to safely and effectively operate worldwide in today's and tomorrow's airspace. In addition to meeting these requirements, AMP will also lower the cost of ownership and increase survivability of the C-130 combat delivery fleet.

Boeing, AMP's prime contractor, is performing well against the recently reestablished baseline. To date, three test aircraft have been modified with C-130 AMP. Since the first flight in September 2006, the three AMP equipped aircraft have flown 324 flights totaling over 931.6 flight hours (as of 1 May 09) with a 97% effectiveness rating. No serious technical issues have been noted. The program received Milestone Decision Authority approval in FY08 to procure the first two AMP LRIP kits.

Continued C-130J Production

The C-130J is a key component of the intra-theater airlift modernization effort. AMC identified a need for 143 combat delivery C-130Js to meet intra-theater airlift requirements. Through the Defense Appropriations Acts and Global War on Terror Supplementals, Congress

has funded 90 C-130Js, 10 WC-130Js, seven EC-130Js, two HC-130Js, and 11 MC-130Js. Of the 34 C-130J aircraft funded by Congress in FY09, the Air Force has placed 30 on contract and expects to place the remaining four on contract by September 2009. The C-130J Multi-Year Procurement (MYP) Contract ended in FY08 and all aircraft currently being procured are using annual procurement contracts. As of 6 May 2009, the Air Force has fielded 70 total C-130J aircraft. As part of the FY10 President's Budget, the Air Force requests funding to procure four MC-130Js, five HC-130Js, and three C-130Js.

C-27J

The C-27J was previously an Army-led, Joint Army and Air Force program to procure a small cargo aircraft supporting the delivery of time sensitive / mission critical cargo and personnel to Army forces. The program and the Direct Support mission it supports will transfer to the Air Force. The two existing aircraft procured by the Army along with the 11 others on contract will be transferred to the Air Force and the number of aircraft will be capped at 38, down from 78. As part of the FY10 President's Budget, the Air Force requests funding to procure eight C-27J aircraft.

Combat Search and Rescue Replacement Vehicle (CSAR-X)

The Combat Search and Rescue Replacement Vehicle (CSAR-X) program is the Air Force's next generation CSAR aircraft and one of the Secretary of the Air Force's top acquisition priorities. In response to the Secretary of Defense's announcement to cancel the CSAR-X helicopter program, we are terminating the existing Boeing contract and will rescind the current Request for Proposal. The Air Force intends to use the funds in the FY10 President's Budget to procure and modify two UH-60 aircraft with current CSAR capability for operational loss replacement. The Air Force will also work with the Department of Defense to support a re-

evaluation of the “combat search and rescue requirements in the context of joint force capabilities” as directed by the Secretary of Defense. A portion of the FY10 budget will be used to support this re-evaluation and any follow-on studies and analysis, develop an acquisition strategy, and support subsequent acquisition activities.

V. Closing

Your Air Force stands ready to win today’s Joint fight and plan for tomorrow’s challenges. We are committed to working together to determine the right procurement, sustainment and retirement strategy to ensure we are prepared for the current fight as well as posturing for future demands. Dominance of air, space, and cyberspace continues to be requisite to the defense of the United States. We appreciate your continued support and look forward to working in concert to ensure our decisions enable us to strengthen our Air Force to meet future requirements.