DEPARTMENT OF THE AIR FORCE

PRESENTATION TO THE
HOUSE ARMED SERVICES COMMITEE
SUBCOMMITTEE ON SEAPOWER AND PROJECTION FORCES
U.S. HOUSE OF REPRESENTATIVES

SUBJECT: HEARING ON AIR FORCE BOMBER/TANKER/AIRLIFT ACQUISITION PROGRAMS - HASC SEAPOWER AND PROJECTION FORCES

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Introduction

Chairman Forbes, Ranking Member Smith, distinguished members of the subcommittee, thank you for the opportunity to provide you with an update on U.S. Air Force acquisition programs. As one of our critical core missions, our joint team is committed to fielding rapid global mobility capabilities while exercising a disciplined approach to our financial resources. On any given day, the Air Force's mobility aircraft deliver critical personnel and cargo and provide airdrop of time-sensitive supplies, food, and ammunition on a global scale. As Secretary James stated in a previous appearance to congress, "the backbone of our bomber and tanker fleets, the B-52 and KC-135, are from the Eisenhower era, and our 4th generation fighters average 25 years of age. That is why our top three acquisition priorities remain the KC-46A aerial tanker, the F-35A Joint Strike Fighter, and the Long Range Strike Bomber (LRS-B). In our [Fiscal Year 2016 (FY16)] budget submission, we have fully funded these programs."

Long Range Strike Bomber

As one of our top three acquisition programs, the Long Range Strike Bomber program is the Air Force's number one investment in research, development, test and evaluation (RDT&E) request with $1.2 billion in the FY16 President's Budget. By continuing the development of LRS-B we will be able to provide combatant commanders the range, payload, and access to targets required to support our nation's military objectives worldwide. Fielding 80 to 100 LRS-Bs will provide us with the flexibility and capacity to support operations across the spectrum of conflict, from raids to enduring campaigns, and replace elements of our aging bomber fleet. LRS-B will have initial capabilities in the mid-2020s and will provide conventional and nuclear strike capability and will be capable of employing a wide mix of direct attack and stand-off weapons.

From the onset of the LRS-B program, the requirements have been set to be affordable, and achievable, allowing for re-use of many existing systems and mature technologies in its design. This helps reduce overall program development risk and cost. The program has carefully balanced combat capability with development, production, and sustainment cost considerations to ensure we can affordably acquire this critical capability. The Average Procurement Unit Cost (APUC) target of $550M, in base year 2010 dollars for 100 aircraft, has been very important in balancing design trades with system cost and remains unchanged.

The source selection for LRS-B is on-going and we expect a decision this summer. It is a deliberate process and we are executing our plan with the discipline and rigor that all source selections require. The Air Force is committed to fairness and impartiality in all of its competitive procurements.

B-1

The B-1B is a long-range, air refuelable multirole bomber capable of flying intercontinental missions and penetrating enemy defenses with the largest payload of guided and unguided weapons in the Air Force inventory. The B-1B is the only bomber that has been continuously deployed since 2001, and it remains so today.

The Integrated Battle Station upgrade is the B-1B's largest modernization effort since its production and will provide enhanced situational awareness and precision engagement capabilities. The B-1B will complete this modernization effort in 2019. The first aircraft with this upgrade was delivered in January 2014 and four additional aircraft were delivered in 2014. Ten additional aircraft are planned for delivery by December 2015.

Other efforts to update the navigation and radar systems are well underway and will complete in 2015. These efforts will improve reliability and maintainability of these critical systems. Additionally, OCO funding is included in the FY15 budget to provide a Service Life Extension Program (SLEP) for B-1 engines. This funding will replace parts that have been degraded by nearly 15 years of combat and restore B-1 engines to their original specifications. Finally, ongoing structural testing is validating the B-1B's structural integrity to ensure that it remains viable through its service life of 2040. Additional modernization efforts are envisioned to sustain the B-1B's combat-proven capability.

The B-1B is the Air Force threshold platform for early operational capability of the Long Range Anti-Ship Missile, which is transitioning from a Defense Advanced Research Projects Administration (DARPA) demonstration to the Navy-led Offensive Anti-Surface Warfare Program. Integration of this weapon, coupled with the B-1B's long range, high speed and large payload, will posture the B-1B for an important role in 'Pivot to the Pacific' scenarios.

B-2

The B-2 is the only long-range strike aircraft capable of penetrating advanced Integrated Air Defense Systems to deliver weapons against heavily defended targets. Its unique attributes of intercontinental range, precision strike, large conventional or nuclear payloads, ability to penetrate defenses, and low observable profile allow it to prosecute Nuclear Deterrence Operations, Nuclear Response, Global Strike, and Global Precision Attack missions. The Air Force will continue to modernize the B-2 to ensure it remains effective and retains its unique set of capabilities as enemy defensive systems continue to advance. Current efforts to modernize the Defensive Management System will ensure the B-2 can continue to counter sophisticated air

defense networks and operate in highly contested environments. The Air Force will, at the same time, continue development efforts to re-host the Stores Management Operational Flight Program software in the Flexible Strike program, which will enable the B-2 to take advantage of advanced digital weapon interfaces such as those used by the B61-12. The Air Force will continue development efforts to field the Common Very-Low-Frequency / Low Frequency (VLF/LF) Receiver program. It provides the B-2 with a VLF/LF receiver for secure, survivable strategic communications capability. The Air Force will also continue fielding the Extremely High Frequency Satellite Communications and Computer Increment 1 program, a mid-life avionics upgrade to the flight management computers and digital storage and data buses. Finally, the Air Force will continue to pursue a number of B-2 sustainment initiatives efforts to improve aircraft supportability and increase aircraft availability.

B-52

The B-52 Stratofortress is our nation's oldest and most versatile frontline long-range strategic bomber, with the last airframe entering service in the United States Air Force in 1962. The Air Force continues to invest in modernization programs to keep the platform operationally relevant and updated with state-of-the-art capabilities. B-52 major modernization efforts include the Combat Network Communications Technology (CONECT) and 1760 Internal Weapons Bay Upgrade (IWBU) programs. CONECT provides an integrated communication and mission management system as well as a machine-to-machine interface for weapons retargeting for the entire fleet of 76 B-52Hs. The digital infrastructure and architecture provided by CONECT is the backbone for the 1760 IWBU and future modification efforts. The 1760 IWBU provides internal J-series weapons capability through modification of Common Strategic Rotary Launchers (CSRLs). Both increments of this program are fully funded and, when complete, will

significantly increase the B-52's capability to store and deliver the Joint Direct Attack Munition (JDAM); Laser-JDAM; Joint Air-to-Surface Standoff Missile (JASSM) and its extended range variant; and the Miniature Air Launched Decoy (MALD) and its jamming variant. The Air Force is committed to modernization of the B-52 using modern technology to ensure the aircraft remains relevant through 2040 and beyond as an important element of our nation's defenses.

C-17

The C-17 is the only aircraft that combines tactical capability with strategic range in austere airfield environments. The fleet of 222 was completed in September 2013 to provide our Nation unmatched flexibility to conduct direct delivery, airdrop, aeromedical, and special operations airlift missions. Our partnership with Boeing is adapting processes and procedures to effectively operate in a post-production environment. In order to increase budget and schedule predictability, we are working to bundle modernization and sustainment activities. Agile and efficient software and hardware updates will pace timely readiness, safety, and capability improvements as this premier airlift platform helps to achieve our national security objectives.

The Air Force intends to utilize $77 million in FY16 funding to continue critical modifications and upgrades to the C-17 fleet. This includes Identify Friend of Foe (IFF) Mode 5+ upgrades to provide increased memory and throughput to system computers, as well as continued installation of Large Aircraft Infrared Countermeasures (LAIRCM) systems to detect, track, and jam incoming infrared missiles. Our request of $55 million in FY16 RDT&E funding will address obsolescence and flight safety issues. The development of a Replacement Heads Up Display (RHUD) will address obsolescence of the current C-17 HUD and improve the system's availability, reliability, and maintainability. Integration of an On-Board Inert Gas Generating

System (OBIGGS) Filter Fire Mitigation will alert aircrews to potential fires, increasing in-flight safety.

C-5

The Air Force continues to modernize and enhance 52 legacy C-5 aircraft to a common configuration to ensure fleet viability to 2040. The C-5 Reliability Enhancement and Re-engining Program (RERP) is a comprehensive effort to improve aircraft performance, reliability, maintainability, availability, and payload capability/cargo throughput. FY15 was the last year of funding for installation of the remaining C-5 RERP kits with projected completion in the spring of 2018.

The FY16 President's Budget requests $5.6M in procurement funds for C-5 mission systems equipment. $42.9M in RDT&E funding will support core mission computer/weather radar (CMC/WxRdr) and communication, navigation, surveillance/air traffic management (CNS/ATM) efforts. CMC/WxRdr replaces a radar system with severe diminishing manufacturing source (DMS) issues and upgrades the processor of the CMC to restore a safe operating throughput margin. CNS/ATM is a FY16 new start required to meet US and international 2020 aviation mandates.

Tankers

The backbone of rapid U.S. global operations is our tanker fleet, comprised of 396 KC-135 Stratotankers and 59 KC-10 Extenders. Delivery of 179 KC-46 Pegasus aircraft by 2028 will replace less than half of the current tanker fleet and will leave the Air Force with over 200 aging KC-135s. Tankers are the lifeblood of our joint force's ability to respond to crises and contingencies and are essential to keeping our Air Force viable as a global force.

KC-135 and KC-10

On average, our legacy platforms are 53 years old for the KC-135 and 30 years old for the KC-10. Both fleets are frequently challenged by obsolete parts and Diminishing Manufacturing Sources. However, with the help of both organic Air Force depots and industry, we are able to maintain these platforms as effective weapon systems for our warfighter. We are executing several key modernization initiatives to ensure the aircraft remain viable through 2045.

Ongoing KC-10 modifications include the production and installation of communication, navigation, surveillance/air traffic management (CNS/ATM) kits and a Mode 5 upgrade to the aircraft's Identification Friend or Foe (IFF) system.

The primary modernization effort for KC-135 is the Block 45 program, which addresses supportability, reliability, and maintainability issues. Block 45 is an avionics modification that integrates a digital flight director, autopilot, radio altimeter, and electronic engine instrument displays. Continuation of Block 45 production and installation across the FYDP will reduce operations and maintenance costs while increasing aircraft capability.

KC-46

While we continue to sustain our current capability, recapitalizing our tanker fleet remains one of our top acquisition priorities. Overall, we are on track with the KC-46 engineering and manufacturing development (EMD) contract, now 59% complete with no requirement changes to date. First flight of EMD aircraft #1 successfully occurred on December 28, 2014 and we are looking forward to first flight of EMD aircraft #2 in the second quarter of CY2015. Despite slips in the first flights of our first two EMD aircraft, KC-46 still anticipates a Milestone C decision in fall 2015.

The Air Force requests $602M in FY16 PB for the ongoing KC-46 EMD effort and $2.4B to procure 12 KC-46 aircraft. Key items supported in the requested EMD funding include aircrew and maintenance training systems, completing the build of all four EMD aircraft, and execution of the integrated flight test program.

The KC-46 Formal Training Unit (FTU) will be located at Altus AFB, Oklahoma, with Main Operating Base (MOB) #1 at McConnell AFB, Kansas and MOB#2 at Pease Air National Guard Base, New Hampshire. We anticipate the AF will announce MOB #3 in spring 2016.

We recognize the Nation's fiscal challenges and appreciate the subcommittee's efforts to ensure our vital KC-46 program is authorized the funding needed to meet contractual obligations and program requirements. Stability of requirements and funding are the keys to KC-46 program success and will enable the Air Force to deliver this new tanker, ready for war on day one

C-130

The mobility combat delivery C-130 fleet is comprised of legacy C-130H and C-130J aircraft. The C-130H and C-130Js are medium-size transport aircraft capable of completing a variety of tactical airlift operations across a broad range of mission environments. The fleet delivers air logistic support for all theater forces, including those involved in combat operations.

We will maintain the necessary intra-theater airlift capacity by recapitalizing 155 C-130H aircraft with the C-130J. The remaining legacy C-130H aircraft are being upgraded to ensure fleet viability and global airspace access while reducing aircraft sustainment costs. Current modification efforts include center wing replacement, LAIRCM, and an airspace compliance program titled Viability and Airspace Access Program (VAAP).

The C-130J aircraft provides extra cargo carrying capability, longer range, and better fuel efficiency for our combat delivery mission, compared to legacy C-130Hs. Special mission variants of the C-130J conduct airborne psychological operations and offensive electronic warfare (EC-130J), weather reconnaissance (WC-130J), search and rescue (HC-130J) and special operations (MC-130J and AC-130J). The FY14 National Defense Authorization Act gave C-130J multi-year authority. As part of the multi-year contract, the Air Force plans to procure 16 additional C-130Js in FY14 and 13 in FY15.

Conclusion

The Air Force remains committed to excellence and ensuring our global reach programs continue to reflect the needs of our Nation. I am confident the air mobility fleet and bomber modernization efforts reflected in the FY16 PB will support the mission set force in the Defense Strategic Guidance and continue to provide world class rapid global mobility to our warfighters on the ground. In the midst of the challenges ahead we will aim to keep these programs on track and deliver these systems both as a vital capability to our forces, but also as a best value to our taxpayer. These systems will provide the future capabilities necessary to operate effectively in the national security environment of tomorrow.