

NOT FOR PUBLICATION UNTIL RELEASED BY
HOUSE ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES
U.S. HOUSE OF REPRESENTATIVES

DEPARTMENT OF THE AIR FORCE

PRESENTATION TO THE
HOUSE ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES
U.S. HOUSE OF REPRESENTATIVES

SUBJECT: Air Force Tactical Aviation Programs

COMBINED STATEMENT OF: Lieutenant General Herbert J. Carlisle
Deputy Chief of Staff for Operations,
Plans and Requirements

Major General Jay Lindell
Director of Global Power Programs, Office of the
Assistant Secretary of the Air Force (Acquisition)

November 2, 2011

NOT FOR PUBLICATION UNTIL RELEASED BY
HOUSE ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES
U.S. HOUSE OF REPRESENTATIVES

I. Introduction

Chairman Bartlett, Ranking Member Reyes, and distinguished members of the subcommittee, thank you for calling this hearing, and for the opportunity to provide you with an update on Air Force modernization on our tactical aircraft and intelligence, surveillance and reconnaissance (ISR) efforts important to our Air Force and to the Nation. The Air Force is fully engaged in operations across the globe, enabling Combatant Commanders to successfully execute their missions. As we venture into a new era of fiscal challenges, the Air Force remains committed to preserve the readiness of the force as a prime imperative. Looking ahead to the year 2020, the Joint and coalition team will continue to rely on the Air Force to provide its unique contributions to national security: domain control, precision attack, lift and ISR, all enabled by our command and control capabilities.

We frame our decisions and recommendations using the 2010 QDR and the Air Force's top five priorities, established by the Secretary and Chief of Staff of the Air Force. We understand your focus today is on changes and new initiatives to the Air Force investment plans since the March 15, 2011 hearing and to discuss potential impacts of the FY 2011 Budget Control Act to the Department of the Air Force budget. Our rapidly aging aircraft fleet and an ever increasing demand for our ISR assets drive our urgent need to find a balance between acquiring new inventory while sustaining our current fleet. We look forward to discussing how we can match the requirements with available resources in order to execute the National Military Strategy.

II. Contributions of our Air Force

Today, the Air Force flies and fights in air, space, and cyberspace--globally and reliably--as a valued member of our Joint and coalition teams. Nearly 39,000 Airmen are deployed to 135 locations across the globe, with over 29,000 in and around Afghanistan and Iraq, as we unwaveringly do whatever it takes to prevail in today's wars. Airmen, Soldiers, Sailors, and Marines who cross outside the wire do so with the asymmetric advantage of armed overwatch as well as globally integrated ISR. Last fiscal year the Air Force conducted more than 41,000 sorties supporting Operation NEW DAWN and almost 118,000 sorties supporting Operation ENDURING FREEDOM, delivered over 1.78 million passengers and 712,000 tons of cargo, and employed almost 2,580 short tons of munitions. Additionally, we have transported nearly 86,000 patients from the United States Central Command (CENTCOM) area of responsibility (AOR). An additional 57,000 total force Airmen are forward stationed overseas providing capabilities in direct support of our combatant commander requirements. And from home stations here in the United States, approximately 218,000 Airmen provide daily support to combatant commanders' worldwide operations, including standing nuclear alert, commanding and controlling our satellites, controlling remotely piloted aircraft, analyzing ISR data and much more. On the home front, since September 11, 2001, the Air Force has flown almost 62,000 total sorties under Operation NOBLE EAGLE, including 43,711 fighter sorties, 11,965 tanker sorties, and 1,880

early warning sorties. As a testament to the Total Force, the Air National Guard and Air Force Reserve components have flown more than 65 percent of these sorties with the Air National Guard currently operating 17 of 18 Aerospace Control Alert sites, with Joint Base Elmendorf-Richardson as the sole active duty location.

Along with our tactical platforms, a high demand for Air Force ISR remains firmly in place; a trend we expect to only increase in the future. As such, we have increased our capacities to meet this demand to sustain global operations with a combination of both manned and unmanned aircraft.

Between January and August 2011, the RQ-4 Global Hawk logged 239 combat sorties in the CENTCOM AOR capturing nearly 80,000 images. Additionally, the Global Hawk complemented humanitarian operations in both Haiti and Japan. We continue to rely heavily on the multi-intelligence, high-altitude capabilities of the U-2 which has averaged some fifteen to sixteen thousand flight hours per annum for more than five years. The U-2 currently executes more than 100 sorties per month supporting CENTCOM operations and the NATO effort in Libya. The U-2's multi-spectral imaging and other unique capabilities remain in high demand.

On September 15 2011, we reached 60 MQ-1/9 Combat Air Patrols (40 of which are allocated to the MQ-1 Predator and 20 to the MQ-9 Reaper) fulfilling Department-directed requirements with expected growth to a total of 65 CAPs. Acquisition of the final (164th) MQ-1 occurred this past March as the Air Force transitions to the MQ-9 with a total planned inventory of 399.

The MC-12W Project Liberty aircraft remain heavily engaged in Iraq and Afghanistan and have flown over 12,900 missions between January 1 and October 5 2011. The Air Force is fulfilling the CENTCOM requirement for thirty deployed Project Liberty aircraft. An additional seven aircraft remain in CONUS as trainers at Beale Air Force Base.

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. Our Air Force leadership is scrutinizing programs and budgets to find acceptable solutions to meet growing demands that are competing for limited funds.

III. Fighter Aircraft Shortfalls

During the FY12 program review, the Air Force delivered to the Office of the Secretary of Defense, Cost Assessment and Program Evaluation (OSD CAPE) the Service's moderate risk fighter force structure requirement of 1,200 primary mission aircraft and 2,000 total aircraft. A comprehensive review of the current and projected force structure revealed a total aircraft shortfall of approximately three to five percent through the Future Years Defense Program (FYDP). This shortfall will be mitigated through aggressive management of F-35 production, legacy fleet review and sustainment, along with selected service life extension (SLEP) and

modernization programs. F-35 program status remains the key variable in the fighter force structure forecast as the Air Force transitions to a fifth generation fighter force. However, current Air Force mitigation options preserve decision space as we carefully monitor program status and impending decision points.

The Air Force performs regular, comprehensive fighter force structure reviews that incorporate information from fleet viability boards, ongoing and scheduled full-scale durability tests and the latest real-world aircraft engineering data. A review is currently underway and will provide modified fighter shortfall numbers in the coming months. Shortfall mitigation will include executing funded sustainment and fleet management actions for older F-16 Block 25-32 aircraft, an F-16 Block 40-52 program SLEP, targeted modernization efforts for the majority of the fleet, and examination of the overall force structure to ensure viable warfighting capabilities are maintained.

IV. Status of Combat Aircraft Acquisition

The average age of all Combat Air Force aircraft is 21.3 years. The assessment of our aircraft's longevity is complicated by the fact that we are currently flying the oldest Air Force fleet in our history and using them longer and more frequently than was envisioned during their design as a result of over 20 years of continuous combat operations. This presents considerable challenges in a difficult fiscal environment.

As we fulfill, and in some cases extend, the service lives of our aircraft, it is important to ensure not only the structural integrity of the airframe, but also the aircraft's viability to perform mission tasks. Modernization will be a key piece of any force structure forecast due to the proliferation of technology and ever changing mission environment. Actions to extend and modernize the legacy fleet are a bridge to 5th generation capabilities and are not considered replacement actions.

Evolving fiscal pressures that drove the establishment of the Congressional Joint Select Committee on Deficit Reduction are already placing considerable strain on the Department of Defense budget. Should the Joint Select Committee on Deficit Reduction fail to act, resulting in sequestration, there would be devastating impacts to the Department of Defense. Any reductions imposed by the implementation of sequestration rules would have a significant adverse impact on the ability of the United States Air Force to perform the missions to which it is assigned. At this point, it is too early to determine the specific impact that would be felt by programs because such a cut would require rebalancing across all Air Force programs to ensure maximum capability with remaining funds.

Legacy Fighter Force

A-10

The A-10 provides our Joint Force Commanders lethal, precise, persistent, and responsive firepower for close air support and combat search and rescue. It has performed superbly in Operations DESERT STORM, ALLIED FORCE (OAF), ENDURING FREEDOM (OEF), IRAQI FREEDOM (OIF) and ODYSSEY DAWN. However, the A-10's age and high operations tempo have taken a toll on the fleet. The A-10 fleet's aircraft availability for FY11 was 59 percent.

The Air Force plans to retain the A-10 fleet beyond 2030 based on implementation of the proper care, investment, and fleet management recommendations specified by a 2006 Fleet Viability Board. The FY12 President's Budget (PB) invests approximately \$500M across the FYDP for funding modernization, sustainment, and life extension programs for the A-10. In FY07 the A-10 fleet began a robust depot-level modification. This year we begin installing the first of the new replacement wings intended for 232 A-10s, nearly two-thirds of the fleet, and also began improvements of the fuselage structure. Additionally, the Air Force completed its modernization of 347 A-10s to the 'C' configuration in June 2011. The upgrade included precision engagement modifications integrating targeting pods and digital data links into the aircraft avionics, enabling use of global positioning system-aided munitions such as the Joint Direct Attack Munition (JDAM) and Wind Corrected Munitions Dispenser. We also integrated a digital data link and advanced targeting pods with video downlink and replaced monochrome cockpit displays with color multi-function displays, installed new pilot throttle and stick controls, a moving map capability and a mass-memory upgrade. Finally, we integrated beyond line of sight radios for faster communication with ground units, forward controllers, and command and control centers. Together, these modifications will allow the A-10 to excel at close air support for the next two decades.

BUDGET IMPACT: With respect to the FY12 budget, the Senate Appropriations Committee (SAC) mark of \$145.8 million removes all funding from the A-10 Wing Replacement Program, reducing wing procurement by 40 wings. This could potentially drive a production break if the mark is enacted and funding is not immediately available by October 2013.

F-15 C/D

The F-15 C/D air superiority fighter averages over 25 years of age. The FY12 PB invests approximately \$1.1B for the modernization and sustainment of the F-15C/D fleet. We project the F-15C/D fleet will remain viable until 2025-2030 with potential for an airframe service life

extension following full-scale fatigue testing. This test is underway and will conclude in FY14. The Air Force manages the fleet through scheduled field and depot inspections under an individual aircraft tracking program. For FY10, the F-15C/D's aircraft availability was 64 percent.

We continue to modernize our F-15 fleet with Active Electronically Scanned Array (AESA) radars, and a more capable aircraft mission computer. We expect these efforts to enable the 176 F-15C/D "long-term fleet" to operate safely and effectively through at least 2025 as determined by the full-scale fatigue test. We may extend "long-term" status to the entire 250 aircraft inventory based on requirements of the future force structure.

BUDGET IMPACT: SAC marked the development effort of the mission computer upgrade to reduce the funding by \$12.7 million. The mark will have the impact of delaying development by 9-12 months, with a similar delay in fielding. This upgrade, which will be installed on the F-15E as well as the F-15C/D, is critical to realizing the full capability of the Advanced Electronically Scanned Array (AESA) radars being installed on both.

F-15E

The F-15E fleet, with an average age of over 16 years, 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, OIF and ODYSSEY DAWN. Aircraft availability for the F-15E in FY10 was 62 percent.

The Air Force will maintain and improve the F-15E's ability to rapidly engage and destroy time-sensitive targets. The FY12 PB investment across the FYDP is approximately \$1.3 billion for F-15E modernization and sustainment. This includes adding secure radios for faster communications with ground units and forward controllers, integrating the latest precision weapons to hit targets accurately and reduce collateral damage, and adding a helmet mounted cueing system that will reduce the F-15E's time to engage a target by up to 80 percent. Finally, we are adding the state-of-the-art AESA radar system that advances capabilities to identify and engage targets as well as share information with other aircraft. The Air Force expects the F-15E to be an integral part of the Nation's force through at least 2035. A full-scale fatigue test, due to be complete in 2015, will provide useful data regarding the feasibility of a service life extension.

F-16

Our multi-role F-16 comprises the majority of the fighter fleet. The FY12 PB invests approximately \$858 million across the FYDP for F-16 modernization, sustainment, and life extension. F-16 fleet aircraft availability has dropped 5.5 percent since FY05. Drivers include the Falcon STAR (all blocks) structural integrity program, engine inlet ram (all blocks), lower

wing skin cracking (blocks 25/30/32), and aft cockpit corrosion for two seat aircraft. We expect these drivers to continue to impact aircraft availability through FY15. F-16 FY11 aircraft availability to date is 65.5 percent. Extensive flight hours and stressing mission profiles resulted in the need for the FalconStar structural modification to the F-16. This upgrade program, which is scheduled to complete in FY13, replaces known life-limited structural components and maintains the original design airframe life of 8,000 actual flight hours. Structural upgrades in the F-16 SLEP include rework and replacement to extend airframe structural service life by 25 percent, about six to eight years.

In other inspections, maintainers have found bulkhead cracks in approximately 67 percent (428 of 642) of our Block 40/52 F-16 aircraft. Of those aircraft, 312 aircraft have been repaired and 92 aircraft had the bulkheads replaced with 1 more in progress. An additional 54 aircraft continue to fly with increased inspections to measure crack growth. Similar to the F-15, the Air Force awarded a full-scale durability test contract for the F-16 in FY11 to enable F-16 Block 40-52 airworthiness certification to be extended from the current 9,000 actual flight hours to 11,000 plus actual flight hours. The FY12 budget request adds \$15 million in FY12 to begin design and development of structural and avionics capability modifications for the Block 40-52 fleet to be responsive to the Air Force's total fighter requirement. This funding is in addition to the \$10.6 million requested to continue the full scale durability test.

BUDGET IMPACT: The SAC reduced the FY12 budget request by \$12.8 million due to the delay in awarding the full-scale durability test contract. The program will be able to withstand this cut and will adequately be able to fund the test activity through FY12 due to the fact that the SAC also denied the FY11 OMNIBUS funding source of \$11.8 million.

The SAC also marked the Full Combat Mission Training (FCMT) program of \$14 million. This reduction will eliminate Sniper and Litening Targeting Pod concurrency upgrades in the new F-16 Block 40/50 training system. This will prevent effective simulator training on both systems. Without these concurrency upgrades, the Air Force will be unable to maintain a combat readiness capability for these systems. Mission Training Centers (MTCs) provide over 25 percent of F-16 Block 40/50 training. The Air Force reduced flying hours in FY12 PB, migrating the training to simulators, therefore flying hours are not available for the Air Force to shift training on these systems from MTCs back to the aircraft. Additionally, training against several threat systems is not possible in the aircraft.

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 deterrent capability. Hostile nations recognize that U.S. airpower can strike their vital centers with impunity which enhances all other U.S. Government instruments of power. This is the timeless paradox of deterrence; the best way to avoid war is to demonstrate to your adversaries that you have the capability and will to defeat them. The F-22A and F-35 represent our latest generation of fighter aircraft. Both aircraft are necessary to maintain a margin of

superiority that permits our air and ground forces freedom of maneuver and attack. The F-22A and F-35 each possess unique, complementary, and essential capabilities that provide the synergistic effects across the spectrum of conflict. OSD led a 2006 QDR Joint Air Dominance study which underscored that our nation has a critical requirement to recapitalize TACAIR forces. Legacy fourth 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 and homeland defense for the Joint team. The multirole F-22A's combination of speed, stealth, maneuverability and integrated avionics ensures this remarkable aircraft accesses and survives 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 it remains the world's most dominant fighter in the decades to come. The modernization of the F-22A is being accomplished under a pre-planned product improvement program which includes Increments 2, 3.1, 3.2A, 3.2B, and 3.2C.

As of October 5, 2011, the Air Force had accepted 173 F-22A aircraft out of a programmed delivery of 187. We will continue to upgrade the F-22A fleet under the Joint Requirements Oversight Council-approved Increment 3 upgrade designed to enhance both air-to-air and precision ground attack capability. The Air Force is beginning to field Increment 3.1 this year. Increment 3.1 upgrades the APG-77 AESA radar for synthetic aperture radar ground mapping capability, enables F-22A to carry and employ eight Small Diameter Bombs (SDBs) and provides the ability to self-target JDAMs and SDBs using on-board sensors.

Responding to current threat assessments, the next upgrade will be Increment 3.2A. Increment 3.2A is a software-only upgrade and provides significant additional Electronic Protection, Link 16 improvements, and a better Combat Identification capability. In the future, F-22As will receive the Increment 3.2B and Increment 3.2C upgrades which feature the capability to employ our most enhanced air-to-air weapons (AIM-120D and AIM-9X), greatly enhanced capability to geolocate and target threat ground radars, improved SDB employment capability, additional Electronic protection and Combat ID, an Automatic Ground Collision Avoidance System (Auto GCAS) and capabilities to satisfy communication/navigation mandates.

Increment 3.2A will complete development and field in FY14. Increment 3.2B is planned to begin fielding in FY17, and Increment 3.2C is planned for FY19 delivery. The current F-22A modernization plan will result in final fleet composition of 34 Block 20 aircraft, 63 Block 30s, 86 Block 35s, and two Edwards AFB-test coded aircraft. Both Block 30 and Block 35 aircraft will

accept Increment 3.2C and beyond and Block 20 F-22As will host Increment 2.0, the same capability increment enabling the Raptor to provide air dominance today.

F-22A Procurement Plans

The F-22A production program is currently producing Lot 9 aircraft ahead of scheduled contract delivery dates at a rate of about two per month. When the plant delivers the last Lot 10 aircraft in 2012, we will have completed the program of 187 Raptors. The average unit cost for the 60 aircraft in the Lots 7 through 9 multiyear procurement was \$142.6 million. The Lot 10 unit flyaway cost is estimated at \$153.2 million. This is \$10.6 million higher than the multiyear procurement due to higher materiel costs for a much smaller lot buy, loss of the multiyear procurement savings in parts and labor and inflation.

BUDGET IMPACT: The SAC \$207 million reduction to F-22A RDT&E funding would delay Increment 3.2B by an estimated 12 months and would delay Increment 3.2C by two to three years. Additionally, the proposed reduction would stop program work to accelerate the integration of Auto GCAS by four years and would eliminate multiple initiatives to significantly reduce the cost of F-22A modernization in Increment 3.2C and beyond. Finally, if sustained, the reductions would stop four rapid insertion capability efforts designed to demonstrate the integration and use of advanced technologies to address some of our most difficult air superiority challenges.

F-35

The multi-role F-35A is the centerpiece of the Air Force's future precision attack capability. In addition to complementing the F-22's world class air superiority capabilities, the F-35A is designed to penetrate air defenses and deliver a wide range of precision munitions. This modern, fifth-generation aircraft brings the added benefit of increased allied interoperability and cost-sharing across Services and partner nations. It will also serve to fulfill our commitment to NATO's dual-capable aircraft mission. The FY12 budget includes \$5.3 billion for continued development and procurement of 19 F-35A Conventional Take-Off and Landing (CTOL) production aircraft.

The F-35A program team achieved a number of accomplishments during 2011, including the arrival of the first two production F-35A aircraft at Edwards AFB to augment the development test fleet, arrival of four F-35A aircraft at Eglin AFB to begin preparations for pilot and maintenance training, completion of 291 CTOL flights as of 31 August 2011 (271 flights had been planned), initiation of Block 1B software testing on CTOL aircraft, and completion of ready for training maturity flights.

In 2010, the Air Force announced the preferred alternatives for F-35A operational and training bases. Those bases are Hill Air Force Base, Utah, and Burlington Air Guard Station, Vermont for operational squadrons and Luke Air Force Base, Arizona for training. The program

continues to experience challenges as it transitions from development to production despite the significant accomplishments.

The Secretary of Defense announced a program restructure in February 2010. The restructure resulted in increased funding for development and production in accordance with Joint Estimate Team II estimates, reduced procurement by 122 aircraft over the FYDP in the FY11 PB, upgraded the Program Executive Officer position from a 2-star to 3-star flag rank, extended development by 13 months, added an additional Low Rate Initial Production (LRIP) lot prior to entering full rate production, and reduced the ramp rate to less than 150 percent of the previous year's production. Program cost growth, including growth from the restructure, resulted in a critical Nunn-McCurdy breach in March 2010. USD (AT&L) subsequently certified the program in accordance with the Nunn-McCurdy statute, allowing the F-35 program to continue. The DoD tasked the program office to perform a bottom-up review of the remaining development effort after the program Nunn-McCurdy certification. This Technical Baseline Review (TBR), completed in November 2010, became the basis for additional program restructuring within the FY12 PB. The TBR called for an additional \$4.6 billion to complete the Joint development effort. To fund this new development effort, and recognizing a continued lagging performance in production, OSD reduced procurement by 124 aircraft over the FYDP in the FY12 PB, 57 of which were F-35As.

The Commander, Air Combat Command (COMACC) remains the Air Force's decision authority for declaring the F-35A's Initial Operational Capability (IOC). His decision will be based on achieving sufficient levels of readiness in both capability and capacity, and will not be driven by a specific date. Last June, COMACC detailed the specific capability and capacity criteria required for F-35A IOC. These included validation and acceptance of the F-35 Operational Requirements Document (ORD)-compliant Block 3 mission system software through the Initial Operational Test and Evaluation (IOT&E) process. This will demonstrate the Air Force's ability to employ the F-35A in Offensive Counter Air and Suppression / Destruction of Enemy Air Defense missions in Anti-Access / Area Denied environments. In addition, Air Force pilots and maintainers must be validated as trained and ready to conduct operations, with all operations and logistical support elements ready and in place. In June 2010, based on this criteria, COMACC estimated the Air Force would be able to declare the F-35A IOC in 2016.

The Air Force's position on IOC remains unchanged. We will declare IOC for our F-35As based on achieving the required ORD-compliant capability and capacity criteria, and not on a specific date. We are currently analyzing the impacts to program delivery timelines due to the most recent program restructure; the results of this analysis will be available later this year. Upon completion, the Air Force will reevaluate the IOC estimate, but we currently expect up to a two year delay.

BUDGET IMPACT: Recently, the SAC reduced Air Force procurement by two aircraft and advanced procurement by seven aircraft. We understand the concern over concurrency and

modification costs. However, the Department plans for the JSF program to pay for any cost increases with funding internal to the program; i.e. aircraft procurement funding. If the funding is not restored, the Department would have to further reduce aircraft quantity to pay the concurrency bills. This would result in a lower production for FY12 than FY11 and not achieve the SAC's intent of a level production ramp.

Currently there is restrictive language proposed for inclusion in the FY12 National Defense Authorization Act (NDAA) through H.R. 1540 and S. 1253. The House has Sections 215 and 252, with the Senate addressing restrictions in Section 152. As it stands, the Senate Section 152 requires that the LRIP Lot 5 contract for aircraft be a fixed price contract, and that the contractor assume full responsibility for costs above the target cost will not have the desired effect of controlling costs. To the contrary, a fixed price contract, or a fixed price incentive contract with a 0/100 share line, will result in a higher unit price and likely result in the purchase of fewer aircraft in FY11. Additionally, contract negotiations under those two contract vehicle scenarios would likely be contentious and protracted, possibly resulting in production line perturbations.

House Section 215 would limit the obligation or expenditure of funds for performance improvements to the F-35 Lightning II propulsion system unless there is competitive development and production of such a propulsion system. As the test program unfolds, some improvements are likely to be needed. This section would delay development of the main engine and affect the viability of the short take off and vertical landing variant. If this language is going to be incorporated, a provision needs to be made in Section 215 to allow improvements to the F135 engine that result from findings during the JSF test program and that allow improvements to the engine to meet operational program requirements.

With regards to House Section 252, this section would constitute a new requirement for the preservation and storage of over 250,000 pieces of Government property located at hundreds of suppliers and would add costs for preserving and storing that property for the F136 engine. It would require a deviation from the normal process and procedures for disposition of government property under a termination for convenience, superseding the authority of the Termination Contracting Officer. In addition, the Department does not believe it is possible to execute this plan "at no cost to the Federal Government," because the government would still be required to use DoD personnel to prepare contractual documents to authorize the use of government property and to oversee the property at various locations. The DoD would also be required to procure additional hardware to support the F135 and other U.S. government programs since some F136 property has dual use. The provision is not executable as drafted.

Rotary Wing Aircraft

CV-22

CV-22 fleet stands at 20 aircraft. The last of 50 aircraft will deliver in FY16. Air Force Special Operations Command (AFSOC) has deployed the CV-22 globally, including OIF and OEF. Currently, the 27th Special Operations Wing, based at Cannon AFB, NM, and the 1st Special Operations Wing at Hurlburt Field, FL are fulfilling enduring OCONUS deployments with outstanding feedback from the supported forces.

The Navy-led V-22 Joint Program Office (JPO) at Naval Air Systems Command, Patuxent Naval Air Station, MD, is developing improved operational suitability, reliability, and effectiveness capabilities for the CV-22 in block increments. Block 10 modifications, currently being retrofitted on fielded aircraft, will complete in FY13 and include a rescue hoist, defensive weapon system, retractable fuel probe, anti-icing system, more accessible nacelles, avionics/communications/navigation upgrades, situational awareness improvements, and reliability/maintainability modifications. Block 20 modification development efforts will include basic V-22 aircraft improvements, engine reliability enhancements, navigation, defensive and radar upgrades, fuel dump system improvements, situational awareness upgrades, and over-the-horizon communications improvements.

Sustainment of the basic V-22 aircraft is managed under Joint Performance Based Logistics (JPBL) multi-year contracts that cover both the Air Force CV-22 and Marine Corps MV-22. These contracts are designed to incentivize the contractor to improve readiness and availability by improving component reliabilities, reducing logistics delay times, and reducing maintenance man-hours and repair turnaround times.

The V-22 JPO has a disciplined process to identify and evaluate those modifications and improvements likely to provide the greatest impact to overall system reliability, readiness, and cost-per-flying-hour. These efforts are paying off – mission capable rates are increasing and cost-per-flying-hour is decreasing.

BUDGET IMPACT: The House Appropriations Committee (HAC) reduced the FY12 budget request for CV-22 advanced procurement by \$9 million. This reduction would cause a six month to one year delivery delay for the four aircraft being procured in FY13. As such, the Air Force strongly urges Congress to fully fund the FY12 budget request.

Common Vertical Lift Support Platform

The Common Vertical Lift Support Platform (CVLSP) will provide vertical lift support for Intercontinental Ballistic Missile convoy escort, nuclear emergency security response, and Continuation of Government (COG) and Continuation of Operations (COOP) missions in the National Capital Region. Other CVLSP missions include training, range support, Pacific Air Forces senior leader airlift, combat aviation advisory training, and Survival, Evasion, Resistance, and Escape training support. An Off-The-Shelf/Non-Developmental acquisition of up to 93 aircraft is desired.

A SECDEF Blue Ribbon Report in February 2008 and a SECDEF Nuclear Task Force in September 2008 identified the need to replace nuclear security support helicopters. The CVLSP

addresses capability gaps in helicopter nuclear security operations and COG/COOP missions. It provides the required carrying capacity, speed, range, and endurance currently not provided by the UH-1N fleet. Additionally, the CVLSP will resolve nuclear security waivers to Department of Defense nuclear weapon security regulations. The Air Force is pursuing full and open competition of a commercial off-the-shelf or government off-the-shelf solution to ensure that warfighter requirements are met at best cost to the government.

Intelligence, Surveillance and Reconnaissance - Remotely Piloted Aircraft

Long-dwell remotely piloted aircraft (RPA), such as the Predator, Reaper, Global Hawk and other systems, have proven to be invaluable for monitoring activities in contested areas, enhancing situational awareness, protecting our forces, and assisting in targeting enemy fighters. In FY10, the Department made a commitment to grow to a capacity of 50 sustained combat air patrols (CAP) of Predator/Reaper by the end of FY11. The Air Force surpassed this goal, currently providing 60 CAPs, and will continue to expand the force to 65 orbits by FY13. Due to their remote split operating concept of keeping flight crews CONUS, these systems are currently providing 60 CAPs from forward locations while maintaining a minimum forward personnel footprint.

MQ-1B

The MQ-1 Predator is a medium-altitude, long-endurance, remotely piloted aircraft for providing battle space awareness with the ability to provide modest armed over-watch and reconnaissance against critical, perishable targets. It carries two AGM-114 Hellfire missiles. When the MQ-1 is not actively pursuing its primary mission, it acts as the Joint Forces Air Component Commander-owned theater asset for reconnaissance, surveillance and target acquisition in support of the Joint Forces commander. Today there are 40 MQ-1 CAPs supporting Combatant Commanders. Airmen made history in August 2011 when they surpassed the 1,000,000 flight hour mark in the MQ-1B, flying 235,000 hours the last 12 months. MQ-1B production completed in March 2011, but it remains an integral part of the Air Force plan to achieve and sustain 65 combined MQ-9 and MQ-1 CAPs. To support this plan, the MQ-1 program executes a disciplined process to complete modifications necessary to keep the aircraft a viable part of the combined MQ-1/9 fleet indefinitely.

MQ-9

The MQ-9 Reaper is a multi-role remotely piloted aircraft capable of providing battle space awareness, armed over-watch and light strike against critical, emerging time sensitive targets with self-contained hard-kill capability. System Development and Demonstration (SDD) for the first increment began in FY05, and additional SDD efforts are on-going. Due to rapid expansion of production to meet insatiable warfighter demand for increased MQ-9 CAPs, the MQ-9 was designated a Major Defense Acquisition Program (MDAP) in June 2009. Today there are 20 US MQ-9 CAPs supporting CENTCOM's AOR that flew over 85,000 combat hours in FY11. The

Air Force continues to support this capability; the FY12 PB requests procurement of MQ-9s to support growth to 65 CAPs. The MQ-9 has become the “truck” of choice for numerous advanced payloads requested by a variety of defense agencies. The Air Force continues to invest in these advanced capabilities in the FY12 Budget request while continuing to meet Combatant Commander CAP demands.

RQ-4

The RQ-4 Global Hawk (GH) is a high-altitude, long-endurance RPA system providing sustained persistent ISR. The Air Force is committed to GH as the theater-level centerpiece for persistent ISR. It is the planned replacement for the U-2 in support of the Air Force High Altitude Transition (HAT). GH aircraft first deployed in FY06, and have flown over 60,000 flight hours (76 percent in combat) to support overseas contingency operations and humanitarian missions in PACOM, AFRICOM, CENTCOM, NORTHCOM, and SOUTHCOM. The current program of record of 55 aircraft includes 6 Block 20 aircraft, one of which is currently deployed with the Battlefield Airborne Communications Node (BACN) payload in support of CENTCOM, 31 Block 30 aircraft, 12 of which continue worldwide support to overseas contingency operations (OCO) and humanitarian operations, and 11 Block 40 aircraft, which will provide Ground Moving Target Indicator (GMTI) capability to the warfighter in FY13. From the beginning, the GH program has provided sustained persistent surveillance to the warfighter – a vision that is now being realized in theaters around the world.

Intelligence, Reconnaissance and Surveillance - Manned Aircraft

MC-12

The MC-12W continues to be a major acquisition and operations success for the Air Force. The Liberty Project Aircraft were the result of the SECDEF’s direction to surge more full motion video capability into Iraq and Afghanistan. The first MC-12W was delivered to the Air Force in June 2009, seven months after receipt of funding and deployed to Iraq less than 30 days later. Deployments to Afghanistan began in December 2009.

To date, 37 Liberty aircraft have been delivered to the Air Force and another five will be delivered by the end of 2011. In this year alone, the MC-12W fleet has amassed more than 13,000 combat sorties, providing critical full motion video and Signals Intelligence to the warfighter. The Liberty Program is a true success story; the benchmark for rapid acquisition.

The Air Force is concerned over language in the Senate Armed Services Committee (SASC) version of the FY12 NDAA that directs the SECDEF to transition the MC-12W fleet to the Army. The MC-12W is a critical ISR platform in high demand throughout the theater of operations. Assigning these aircraft to individual Brigade Combat Teams would prevent Liberty

aircraft from supporting other customers, especially Special Operations Forces and theater intelligence exploitation cells.

V. F-22 Return to Fly

F-22 operations stood down on May 3, 2011 as the result of a cluster of hypoxia-like events and the Secretary of the Air Force subsequently commissioned the Scientific Advisory Board to perform an Aircraft Oxygen Generation Study of the on-board oxygen generating system (OBOGS). This caused all Air Force F-22 pilots to lose their landing currency and Combat Mission Ready or Basic Mission Capable status. After the F-22 was deemed safe to resume operations, Air Combat Command (ACC) developed the F-22 reconstitution plan in order to return F-22 pilots to fully qualified status. After returning to fly on 21 September 2011, the F-22 fleet is ready to employ Air Dominance while continuing to reconstitute the fleet and is on track to meet scheduled taskings in the near future. Currently, the F-22 has reconstituted to a level that allows deployment at 50% of the planned capability. However, deployments remain limited as the associated instructors and supervisors are vital to reconstitute the remaining pilot force. All squadrons are expected to be Fully Mission Capable in an additional six to eight weeks. ACC holds weekly meetings to monitor the status of F-22 combat capability and on-going data collection efforts.

VI. Closing

The Air Force stands ready to win today's Joint fight and plan for tomorrow's challenges. We remain committed to working together to determine a fiscally sound procurement, sustainment and retirement strategy to remain 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. As Secretary Panetta recently testified, "...we absolutely have to avoid a hollow force and maintain a military that, even if smaller, will be ready, agile and deployable." 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.