

**FY 96 CONGRESSIONAL MINI-\$-TRACK AIRCRAFT PROCUREMENT (3010)**  
**(Dollars In Thousands, Quantities Underneath Dollars)**

<u>SEQ</u>	<u>TITLE</u>	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH</u>		<u>SAC</u>	<u>APPN</u>		<u>NOTES</u>
					<u>CONF</u>	<u>HAC</u>		<u>CONF</u>		
001	B-1B	\$56,336	56,336	141,336	56,336	56,336	143,336	56,336		
002	B-2A (MYP)	\$279,921	832,921	279,921	772,921	772,921	279,921	772,921		
004A	F-15E	\$0	250,000		311,210	250,000	311,210	311,210		
						6	6	6		
004B	F-15E ADV PROC				50,190		50,190	50,190		
005	F-16 C/D (MYP)	\$0	175,000		159,400	50,000	159,400	159,400		
					6	6	6			
005A	F-16 C/D ADV PROC						15,400			
006	C-17 (MYP)	\$2,402,491	2,402,491	2,402,491	2,402,491	2,402,491	2,412,491	2,412,491		
		8	8	8	8	8	8	8		
006A	C-17 (MYP) (AP-CY)						180,000			
009	C-130J	\$88,608	88,608	88,608	88,608	88,608	88,608	88,608		
		2	2	2	2	2	2	2		
009A	WC-130				132,700		221,167	132,700		
					3		5	3		
010	STRATEGIC AIRLIFT	\$183,757	183,757	183,757	183,757	183,757	75,000	183,757		
011	NON DEVELOPMENT AIRLIFT AIRCRAFT	\$0	70,000		0	0	0	0		
013	JPATS	\$54,968	54,968	54,968	54,968	44,968	54,968	54,968		
		3	3	3	8	3	3	3		
014	TANKER, TRANSPORT TRAINER SYS	\$4,374	4,374	4,374	4,374	4,374	4,374	4,374		
015	CIVIL AIR PATROL A/C	\$2,597	2,597	2,597	2,597	2,597	2,597	2,597		
		27	27	27	27	27	27	27		
017	E-8B	\$394,634	394,634	394,634	377,434	394,634	371,334	377,434		
		2	2	2	2	2	2	2		

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					<u>CONF</u>				<u>CONF</u>		
018	E-8B (ADV PROC)	\$97,140	97,140	97,140	97,140		97,140	97,140		97,140	
019A	MOD OF IN-SERVICE AIRCRAFT										
020	B-2A	\$17,286	17,286	17,286	17,286		17,286	17,286		17,286	
021	B-1B	\$75,383	75,383	86,983	68,483		82,593	76,283		68,483	
022	B-52	\$4,908	4,908	4,908	4,908		24,908	4,908		4,908	
023	F-117	\$47,660	47,660	47,660	47,660		47,660	44,060		47,660	
024	A-10	\$79,424	79,424	79,424	41,024		79,424	33,324		41,024	
025	F/RF-4	\$61	61	61	61		61	61		61	
026	F-15	\$79,488	79,488	79,488	78,288		78,288	63,688		78,288	
027	F-16	\$118,606	118,606	118,606	118,606		118,606	118,606		120,606	
028	EF-111	\$1,900	1,900	1,900	1,900		1,900	1,900		1,900	
030	T/AT-37	\$502	502	502	502		502	502		502	
031	C-5	\$45,431	45,431	45,431	45,431		51,631	45,431		51,631	
032	C-9	\$4,066	4,066	4,066	4,066		4,066	4,066		4,066	
033	C-17A	\$12,687	12,687	12,687	12,687		12,687	12,687		12,687	
034	C-21	\$4,654	4,654	4,654	4,654		4,654	4,654		4,654	
035	C-22	\$670	670	670	670		670	670		670	

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036	C-STOL	\$298	298	298	298	298	298	298	
037	C-137	\$2,402	2,402	2,402	2,402	2,402	2,402	2,402	
038	C-141	\$95,162	95,162	95,162	95,162	95,162	95,162	95,162	
039	T-1	\$5,762	5,762	5,762	5,762	5,762	5,762	5,762	
040	T-3 (EFS)	\$78	78	78	78	78	78	78	
041	T-38	\$11,487	11,487	11,487	11,487	11,487	11,487	11,487	
042	T-41	\$25	25	25	25	25	25	25	
043	T-43	\$5,441	5,441	5,441	5,441	5,441	5,441	5,441	
044	KC-10A (ATCA)	\$20,690	20,690	20,690	20,690	20,690	20,690	20,690	
045	C-12	\$3,237	3,237	3,237	3,237	3,237	3,237	3,237	
046	C-18	\$2,675	2,675	2,675	2,675	2,675	2,675	2,675	
047	C-20 MODS	\$7,765	7,765	7,765	7,765	7,765	7,765	7,765	
048	VC-25A MOD	\$7,772	7,772	7,772	7,772	7,772	7,772	7,772	
049	C-130	\$84,399	84,399	84,399	94,399	94,399	88,399	94,399	
050	C-135	\$142,764	132,764	142,764	238,764	334,764	251,264	238,764	
051	E-3	\$230,439	220,439	230,439	230,439	230,439	230,439	230,439	

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052	E-4	\$957	957	957	957	957	957	957	
053	H-1	\$6,160	6,160	6,160	6,160	6,160	6,160	6,160	
055	OTHER AIRCRAFT	\$29,433	29,433	29,433	29,433	29,433	29,433	29,433	
057	DARP	\$0	37,000	48,000	53,000	79,000	48,000	53,000	
058	TOTAL SPARES AND REPAIR PARTS	\$603,619	596,112	583,719	586,281	603,619	572,781	586,281	
058A	C-17 SPARES			-19,900					
059	COMMON AGE	\$216,048	223,248	216,048	212,510	212,510	223,248	212,510	
060	F-15 POST PRODUCTION SUPPORT	\$13,955	0	13,955	6,978	0	13,955	6,978	
061	F-16 POST PRODUCTION SUPPORT	\$194,672	0	194,672	126,622	94,672	158,572	126,622	
062	INDUSTRIAL PREPAREDNESS	\$48,694	48,694	48,694	48,694	48,694	48,694	48,694	
064	WAR CONSUMABLES	\$25,479	25,479	10,479	25,479	25,479	25,479	25,479	
065	OTHER PRODUCTION CHARGES	\$167,676	157,676	192,676	187,676	167,676	188,576	187,676	
067	COMMON ECM EQUIPMENT	\$4,871	4,871	4,871	4,871	4,871	4,871	4,871	
068	DARP SUPPORT EQUIPMENT	\$194,374	194,374	194,374	194,374	194,374	214,374	194,374	



## FY 1996 CONGRESSIONAL TRACK

The committee acknowledges the requirement for precision munitions, both those that can be procured now as "interim" capability, and those under development for the future. However, the committee also recognizes the need for a rational, structured program for both near-term and long-term PGM requirements, while acknowledging the individual Services' concepts of operations and unique platform characteristics. In requiring a comprehensive review of PGM procurement and development, the committee's intent is not to develop a single weapon that embodies excessive compromises to fit each service's platform characteristics, but rather to ensure complementary development of systems to cover a wide range of targets.

The committee is persuaded of the need to rationalize and oversee the acquisition of PGM's to ensure:

- adequate future commitment to completion of the acquisition programs;
- a comprehensive evaluation of complementary and joint use of weapons to attack a comprehensive target set (fixed, mobile, land and sea) from a variety of delivery systems;
- efficient development and procurement of systems.

**SASC, p. 101-102**

### Interim precision guided munitions (PGM)

Last year, the committee directed the Department of Defense to conduct a Heavy Bomber Study to define the future needs for long range bombers. The Heavy Bomber Study strongly endorsed the need for PGM's. Accordingly, while awaiting the analysis and recommendations required by the Bill's related provision on PGM's, the committee recommends an increase of \$353.0 million as a cost-effective method of procuring capability instead of acquiring further B-2 aircraft. The committee is persuaded by that argument, and recommends an increase in the budget request as detailed below.

### Precision Guided Munitions Procurement

- Procure 100 AGM-130 missiles, an increase of \$40.0 million.
- Convert 200 AGM-86 ALCM's to conventional configuration an increase of \$27.2 million.
- Procure 50 Have Nap PGM's for use on B-52 H aircraft, an increase of \$38.0 million.
- Procure additional conventional bomb modules for B-1 bombers through an addition of \$85.0 million.
- Make necessary modifications to the B-1 weapons carriage system to support an interim Joint Standoff Weapon (JSOW) through an addition of \$11.6 million.
- Procure up to 25 interim JSOW's, an addition of \$10.4 million.

### Precision Guided Munitions RDT&E

## FY 1996 CONGRESSIONAL TRACK

-\$20.0 million in PE 0604226F to acquire an interim precision munition for the B-1B, known as the B-1B Virtual Umbilical Device (BVUD), provided the Secretary of the Air Force certifies to the congressional defense committees that the BVUD is a valid requirement by May 15, 1996. Failing such certification, the funds provided are to be used for further acceleration of upgrades to the B-1B through the Conventional Munitions Upgrade Program (CMUP).

-An increase \$20.0 million to integrate the AGM-130 with the B-52H bomber and begin qualification and testing of the extended-range version of the AGM-130, in PE 0101113F.

-\$40.0 million in PE 0604226F to provide a portion of the B-1 fleet with an interim capability for employing the Joint Standoff Weapon.

-An increase of \$7.0 million for Interferometric Terrain Aided Guidance (ITAG) technology demonstration to improve JDAM accuracy, PE 0604618F.

### Conventional Bomber Enhancements

-Accelerate the Conventional Munitions Upgrade Program (CMUP) for the B-1 bomber, an increase of \$47.2 million in PE 0604226F.

-Increase by \$6.6 million PE 0604226F to allow for an acceleration of the ECM upgrade by funding the Systems Requirements Review in fiscal year 1996, rather than the budget's planned start in fiscal year 1997.

These additions and program accelerations are made with the intent of satisfying the requirements for capable, conventional bombers as soon as practicable.

**SASC, p. 158-159**

### **SAC:**

#### COMMITTEE RECOMMENDED PROGRAM

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2 bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

**SAC, p. 116**

#### B-1B ENHANCEMENTS

The Committee recommends \$143,000,000, an increase of \$87,000,000 to the budget request for B-1B bomber procurement. The additional funds are provided to acquire 51 new bomb modules to increase the conventional warfighting capabilities of the B-1B. The Committee adds \$15,000,000 to the B-1B modifications

## FY 1996 CONGRESSIONAL TRACK

program to enhance efforts to equip the bomber with capabilities to deliver precision guided munitions, including the B-1B virtual umbilical device [BVUD] capability.

An increase of \$7,200,000 is recommended for procurement of aerospace ground equipment in response to lessons learned from the bomber's operational readiness assessment [ORA]. Also as a result of the ORA, an increase of \$3,900,000 for B-1B maintenance/logistics operations is added to the "Operations and maintenance appropriations" account.

In the "Research, development, test, and evaluation appropriations" account, the Committee recommends \$187,438,000, an increase of \$13,600,000 to the budget request to develop upgrades for the bomber. Based on Air Force priorities, the additional funds are provided for risk reduction and modest schedule acceleration of the electronic countermeasures systems [ECM] upgrade (\$6,600,000), and for enhanced integration efforts for the joint direct attack munition (\$7,000,000).

The Committee directs the Secretary of the Air Force to submit with the fiscal year 1997 budget request a detailed report describing the costs, benefits, technical risks, operational implications, and priorities of expanding the B-1B improvement program by: (1) acquiring the BVUD capability for 15 aircraft; (2) accelerating the Conventional Mission Upgrade Program [CMUP]; and (3) giving the B-1B an interim capability for employing the joint standoff weapon [JSOW].

**SAC, p. 122-123**

Unguided conventional air-launched weapons.-The Committee recommends \$94,517,000, an increase of \$54,000,000 to the budget request for this program element. The increase is provided to permit the Navy and the Air Force to begin the development efforts necessary to integrate the SLAM-ER missile onto the Air Force's F-16 and F-15E fighters and B-52H and B-1B bombers.

**SAC, p. 168 (Navy RDT&E)**





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### Repeal of limitations (secs. 141 and 142)

The budget request included \$279.9 million for B-2 procurement and \$623.6 million for B-2 research and development for a B-2 program consisting of twenty aircraft. The House bill contained a provision (sec. 141) that would repeal limitations on the B-2 program, and provide an increase of \$553 million for B-2 procurement. The House bill would repeal:

Section 112 of the National Defense Act for Fiscal Years 1990 and 1991, which requires certification from the Secretary of Defense that the B-2 is meeting certain performance criteria.

Section 151(c) of the National Defense Authorization Act for Fiscal Year 1993, which limits B-2 procurement to 20 bombers and one test aircraft.

Section 131(c) of the National Defense Authorization Act for Fiscal Year 1994, which reaffirms the twenty one aircraft limitation.

Section 131(d) of the National Defense Authorization Act for Fiscal Year 1994, which limits the total program costs to \$28,968,000,000 in Fiscal Year 1981 constant dollars.

Section 133(e) of the National Defense Authorization Act for Fiscal Year 1995, which provides that none of the \$125.0 million authorized and appropriated for the Enhanced Bomber Capability Fund may be obligated for advance procurement of new B-2 aircraft (including long lead items).

The Senate amendment contained no additional funds, nor did it contain any repeal of the limitations provision.

The conferees agree to an amendment that would repeal the limitations imposed on the scope of the B-2 program, while retaining requirements for B-2 performance compliance in both the present authorization and any possible future acquisition of the aircraft.

The conferees agree to authorize the budget request for research and development and to increase the authorization for procurement by \$493.0 million. The conferees further agree that the \$493.0 million may not be spent until March 31, 1996.

The conferees believe that the B-2 bomber represents a major technological advance in strategic bomber capabilities. However, if a decision were made to acquire additional B-2 bombers, their high cost would result in funding reductions in the Administration's five year defense program. Therefore, the Senate conferees believe that the increased authorization of \$493.0 million provided for the B-2 bomber program may be expended only for procurement of B-2 components, upgrades, and modifications that would be of value for the existing fleet of B-2 bombers.

The conferees are concerned over the cost of producing modern, highly capable, long range bombers, and therefore strongly urge the Secretary of Defense to: (1) complete the study called for in section 133(d)(3) of the National Defense Act of 1995 (Public Law 103-337) for requirements formulation and conceptual studies for a conventional-conflict-oriented, lower-cost, next generation bomber; and (2) explore options, including adoption of streamlined acquisition policies and procedures, for reducing the costs of producing long-range bombers. Accordingly, the conferees agree to repeal the requirements contained in section 133(d)(3), which states that such a study may be carried out only if the previously-produced bomber force study found bomber capabilities to be inadequate.

The conferees note that section 133(d) permitted the Secretary to obligate up to \$25.0 million of the \$125.0 million authorized and appropriated in fiscal year 1995 for the Enhanced Bomber Capability Fund for such a study. The conferees direct that any remaining unobligated fiscal year 1995 funds from the \$125.0 million

## FY 1996 CONGRESSIONAL TRACK

made available for B-2 bomber industrial base preservation and next-generation bomber study shall promptly be merged with the \$493.0 million in additional B-2 funds authorized in this Act.

In order to compare force capabilities with relative costs, the conferees urge the Secretary of Defense to provide a summary and detailed listing of program reductions and adjustments to the fiscal year 1997 budget request and the future years' defense program (FYDP) required by the possible acquisition of additional B-2 bombers. The Secretary should use the standard cost analysis approach used in the March 1995 Air Force cost estimate for further B-2 acquisition of one and one-half and three aircraft per year.

### **AUTH CONF, p. 628-9**

#### **AUTH CONF:** RC-135 re-engining

The budget request included no funding for the Defense Airborne Reconnaissance Program (DARP) modifications line (P-1, line 57) in the Aircraft Procurement, Air Force account.

The House bill would authorize an increase of \$37.0 million for modification of an existing C-135 aircraft to the RC-135 RIVET JOINT configuration.

The Senate amendment would authorize an increase of \$48.0 million for re-engining of two existing RIVET JOINT aircraft. The Senate amendment would also authorize an increase of \$31.5 million in PE 64268F for non-recurring integration activity to facilitate an affordable program for converting two retired EC-135 aircraft to the RIVET JOINT configuration.

## ENGINES AND INSTALLATION

The conferees concur with the cost effectiveness and increase in operational effectiveness that could be provided by re-engining the existing fleet of RIVET JOINT aircraft and agree to authorize an increase of \$48.0 million to procure and install re-engining kits for two existing RIVET JOINT aircraft.

The conferees note that the theater Commanders-in-Chief (CINCs) have addressed additional RIVET JOINT aircraft as one of their highest intelligence priorities. The need for additional RIVET JOINT aircraft is further reinforced by the extremely high operational tempo currently experienced by this reconnaissance asset. The conferees support the theater CINCs' requirements for additional RIVET JOINT aircraft and strongly urge the Department to seek reprogramming authority to modify other existing C-135 assets to the RC-135 configuration.

### SR-71

The conferees agree to provide an additional \$5.0 million for costs associated with the refurbishment of SR-71 aircraft.

## ENGINE COMPONENT IMPROVEMENT PROGRAM

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The conferees agree to authorize \$133.2 million for the engine component improvement program, an increase of \$29.5 million, consisting of two adjustments: (1) an additional \$31.5 million for the integration activity described in the Senate report (S. Rept. 104-112); and (2) a reduction of the \$2.0 million requested for the B-2 engine.

### **AUTH CONF, p. 596**

#### **HAC:**

Major weapons programs: The Committee proposes a net addition of \$493 million above the request for the procurement of long-lead items associated with restarting production of the B-2 bomber. In addition, the Committee has adopted those funding levels associated with the House-passed Defense Authorization bill's recommendations regarding the Seawolf and new attack submarine development programs. The Committee recommends funding the requested amounts for the Army's Comanche helicopter (\$199 million), the Marine Corps V-22 aircraft (\$810 million), and the Navy's F/A-18 E/F aircraft (\$924 million), and has provided an additional \$200 million above the request for the Air Force F-22 fighter, addressing what the Air Force has identified as its highest priority funding shortfall.

### **HAC, p. 8**

## STRATEGIC STRIKE REQUIREMENTS STUDY

The Committee directs the Secretary of Defense to submit an analysis of the military capabilities of the B-2 bomber force to include range, payload, stealthiness and cost as compared to the same characteristics of an aircraft carrier battlegroup. The analysis should also address the weapons to be utilized and provide a comparison of the ability of B-2's and carrier strike aircraft to attack mobile targets using submunitions like the sensor fuzed weapon. The Committee notes the extensive background of the Rand Corporation and the Center of Naval Analyses in the study and research of strategic issues. The Committee therefore directs the Secretary to utilize these two institutions to conduct this study. The Committee also directs that this analysis shall be submitted to the congressional defense committees no later than May 1, 1996.

### **HAC, p. 115**

#### B-2

The Air Force requested \$279,921,000 for the B-2. The Committee recommends \$772,921,000, an increase of \$493,000,000 to the budget request. The Committee has included an additional \$540,000,000 for non-recurring costs and long lead components associated with continued production of the B-2 aircraft. The Committee has also reduced the budget request by \$47,000,000 for B-2 curtailment costs.

### **HAC, p. 115**

#### **SAC:**

## COMMITTEE RECOMMENDED PROGRAM

## FY 1996 CONGRESSIONAL TRACK

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2 bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

**SAC, p. 116**



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The committee acknowledges the Department's efforts to accelerate acquisition of the Joint Direct Attack Munition and the Joint Standoff Weapon in the wake of the termination of the Tri-Service Standoff Attack Missile (TSSAM). Department officials also have begun discussions of a follow-on replacement for TSSAM. However, the committee notes that all of these weapons are still in the development stage and address but a portion of the services' requirements for standoff PGMs.

Consequently, the committee recommends authorization of an additional \$40 million for procurement of 100 AGM-130 powered GBU-15 laser guided bombs for the Air Force F-15 fighter. Additionally, the committee recommends authorization of \$5 million to be added to PE 64733F in Title II of this report in order to develop B-52H modifications which would enable a portion of the B-52 fleet to be armed with AGM-130s.

The committee further recommends authorization of \$27.2 million for conversion of 200 AGM-86B nuclear-capable air launched cruise missiles to a conventional configuration and \$39 million for procurement of 54 HAVE NAP electro-optical/infrared guided missiles. These two standoff PGMs will provide near-term capability for the bomber fleet, while awaiting future Department decisions on standoff weapons.

**HNSC, p. 62 (AF Missile Proc)**

**HAC:**

**AUTHORIZATION CHANGES**

The Committee recommends the following changes to the budget request in accordance with House authorization action:

[In thousands of dollars]

Item	Budget request	HNSC	Committee recommended	Change from request
F-15E	0	250,000	250,000	250,000
F-15 Post Production Support	13,955	0	0	-13,955

**HAC, p. 115**

**SAC:**

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COMMITTEE RECOMMENDED PROGRAM

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2 bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

**SAC, p. 116**

F-15E.-The Committee adds \$311,210,000 to the budget request to buy six more F-15E fighters in fiscal year 1996. Another \$50,190,000 has been added for advance procurement for an equal number of aircraft in fiscal year 1997.

**SAC, p. 123**

Unguided conventional air-launched weapons.-The Committee recommends \$94,517,000, an increase of \$54,000,000 to the budget request for this program element. The increase is provided to permit the Navy and the Air Force to begin the development efforts necessary to integrate the SLAM-ER missile onto the Air Force's F-16 and F-15E fighters and B-52H and B-1B bombers.

**SAC, p. 168 (Navy RDT&E)**



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**TITLE:** F-16 C/D (MYP)                      **APPROP :** 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$0	175,000		159,400	50,000	159,400	159,400
QUANTITY:				6	6	6	

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**HNSC:**  
Fighter aircraft

The budget request contained no funds for procurement of new fighter aircraft for the Air Force.

The committee notes that the production base for F-15Es and F-16s is currently sustained largely by foreign sales and that no additional U.S. procurement of these aircraft is forecast.

However, senior Air Force officials have confirmed that both the F-15E and the F-16 will need to be retained in the inventory much longer than originally planned and have concluded that a need exists for additional F-15Es and F-16s to maintain minimum attrition reserve requirements to sustain a twenty fighter-wing-equivalent force structure. Also, industry witnesses have testified that at least a nominal U.S. production rate of current fighters should be sustained, absent any Administration effort to lift restrictive export policies which prohibit fighter aircraft manufacturers from competing for business worldwide, in order to preserve critical elements of the fighter aircraft industrial base.

In order to address both the attrition reserve requirement and fighter aircraft industrial base concerns, the committee recommends authorization of \$250 million for procurement of six F-15Es and \$175 million for procurement of six F-16s. The committee observes that ongoing production of F-15Es and F-16s for foreign sales allows a limited opportunity to address these requirements at more affordable aircraft unit costs. The six F-15Es are intended to fill training base shortfalls and can be procured without complete combat equipment packages, thereby further reducing the cost of each aircraft.

**HNSC, p. 56**

**HAC:**

F-16

The Air Force requested no funding for procurement of the F-16 aircraft. The Committee recommends \$50,000,000, an increase of \$50,000,000 to the budget request. The additional funding provided by the Committee can be used either for continued procurement of F-16 fighters in fiscal year 1996 or for advanced procurement of F-16 fighters in fiscal year 1997.

**HAC, p. 116**

**SAC:**

FY 1996 CONGRESSIONAL TRACK

COMMITTEE RECOMMENDED PROGRAM

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2 bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

**SAC, p. 116**

F-16C/D.-The Committee allocates \$159,400,000 to the budget request to procure six more F-16C/D fighters in fiscal year 1996. Another \$15,400,000 has been added for advance procurement for six more aircraft in fiscal year 1997.

**SAC, p. 123**

Unguided conventional air-launched weapons.-The Committee recommends \$94,517,000, an increase of \$54,000,000 to the budget request for this program element. The increase is provided to permit the Navy and the Air Force to begin the development efforts necessary to integrate the SLAM-ER missile onto the Air Force's F-16 and F-15E fighters and B-52H and B-1B bombers.

**SAC, p. 168 (Navy RDT&E)**

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**TITLE:** C-17 (MYP)                        **APPROP :** 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$2,402,491	2,402,491	2,402,491	2,402,491	2,402,491	2,412,491	2,412,491
QUANTITY:	8	8	8	8	8	8	8

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**HNSC:**

Strategic airlift

The budget request contained \$2,402.5 million for procurement of eight C-17 aircraft in fiscal year 1996 and \$183.8 million for advanced procurement for “strategic airlift” in fiscal year 1997. The committee notes that the use of the term “strategic airlift” permits procurement of either C-17 aircraft or a non-developmental airlift aircraft (NDAA). The committee further notes that consideration of an NDAA option was initiated originally out of concern that the C-17 program was not performing well. However, the committee observes that there have been positive achievements of the C-17 program within the past year. Recent deliveries of C-17s have been ahead of schedule, and both the quality and production performance have improved significantly. The committee's focus continues to be both on the performance of the C-17 aircraft, and on adequate airlift capacity for both the long and short term.

The committee remains concerned with the need to modernize the Department's strategic airlift fleet and is pleased to note the continued emphasis on the importance of strategic airlift expressed by both theater commanders and other Department witnesses during committee hearings on this subject. The committee also notes that the requirement for strategic airlift modernization is further reinforced by the recently-released Mobility Requirements Study Bottom Up Review Update. While the Department has not yet determined its complete airlift modernization plans, the case for accelerating procurement of strategic airlift aircraft appears to be compelling.

With the looming retirement of the C-141 fleet, the Department acknowledges a pending shortfall in strategic airlift capacity. The November 1995 review by the Defense Acquisition Board (DAB) is intended to decide the composition of the future strategic airlift fleet to mitigate this shortfall. It is not the committee's intent to prejudice or in any way influence the outcome of the review process. The committee believes that the Department's review process must adequately address and resolve the pending shortfall in airlift capacity. Air Force officials have verified that a competitive acquisition program for procurement of NDAA is underway, and could lead to procurement of aircraft in early 1996, should the Department opt for a mix of C-17 and NDAA to meet its future needs.

The committee recommends authorization of \$2,402.5 million for procurement of eight C-17s and \$183.8 million for strategic airlift. Although the committee has been assured by Air Force officials that sufficient funds are contained within the C-17 request, when combined with available NDAA funds from fiscal year 1994, to procure eight C-17s and to competitively procure some number of NDAA should the Department opt to do so, the committee is doubtful that such is the case.

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Therefore, the committee also recommends authorization of \$70 million for NDAA, and permits the Air Force to merge these funds with \$85 million remaining from fiscal year 1994 funds authorized for this purpose in order to procure at least one NDAA, if this option is supported by the DAB decision on strategic airlift later this year. If the Department's decision is to procure a C-17-only fleet, the funds identified for NDAA may be used for that purpose. The committee does not intend for these funds to be used to enter any lease-to-own NDAA program.

The committee further directs that no funds for procurement of C-17 aircraft in fiscal year 1996 be obligated until the Secretary of Defense provides the congressional defense committees a specific plan for maintaining strategic lift capability for the next decade as nearly as possible to the current capability, while allowing for the scheduled retirement of the C-141 fleet. In developing this plan, the Department must give serious consideration to the implications that procurement of strategic airlift would have on the Civil Reserve Air Fleet.

**HNSC, p. 55-56**

### **SASC:**

#### Strategic airlift

The Milestone III Defense Acquisition Board (DAB) Integrated Airlift Force Decision is planned for November, 1995. The committee understands this decision will determine the proper size and composition of the airlift fleet. If the November Milestone III DAB Integrated Airlift Force Decision recommends a mixed fleet of additional C-17 and Non Developmental Airlift Aircraft (NDAA) to best support our airlift requirements, the committee encourages the Air Force to begin a robust procurement of those aircraft. To initiate this effort, of the funds provided in the fiscal year 1996 budget request in the Strategic Airlift account, \$183.0 million may be used for the NDAA program or for advanced procurement for the C-17. The committee also encourages the Air Force to merge the \$85.0 million remaining from fiscal year 1994 with these funds. The committee further expects the Air Force to program funds in the future year defense program, starting with fiscal year 1997, for procurement of the recommended NDAA program in order to accelerate and achieve the airlift goals.

**SASC, p. 84**

#### C-17 Spares

The committee is aware that the Air Force's fiscal year 1996 request for spares and repair parts can be reduced by \$21.9 million for initial spares allocated to the C-17 because the aircraft requires only \$95.6 million for initial spares instead of the requested \$117.5 million. These data are based on the assumption of a 120 aircraft C-17 program.

Accordingly, the committee recommends a decrease in aircraft procurement, Air Force spares and repair parts.

**SASC, p. 84**

### **SAC:**

#### AIRCRAFT PROCUREMENT, AIR FORCE

Appropriations, 1995

\$6,352,462,000

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Budget estimate, 1996	6,183,886,000
Committee recommendation	7,163,258,000

The Committee recommends \$7,163,258,000, an increase of \$979,372,000 to the budget request. This appropriation finances the construction, procurement, modernization, and modification of aircraft and equipment, including armor and armament, specialized ground-handling equipment, and flight training simulators, spare parts, and accessories; specialized equipment; and expansion of public and private plants, Government-owned equipment, and installation.

COMMITTEE RECOMMENDED PROGRAM

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2 bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

**SAC, p. 116**

C-17.-The Committee recommends \$2,592,491,000, an increase of \$190,000,000 to the budget request for procurement of eight C-17 advanced transport aircraft in fiscal year 1996. An additional \$180,000,000 is provided for advance procurement for C-17's in fiscal year 1997.

The Committee understands that it is the intention of the Defense Department that a Defense Acquisition Board [DAB] decision in November 1995, will determine the proper size and composition of the Nation's long-range airlift fleet. If the DAB recommends the procurement of enough additional C-17's to warrant a multiyear acquisition program, the Committee directs that the fiscal year 1997 Defense budget request contain sufficient funds to begin such a program in that fiscal year.

The Committee also recommends an increase of \$10,000,000 to the C-17 procurement line item to enable the Air Force to provide aircrew protection as part of the low-cost engine nacelle project.

**SAC, p. 124**

**APPN CONF:**

STRATEGIC AIRLIFT

The conferees agree to provide \$183,757,000 for strategic airlift, the amount of the budget request. It is the conferees' belief that the Defense Acquisition Board's upcoming decision on the optimal composition of the airlift fleet will require the continued production of C-17 aircraft. The conferees therefore direct that

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from the amount of funding provided for strategic airlift the Department of Defense must give first priority to fully funding advance procurement for continued production of C-17 aircraft in fiscal year 1997.

**APPN CONF, p. 89**

AIRCRAFT SPARE AND REPAIR PARTS

The conferees agree to provide \$586,281,000 for aircraft spare and repair parts, a decrease of \$17,338,000 to the budget request. The amount of funding provided by the conferees includes a decrease of \$21,900,000 for C-17 spares, a decrease of \$8,938,000 for T-1 spares and an increase of \$13,500,000 for F100-229 engine spares.

**APPN CONF, p. 90**



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TITLE: WC-130                      APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH</u> <u>CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN</u> <u>CONF</u>
DOLLARS:				132,700		221,167	132,700
QUANTITY:				3		5	3

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**SAC:**

WC-130.-The Committee increases the budget request by \$221,167,000 to procure five WC-130 weather reconnaissance aircraft and by \$8,583,000 to buy WC-130 spares and repair parts.

**SAC, p. 124**



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TITLE: STRATEGIC AIRLIFT

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$183,757	183,757	183,757	183,757	183,757	75,000	183,757

QUANTITY:

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**SAC:**

Strategic airlift.-The Air Force requested \$183,757,000 for this line item. The funds were to be used for advance procurement for either the C-17 airlifter or a nondevelopment airlift aircraft [NDAA] if the Defense Acquisition Board [DAB] decided later this year to procure NDAA as a complement to C-17. The Committee believes that funds for the C-17 and NDAA should be allocated in separate line items and has recommended funds for both projects accordingly.

The Committee provides \$75,000,000 in the strategic airlift line for procurement of NDAA, should it be approved by the DAB. The Committee further believes that merging these funds with the \$80,000,000 appropriated for NDAA in fiscal year 1994 should set aside sufficient funds to begin NDAA procurement. If the DAB recommends procurement of NDAA, the Committee urges the Air Force to consider funding a robust, annual procurement of the aircraft.

**SAC, p. 124**

**APPN CONF:**

STRATEGIC AIRLIFT

The conferees agree to provide \$183,757,000 for strategic airlift, the amount of the budget request. It is the conferees' belief that the Defense Acquisition Board's upcoming decision on the optimal composition of the airlift fleet will require the continued production of C-17 aircraft. The conferees therefore direct that from the amount of funding provided for strategic airlift the Department of Defense must give first priority to fully funding advance procurement for continued production of C-17 aircraft in fiscal year 1997.

**APPN CONF, p. 89**

FY 1996 CONGRESSIONAL TRACK

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**TITLE:** NON DEVELOPMENT AIRLIFT AIRCRAFT

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$0	70,000		0	0	0	0

QUANTITY:

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**HNSC:**

Strategic airlift

The budget request contained \$2,402.5 million for procurement of eight C-17 aircraft in fiscal year 1996 and \$183.8 million for advanced procurement for "strategic airlift" in fiscal year 1997. The committee notes that the use of the term "strategic airlift" permits procurement of either C-17 aircraft or a non-developmental airlift aircraft (NDAA). The committee further notes that consideration of an NDAA option was initiated originally out of concern that the C-17 program was not performing well. However, the committee observes that there have been positive achievements of the C-17 program within the past year. Recent deliveries of C-17s have been ahead of schedule, and both the quality and production performance have improved significantly. The committee's focus continues to be both on the performance of the C-17 aircraft, and on adequate airlift capacity for both the long and short term.

The committee remains concerned with the need to modernize the Department's strategic airlift fleet and is pleased to note the continued emphasis on the importance of strategic airlift expressed by both theater commanders and other Department witnesses during committee hearings on this subject. The committee also notes that the requirement for strategic airlift modernization is further reinforced by the recently-released Mobility Requirements Study Bottom Up Review Update. While the Department has not yet determined its complete airlift modernization plans, the case for accelerating procurement of strategic airlift aircraft appears to be compelling.

With the looming retirement of the C-141 fleet, the Department acknowledges a pending shortfall in strategic airlift capacity. The November 1995 review by the Defense Acquisition Board (DAB) is intended to decide the composition of the future strategic airlift fleet to mitigate this shortfall. It is not the committee's intent to prejudice or in any way influence the outcome of the review process. The committee believes that the Department's review process must adequately address and resolve the pending shortfall in airlift capacity. Air Force officials have verified that a competitive acquisition program for procurement of NDAA is underway, and could lead to procurement of aircraft in early 1996, should the Department opt for a mix of C-17 and NDAA to meet its future needs.

The committee recommends authorization of \$2,402.5 million for procurement of eight C-17s and \$183.8 million for strategic airlift. Although the committee has been assured by Air Force officials that sufficient funds are contained within the C-17 request, when combined with available NDAA funds from fiscal year 1994, to procure eight C-17s and to competitively procure some number of NDAA should the Department opt to do so, the committee is doubtful that such is the case.

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Therefore, the committee also recommends authorization of \$70 million for NDAA, and permits the Air Force to merge these funds with \$85 million remaining from fiscal year 1994 funds authorized for this purpose in order to procure at least one NDAA, if this option is supported by the DAB decision on strategic airlift later this year. If the Department's decision is to procure a C-17-only fleet, the funds identified for NDAA may be used for that purpose. The committee does not intend for these funds to be used to enter any lease-to-own NDAA program.

The committee further directs that no funds for procurement of C-17 aircraft in fiscal year 1996 be obligated until the Secretary of Defense provides the congressional defense committees a specific plan for maintaining strategic lift capability for the next decade as nearly as possible to the current capability, while allowing for the scheduled retirement of the C-141 fleet. In developing this plan, the Department must give serious consideration to the implications that procurement of strategic airlift would have on the Civil Reserve Air Fleet.

**HNSC, p. 55-56**

### **SASC:**

Strategic airlift

The Milestone III Defense Acquisition Board (DAB) Integrated Airlift Force Decision is planned for November, 1995. The committee understands this decision will determine the proper size and composition of the airlift fleet. If the November Milestone III DAB Integrated Airlift Force Decision recommends a mixed fleet of additional C-17 and Non Developmental Airlift Aircraft (NDAA) to best support our airlift requirements, the committee encourages the Air Force to begin a robust procurement of those aircraft. To initiate this effort, of the funds provided in the fiscal year 1996 budget request in the Strategic Airlift account, \$183.0 million may be used for the NDAA program or for advanced procurement for the C-17. The committee also encourages the Air Force to merge the \$85.0 million remaining from fiscal year 1994 with these funds. The committee further expects the Air Force to program funds in the future year defense program, starting with fiscal year 1997, for procurement of the recommended NDAA program in order to accelerate and achieve the airlift goals.

**SASC, p. 84**

### **SAC:**

Strategic airlift.-The Air Force requested \$183,757,000 for this line item. The funds were to be used for advance procurement for either the C-17 airlifter or a nondevelopment airlift aircraft [NDAA] if the Defense Acquisition Board [DAB] decided later this year to procure NDAA as a complement to C-17. The Committee believes that funds for the C-17 and NDAA should be allocated in separate line items and has recommended funds for both projects accordingly.

The Committee provides \$75,000,000 in the strategic airlift line for procurement of NDAA, should it be approved by the DAB. The Committee further believes that merging these funds with the \$80,000,000 appropriated for NDAA in fiscal year 1994 should set aside sufficient funds to begin NDAA procurement. If the DAB recommends procurement of NDAA, the Committee urges the Air Force to consider funding a robust, annual procurement of the aircraft.

**SAC, p. 124**

FY 1996 CONGRESSIONAL TRACK

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**TITLE:** JPATS

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$54,968	54,968	54,968	54,968	44,968	54,968	54,968
QUANTITY:	3	3	3	8	3	3	3

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**AUTH CONF:**

Joint primary aircraft training system program

The budget request included \$55.0 million for three joint primary aircraft training system (JPATS) aircraft. At the time of the budget submission, the Department of Defense (DOD) had not completed the JPATS competition. This amount was derived from an estimate of funding required to procure three aircraft from any of the potential competitors. After source selection, the Department determined that it could procure eight JPATS aircraft with the requested funds.

The Senate amendment contained a provision (sec. 133) that would increase the number of aircraft that the Department could procure, from three to eight, without changing the amount of the authorization.

The House bill contained no similar provision.

The Senate recedes.

The conferees agree that the Air Force should buy up to eight aircraft with authorized funds.

**AUTH CONF, p. 633-4**

**HAC:**

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JOINT PRIMARY AIRCRAFT TRAINING SYSTEM (JPATS)

The Air Force requested \$54,968,000 for the acquisition of three JPATS aircraft. The Committee recommends \$44,968,000, a decrease of \$10,000,000 to the budget request. The Committee is encouraged that the Air Force has completed the JPATS down selection and can now proceed with the acquisition program. The Committee notes, however, that the Air Force budgeted engineering change orders (ECOs) for JPATS using a planning factor of 70 percent of recurring airframe costs. This amount would be excessive for a highly experimental aircraft program much less one that takes a commercial "off-the-shelf" approach as called for by the JPATS program acquisition strategy. In making this recommendation, the Committee has provided sufficient funding for potential ECOs required by the JPATS program.

**HAC, p. 116**

**SAC:**

COMMITTEE RECOMMENDED PROGRAM

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2 bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

**SAC, p. 116**

Joint primary aircraft training system [JPATS].-The Committee approves the budget request of \$54,968,000 for the JPATS program. This request was based on the possibility that a more expensive candidate aircraft might win the competition for the JPATS. The Committee understands, however, that the approved amount may fully fund up to eight MK-II aircraft and ancillary program costs, and that the winning contractor has the capacity to produce this larger quantity. Therefore, the Committee recommends that up to eight aircraft be produced with the funds provided.

**SAC, p. 124**

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TITLE: E-8B

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$394,634	394,634	394,634	377,434	394,634	371,334	377,434
QUANTITY:	2	2	2	2	2	2	2

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SAC:

COMMITTEE RECOMMENDED PROGRAM

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2 bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

SAC, p. 116

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
E-8B	394,634	371,334	-23,300
	<b>SAC, p. 122</b>		

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TITLE: B-1B                                          APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH</u> <u>CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN</u> <u>CONF</u>
DOLLARS:	\$75,383	75,383	86,983	68,483	82,593	76,283	68,483

QUANTITY:

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**HNSC:**

B-1B repair and maintenance improvements

The budget request contained \$216 million for procurement of common aircraft ground equipment. As a result of prior congressional direction, the Air Force conducted an Operational Readiness Assessment (ORA) of the B-1B bomber to determine the extent to which the provision of planned spares, manpower, and logistics support would enable the B-1B force to achieve the planned mission capable rate (MCR) of 65 percent.

Positive test results validated both the inherent capabilities of the B-1B aircraft and the Air Force's models and planning assumptions as to the spares, manpower, and support needed to sustain the B-1B force. However, as a result of the test, the Air Force identified several repair and maintenance improvements that should permit the B-1B's fleetwide MCR to reach 75 percent. The committee recommends an additional \$11.1 million for this purpose, allocated as follows: \$7.2 million for B-1 ORA modifications and \$3.9 million in operations and maintenance, Air Force.

**HNSC, p. 57**

**SASC:**

Section - 215. Precision guided munitions.

The Heavy Bomber Study required by the National Defense Authorization for Fiscal Year 1995 emphasized the value of precision guided munitions (PGM) in future air campaigns as an especially cost effective warfighting capability.

While the committee is persuaded of the importance and value of precision guided munitions, it is also concerned over the management and rationalization of the many disparate programs in production and under development. The military services have bought or are developing 33 types of PGM with over 300,000 individual munitions to attack surface targets. The services estimate that when planned development and procurement are complete, the United States will have invested nearly \$58.6 billion (then year dollars) in the 33 PGM types. Presently there are 19 munition types in inventory and production with a total of 130,422 munitions acquired at a cost of \$30.4 billion.

Within the overall category of PGM, the committee has acknowledged three areas for concern: upgrades to the bomber force to enable them to employ PGM; the need for a long-term cohesive, joint PGM program; and a coherent, interim plan to provide limited numbers of precision munitions that are now available while the Joint Direct Attack Munition (JDAM) family of weapons completes development.

Interim PGM

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The committee acknowledges the requirement for precision munitions, both those that can be procured now as "interim" capability, and those under development for the future. However, the committee also recognizes the need for a rational, structured program for both near-term and long-term PGM requirements, while acknowledging the individual Services' concepts of operations and unique platform characteristics. In requiring a comprehensive review of PGM procurement and development, the committee's intent is not to develop a single weapon that embodies excessive compromises to fit each service's platform characteristics, but rather to ensure complementary development of systems to cover a wide range of targets.

The committee is persuaded of the need to rationalize and oversee the acquisition of PGM's to ensure:

- adequate future commitment to completion of the acquisition programs;
- a comprehensive evaluation of complementary and joint use of weapons to attack a comprehensive target set (fixed, mobile, land and sea) from a variety of delivery systems;
- efficient development and procurement of systems.

**SASC, p. 101-102**

### Interim precision guided munitions (PGM)

Last year, the committee directed the Department of Defense to conduct a Heavy Bomber Study to define the future needs for long range bombers. The Heavy Bomber Study strongly endorsed the need for PGM's. Accordingly, while awaiting the analysis and recommendations required by the Bill's related provision on PGM's, the committee recommends an increase of \$353.0 million as a cost-effective method of procuring capability instead of acquiring further B-2 aircraft. The committee is persuaded by that argument, and recommends an increase in the budget request as detailed below.

### Precision Guided Munitions Procurement

- Procure 100 AGM-130 missiles, an increase of \$40.0 million.
- Convert 200 AGM-86 ALCM's to conventional configuration an increase of \$27.2 million.
- Procure 50 Have Nap PGM's for use on B-52 H aircraft, an increase of \$38.0 million.
- Procure additional conventional bomb modules for B-1 bombers through an addition of \$85.0 million.
- Make necessary modifications to the B-1 weapons carriage system to support an interim Joint Standoff Weapon (JSOW) through an addition of \$11.6 million.
- Procure up to 25 interim JSOW's, an addition of \$10.4 million.

### Precision Guided Munitions RDT&E



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-\$20.0 million in PE 0604226F to acquire an interim precision munition for the B-1B, known as the B-1B Virtual Umbilical Device (BVUD), provided the Secretary of the Air Force certifies to the congressional defense committees that the BVUD is a valid requirement by May 15, 1996. Failing such certification, the funds provided are to be used for further acceleration of upgrades to the B-1B through the Conventional Munitions Upgrade Program (CMUP).

-An increase \$20.0 million to integrate the AGM-130 with the B-52H bomber and begin qualification and testing of the extended-range version of the AGM-130, in PE 0101113F.

-\$40.0 million in PE 0604226F to provide a portion of the B-1 fleet with an interim capability for employing the Joint Standoff Weapon.

-An increase of \$7.0 million for Interferometric Terrain Aided Guidance (ITAG) technology demonstration to improve JDAM accuracy, PE 0604618F.

Conventional Bomber Enhancements

-Accelerate the Conventional Munitions Upgrade Program (CMUP) for the B-1 bomber, an increase of \$47.2 million in PE 0604226F.

-Increase by \$6.6 million PE 0604226F to allow for an acceleration of the ECM upgrade by funding the Systems Requirements Review in fiscal year 1996, rather than the budget's planned start in fiscal year 1997.

These additions and program accelerations are made with the intent of satisfying the requirements for capable, conventional bombers as soon as practicable.

**SASC, p. 158-159**

**HAC:**

B-1B

The Air Force requested \$75,383,000 for modifications to the B-1B bomber fleet. The Committee recommends \$82,593,000, an increase of \$7,210,000 to the fiscal year 1996 budget request. The additional funds provided by the Committee are available only to implement reliability, maintainability, and process improvements to the B-1B fleet as identified in the B-1B Operational Readiness Assessment Final Report.

**HAC, p. 116**

**SAC:**

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

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Item	Budget estimate	Committee recommendation	Change from budget estimate
Modification of inservice aircraft:			
B-1B conventional bomb module	13,200	10,700	-4,400
B-1B 1122 improvements	18,000	14,800	-5,000
B-1B miscellaneous	31,300	26,600	-4,700

**SAC, p. 122**

B-1B ENHANCEMENTS

The Committee recommends \$143,000,000, an increase of \$87,000,000 to the budget request for B-1B bomber procurement. The additional funds are provided to acquire 51 new bomb modules to increase the conventional warfighting capabilities of the B-1B. The Committee adds \$15,000,000 to the B-1B modifications program to enhance efforts to equip the bomber with capabilities to deliver precision guided munitions, including the B-1B virtual umbilical device [BVUD] capability.

An increase of \$7,200,000 is recommended for procurement of aerospace ground equipment in response to lessons learned from the bomber's operational readiness assessment [ORA]. Also as a result of the ORA, an increase of \$3,900,000 for B-1B maintenance/logistics operations is added to the "Operations and maintenance appropriations" account.

In the "Research, development, test, and evaluation appropriations" account, the Committee recommends \$187,438,000, an increase of \$13,600,000 to the budget request to develop upgrades for the bomber. Based on Air Force priorities, the additional funds are provided for risk reduction and modest schedule acceleration of the electronic countermeasures systems [ECM] upgrade (\$6,600,000), and for enhanced integration efforts for the joint direct attack munition (\$7,000,000).

The Committee directs the Secretary of the Air Force to submit with the fiscal year 1997 budget request a detailed report describing the costs, benefits, technical risks, operational implications, and priorities of expanding the B-1B improvement program by: (1) acquiring the BVUD capability for 15 aircraft; (2) accelerating the Conventional Mission Upgrade Program [CMUP]; and (3) giving the B-1B an interim capability for employing the joint standoff weapon [JSOW].

**SAC, p. 122-123**

**APPN CONF:**

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B-1B MODIFICATIONS

The conferees agree to provide \$68,483,000 for B-1B modifications, a decrease of \$6,900,000 to the budget request. The amount provided by the conferees includes a decrease of \$14,100,000 from cost savings for miscellaneous modifications and an increase of \$7,200,000 for reliability and maintainability improvements identified during the B-1B operational readiness assessment. The conferees also agree with the Senate's reporting requirement about expanding the B-1B conventional mission upgrade program.

**APPN CONF, p. 89**

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TITLE: B-52

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$4,908	4,908	4,908	4,908	24,908	4,908	4,908

QUANTITY:

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**HNSC:**

Precision guided munitions

The budget request contained no funds for procurement of AGM-130 powered GBU-15 laser guided bombs, AGM-86B conventional air launched cruise missiles (CALCMs), or AGM-142 HAVE NAP medium-range tactical missiles. The committee has great concern over the serious shortage of standoff precision-guided munitions (PGMs) currently available to the services. The force multiplier effect of PGMs was clearly demonstrated in Desert Storm, and the Department has relied heavily on this enhanced capability in determining that its modernized Bottom Up Review force can fight and win two nearly-simultaneous major regional contingencies (MRCs). Elsewhere in the report the committee has expressed its reservations with the Department's assertion that a smaller bomber force will be able to operationally support two MRCs. The committee notes that this assertion is without foundation based on both inadequate bomber force levels and lack of sufficient one-shot-one-kill standoff PGMs.

The committee acknowledges the Department's efforts to accelerate acquisition of the Joint Direct Attack Munition and the Joint Standoff Weapon in the wake of the termination of the Tri-Service Standoff Attack Missile (TSSAM). Department officials also have begun discussions of a follow-on replacement for TSSAM. However, the committee notes that all of these weapons are still in the development stage and address but a portion of the services' requirements for standoff PGMs.

Consequently, the committee recommends authorization of an additional \$40 million for procurement of 100 AGM-130 powered GBU-15 laser guided bombs for the Air Force F-15 fighter. Additionally, the committee recommends authorization of \$5 million to be added to PE 64733F in Title II of this report in order to develop B-52H modifications which would enable a portion of the B-52 fleet to be armed with AGM-130s.

The committee further recommends authorization of \$27.2 million for conversion of 200 AGM-86B nuclear-capable air launched cruise missiles to a conventional configuration and \$39 million for procurement of 54 HAVE NAP electro-optical/infrared guided missiles. These two standoff PGMs will provide near-term capability for the bomber fleet, while awaiting future Department decisions on standoff weapons.

**HNSC, p. 62 (AF Missile Proc)**

**SASC:**

Section - 1082. Limitation on retirement or dismantlement of strategic nuclear delivery systems.

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The committee has reviewed the findings and recommendations of the administration's Nuclear Posture Review (NPR). The NPR recommends reductions to the B-52 bomber force beginning in fiscal year 1996, and the scrapping of four Trident submarines beginning in 2000, if the START II Treaty has been ratified and is on track to enter into force. As part of the entry into force of the Treaty, the U.S. would make an irrevocable declaration that its accountable sea-based forces consist of 14 Trident submarines, each containing 24 launchers, with each launcher containing 5 reentry vehicles (RVs). The committee is concerned that those NPR recommendations appear to be cost-effective only under the assumption that the START II Treaty will be ratified and enter into force and that there will be no further arms reductions treaties.

The planned retirements recommended in the NPR of 28 of the 94 B-52 bombers during the next fiscal year, and four of the 18 Trident submarines beginning in the year 2000 (with each remaining Trident missile to carry five RVs), would clearly retain nearly the same total weapons loading as would be permitted under the START II Treaty if there were no retirements of delivery systems, and would reduce the long-term operating cost. However, the required backfitting of Trident II missiles into the four West Coast Trident submarines to be retained would eliminate most of those potential savings in operating costs until well after the turn of the century. Thus, if the START II Treaty were implemented promptly, not abrogated, and not superseded by further arms control agreements, long-term savings would accrue.

Other futures are possible, indeed, more probable, given the uncertainties of the post-Cold War world. For example, the NPR argues that its reduced force structure would provide an adequate "hedge" capability against the possibility of a failure of democracy in Russia. Yet it is clear that a force structure containing all 94 B-52s and all 18 Trident submarines would provide both higher force survivability and a larger number of available weapons than the NPR force structure. Thus, the larger force structure would be more effective than the NPR force, should international events force us to increase our nuclear deterrent.

Another possible future is that the START II Treaty will be ratified and enter into force on (roughly) the timetable contained in the Treaty. In this instance, it may be judged likely that there will be further arms control negotiations. Should such negotiations begin, the U.S. will be entering them from a position in which it has just unilaterally retired four Trident submarines as a part of its implementation of START II, plus the retirement during 1996 of 28 B-52 bombers. It is unlikely that any negotiating partner would give the U.S. side any credit for our prior unilateral reductions. Thus, it is entirely possible that U.S. negotiators could be pressed during "START III" negotiations to agree to lower limits on precisely those weapons systems that were unilaterally and unnecessarily retired while the START II Treaty was being implemented. This could even lead to a situation in which the U.S. would face the prospect of retiring one or more of the Trident submarines that had just undergone a costly backfit of Trident II missiles.

Thus, the committee concludes that the NPR recommendations appear to be cost-effective only under the narrow assumption that the START II Treaty is rapidly implemented, adhered to faithfully, and not superseded by more restrictive treaty limits. In that case, modest long-term savings would begin to accrue sometime after the turn of the century. Under other, more plausible scenarios, however, the NPR would clearly be less cost-effective than retaining the largest force structure consistent with the terms of the START I and START II Treaties. The committee does not regard the possibility of modest savings in the long-term as an adequate rationale for the selection of an inferior deterrent posture.

Given these uncertainties, the committee proposes several actions. First, the committee recommends a provision expressing the sense of Congress that no strategic nuclear delivery system should be retired until START II enters into force. This provision also prohibits the retirement, or preparation for retirement, of such delivery systems during fiscal year 1996. Second, the committee directs the Secretary of the Navy to fully fund all activities necessary for the backfitting of Trident II missiles into at least four West Coast Trident submarines on the schedule recommended in the NPR. The committee recommends a provision to repeal the existing prohibition on backfit of Trident submarines. Third, the committee directs the Department of the Navy to continue to fund both in its fiscal year 1997 budget and in the Future Years Defense Program adequate operational support for Trident I missiles to insure the option of retaining all 18 Trident submarines on full operational status, assuming backfits of the final four submarines with Trident II missiles would be scheduled following the completion of the first four conversions.

The committee is also concerned by the administration's failure to prepare a plan for maintaining the nuclear weapons necessary for a credible upload hedge. The committee notes that this was an integral part of the NPR recommendation and is critical to the maintenance of a credible hedge. Unfortunately, to date the Department of Energy has failed in its responsibility to support such a hedge. The committee believes that maintaining 3,500 active warheads pursuant to the

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START II limitations is only half of a credible plan. In order to have a serious and credible hedge capability, in addition to the active stockpile, DOE must maintain an inactive stockpile that is ready to be promptly uploaded onto existing delivery systems. This inactive stockpile must be maintained at a level no lower than that which would be required to promptly and fully upload all existing strategic nuclear delivery systems in today's inventory. Therefore, the committee recommends a provision that would require DOE to maintain, and remanufacture as necessary, sufficient warheads to be able to implement the upload outlined above.

**SASC, p. 292-294 (General Provisions)**

**HAC:**

B-52

The Air Force requested \$4,908,000 for B-52 modifications. The Committee recommends \$24,908,000, an increase of \$20,000,000 to the budget request. The purpose of the additional funding is discussed in the Operations and Maintenance section of this report.

**HAC, p. 116**

**SAC:**

Unguided conventional air-launched weapons.-The Committee recommends \$94,517,000, an increase of \$54,000,000 to the budget request for this program element. The increase is provided to permit the Navy and the Air Force to begin the development efforts necessary to integrate the SLAM-ER missile onto the Air Force's F-16 and F-15E fighters and B-52H and B-1B bombers.

**SAC, p. 168 (Navy RDT&E)**

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TITLE: F-117

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH</u> <u>CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN</u> <u>CONF</u>
DOLLARS:	\$47,660	47,660	47,660	47,660	47,660	44,060	47,660

QUANTITY:

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SAC:

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Modification of inservice aircraft:			
F-117 high temperature edges	5,900	2,300	-3,600
	<b>SAC, p. 122</b>		

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TITLE: A-10

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$79,424	79,424	79,424	41,024	79,424	33,324	41,024

QUANTITY:

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SAC:

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Modification of inservice aircraft:			
A-10 GPS/IDM	46,100		-46,100

SAC, p. 122

APPN CONF:



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A-10

The conferees agree to provide \$41,024,000, a decrease of \$38,400,000 to the budget request for A-10 modifications. The deleted funds are excess to program requirements for fiscal year 1996.

**APPN CONF, p. 89**



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F-15

The Air Force requested \$79,488,000 for F-15 modifications. The Committee recommends \$78,288,000, a decrease of \$1,200,000 from the budget request. The Air Force requested \$1,200,000 to install modification kits for a landing gear wiring switch in fiscal year 1996. It is the Committee's understanding that the schedule for this modification indicates that the kits will not be delivered until fiscal year 1997; therefore these installation funds are not required in fiscal year 1996.

**HAC, p. 116**

**SAC:**

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Modification of inservice aircraft:			
F-15 JTIDS IIR	15,800		-15,800
	<b>SAC, p. 122</b>		

F-15 modifications.-The Committee deletes the \$15,800,000 included in the budget request to procure a low-cost data link for F-15 fighters. The Under Secretary of Defense (acquisition and technology) recently terminated this program.

The Committee has a continuing interest in remaining informed about the Defense Department's change in the strategy for acquiring fighter data links. The Committee directs the Under Secretary to provide more detailed information about the new acquisition strategy and program without delay. The Committee intends to revisit this issue during the joint conference with its House counterpart.

**SAC, p. 125**

**APPN CONF:**

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### F-15 MODIFICATIONS

The conferees agree to provide \$78,288,000, a decrease of \$1,200,000 to the budget request for F-15 modifications. The conferees agree with the House reduction of funds for installation of landing gear wiring switch kits. The conferees do not agree with the Senate reduction of funds for a fighter data link modification. In restoring the \$15,800,000 deleted by the Senate, the conferees direct that \$9,000,000 may only be used to acquire Joint Tactical

Information Distribution System (JTIDS) class II terminals for one squadron of F-15 aircraft. The remaining \$6,800,000 is available only for the Multifunctional Information Distribution System (MIDS) variant project.

The Under Secretary of Defense (Acquisition and Technology) has informed the conferees of the Defense Department's recent decision to meet the F-15 fighter data link (FDL) requirements through the MIDS program. The conferees understand that the Department intends full and open competition for FDL production. The conferees direct the Under Secretary to assure the congressional defense committees in writing that the use of MIDS architecture and software will not place U.S. companies at a competitive disadvantage. This assurance is required before release of the formal Request for Proposal for the F-15 fighter data link.

**APPN CONF, p. 89-90**

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TITLE: F-16

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$118,606	118,606	118,606	118,606	118,606	118,606	120,606

QUANTITY:

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**AUTH CONF:**

AN/ALE-47

The conferees are concerned that the current Air Force acquisition strategy for the follow-on production of lots IV through VII of the AN/ALE-47 Countermeasure Dispenser System may involve significant and unnecessary risks for the program. The conferees direct the Air Force to delay any procurement action regarding lots IV through VII of the AN/ALE-47 until 14 days after the date on which the Air Force has provided the congressional defense committees with a report that assesses the cost and acquisition strategy related to the introduction of new suppliers for the system.

**AUTH CONF, p. 617**

**APPN CONF:**

F-16 MODIFICATIONS

The conferees agree to provide \$120,606,000 for F-16 modifications, an increase of \$2,000,000 to the budget request. The additional funding provided is only for initial acquisition of 600 gallon fuel tanks for destructive testing, evaluation and limited operational use.

**APPN CONF, p. 90**

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TITLE: EF-111                      APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$1,900	1,900	1,900	1,900	1,900	1,900	1,900

QUANTITY:

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SAC:

EA-6B remanufacturing (electronic warfare); EA-6B modifications.-The Committee adds \$140,000,000 to the budget request to modify 20 more EA-6B jammer aircraft to enable the Navy to better satisfy Air Force operational requirements. The Committee also recommends an increase of \$40,000,000 to the budget request to buy 60 shipsets of band 9/10 jammer transmitters and an increase of \$25,000,000 to the request to buy 30 USQ-113 radio countermeasures sets. The Navy is directed to exercise the initial production option for the band 9/10 transmitters as soon as possible, using already-appropriated funds for EA-6B upgrades if necessary.

**SAC, p. 81 (Navy A/C Proc)**

ELECTRONIC WARFARE [EW] FORCE STRUCTURE

The Committee has serious concerns about the Defense Department's current plan to retire the Air Force's EF-111A Raven jammer aircraft and to rely on the Navy's EA-6B Prowler EW aircraft to meet the jamming needs of both services. The Committee is mindful of past statements by senior service leaders that both types of aircraft are needed to meet electronic combat requirements. The Committee's reservations extend to questions about whether the EA-6B has the capabilities to perform the EF-111A's mission.

In view of these concerns, the Committee directs the Secretary of Defense to provide the following information to the Committees on Appropriations: (1) the Department's plans for the transition to the EA-6B as the single jamming platform for both services; and (2) an assessment of how the current mission performed by the EF-111A will not be compromised under the transition plan. The Committee directs that the required information be submitted no later than February 15, 1996.

The Committee also directs that, if the Defense Department is committed to the transition away from the EF-111A, the Secretary of Defense shall certify whether the EA-6B can perform the required missions for both services.

As these issues are debated within the Pentagon and the Congress, the Committee believes it is essential for the Air Force to maintain sufficient electronic combat capabilities. The Committee concludes that the Air Force should retain at least 12 EF-111A's in the primary aircraft inventory [PAI] through fiscal year 1999. These aircraft must have robust support as long as they remain on PAI status, including an increased crew ratio to 2.0 and the retention in attrition reserve of 12 other EF- 111A's. Maintaining such an attrition reserve would permit more EF-111A's to be returned to active status promptly if necessary.

**SAC, p. 123**

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**APPN CONF:**

ELECTRONIC WARFARE FORCE STRUCTURE

The conferees strongly agree with Senate report language with respect to retaining at least 12 EF-111A Raven jammer aircraft in the primary aircraft inventory through fiscal year 1999, and with the Senate directed reporting requirements.

**APPN CONF, p. 90**

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**TITLE:** C-5                      **APPROP :** 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$45,431	45,431	45,431	45,431	51,631	45,431	51,631

QUANTITY:

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**HAC:**

C-5

The Air Force requested \$45,431,000 for C-5 modifications. The Committee recommends \$51,631,000, an increase of \$6,200,000 to the budget request. The additional funding provided by the Committee is available only for reliability modifications related to the TF39 high pressure turbine, corrosion prevention, and outflow drain valves.

**HAC, p. 117**



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TITLE: C-141

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$95,162	95,162	95,162	95,162	95,162	95,162	95,162

QUANTITY:

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HNSC:

Strategic airlift

The budget request contained \$2,402.5 million for procurement of eight C-17 aircraft in fiscal year 1996 and \$183.8 million for advanced procurement for "strategic airlift" in fiscal year 1997. The committee notes that the use of the term "strategic airlift" permits procurement of either C-17 aircraft or a non-developmental airlift aircraft (NDAA). The committee further notes that consideration of an NDAA option was initiated originally out of concern that the C-17 program was not performing well. However, the committee observes that there have been positive achievements of the C-17 program within the past year. Recent deliveries of C-17s have been ahead of schedule, and both the quality and production performance have improved significantly. The committee's focus continues to be both on the performance of the C-17 aircraft, and on adequate airlift capacity for both the long and short term.

The committee remains concerned with the need to modernize the Department's strategic airlift fleet and is pleased to note the continued emphasis on the importance of strategic airlift expressed by both theater commanders and other Department witnesses during committee hearings on this subject. The committee also notes that the requirement for strategic airlift modernization is further reinforced by the recently-released Mobility Requirements Study Bottom Up Review Update. While the Department has not yet determined its complete airlift modernization plans, the case for accelerating procurement of strategic airlift aircraft appears to be compelling.

With the looming retirement of the C-141 fleet, the Department acknowledges a pending shortfall in strategic airlift capacity. The November 1995 review by the Defense Acquisition Board (DAB) is intended to decide the composition of the future strategic airlift fleet to mitigate this shortfall. It is not the committee's intent to prejudice or in any way influence the outcome of the review process. The committee believes that the Department's review process must adequately address and resolve the pending shortfall in airlift capacity. Air Force officials have verified that a competitive acquisition program for procurement of NDAA is underway, and could lead to procurement of aircraft in early 1996, should the Department opt for a mix of C-17 and NDAA to meet its future needs.

The committee recommends authorization of \$2,402.5 million for procurement of eight C-17s and \$183.8 million for strategic airlift. Although the committee has been assured by Air Force officials that sufficient funds are contained within the C-17 request, when combined with available NDAA funds from fiscal year 1994, to procure eight C-17s and to competitively procure some number of NDAA should the Department opt to do so, the committee is doubtful that such is the case.

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Therefore, the committee also recommends authorization of \$70 million for NDAA, and permits the Air Force to merge these funds with \$85 million remaining from fiscal year 1994 funds authorized for this purpose in order to procure at least one NDAA, if this option is supported by the DAB decision on strategic airlift later this year. If the Department's decision is to procure a C-17-only fleet, the funds identified for NDAA may be used for that purpose. The committee does not intend for these funds to be used to enter any lease-to-own NDAA program.

The committee further directs that no funds for procurement of C-17 aircraft in fiscal year 1996 be obligated until the Secretary of Defense provides the congressional defense committees a specific plan for maintaining strategic lift capability for the next decade as nearly as possible to the current capability, while allowing for the scheduled retirement of the C-141 fleet. In developing this plan, the Department must give serious consideration to the implications that procurement of strategic airlift would have on the Civil Reserve Air Fleet.

**HNSC, p. 55-56**

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TITLE: T-1                      APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$5,762	5,762	5,762	5,762	5,762	5,762	5,762

QUANTITY:

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APPN CONF:

AIRCRAFT SPARE AND REPAIR PARTS

The conferees agree to provide \$586,281,000 for aircraft spare and repair parts, a decrease of \$17,338,000 to the budget request. The amount of funding provided by the conferees includes a decrease of \$21,900,000 for C-17 spares, a decrease of \$8,938,000 for T-1 spares and an increase of \$13,500,000 for F100-229 engine spares.

**APPN CONF, p. 90**

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**TITLE:** C-130                      **APPROP :** 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$84,399	84,399	84,399	94,399	94,399	88,399	94,399

**QUANTITY:**

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**AUTH CONF:**

MC-130H Aircraft Program (sec. 143)

The conference agreement includes a new provision that would amend section 161 of the National Defense Authorization Act for Fiscal Years 1990 and 1991 (P.L. 101-189) to enable obligation of funds for award fee and procurement of contractor furnished equipment.

The conferees understand that the Air Force desires to grant an award fee to the MC-130H Combat Talon II development contractor, but is prohibited from doing so by a provision of Public Law 101-189. The conferees note that the prohibitive legislative provision requires the Director of Operational Test and Evaluation (DOT&E) to certify that the MC-130H Combat Talon II terrain avoidance radar performs in accordance with requirements outlined in the test and Evaluation Master Plan (TEMP) approved by the DOT&E in September 1988. The conferees have been informed that the aircraft cannot be certified as having met TEMP criteria because a specific test criterion referred to in the TEMP has been determined to be unmeasurable.

The conferees agree to include a provision that would allow the DOT&E to certify to the congressional defense committees that the MC-130H terrain avoidance radar is operationally effective in order to release the award fee for the MC-130H. The conferees direct the DOT&E to include in his report a statement that all unmeasurable test criteria included in the September 1988 TEMP have been appropriately corrected.

**AUTH CONF, p. 629**

**HAC:**

C-130

The Air Force requested \$84,399,000 for C-130 modifications. The Committee recommends \$94,399,000, an increase of \$10,000,000 to the budget request. In making this recommendation the Committee notes the increasingly hostile environments the airlift fleet is being asked to operate in on a regular basis. In particular, the Committee is concerned that the C-130 fleet is inadequately equipped with defensive countermeasures for the threat environment in which it often performs its missions. The Committee therefore recommends an additional \$10,000,000 only to equip C-130 aircraft with threat defensive systems.

**HAC, p. 117**

**SAC:**

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C-130 modifications.-The Committee adds \$4,000,000 to the budget request. The Committee directs that these funds shall be made available only to acquire AN/AAQ-22 thermal imaging systems for 10 Air Force Reserve HC-130 aircraft. This procurement would be in conjunction with the HH-60G helicopters which use this thermal imaging system during night flying missions. This action would sustain the HC-130/HH-60G program.

**SAC, p. 124**

**APPN CONF:**

C-130 MODIFICATIONS

The conferees agree to provide \$94,399,000 for C-130 modifications, an increase of \$10,000,000 to the budget request. Of the additional funding provided by the conferees, \$6,000,000 is only for threat defensive systems, and \$4,000,000 is only for acquisition of AN/AAQ-22 thermal imaging systems for 10 Air Force Reserve HC-130 aircraft, as recommended by the Senate.

**APPN CONF, p. 90**

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**TITLE:** C-135                      **APPROP :** 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$142,764	132,764	142,764	238,764	334,764	251,264	238,764

**QUANTITY:**

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**SASC:**

RC-135 Re-engining

The committee continues to appreciate the critical role of the RC-135 "Rivet Joint" Signal Intelligence aircraft. The committee is aware of a plan by the Department to re-fit two retired EC-135 aircraft to add to the RC-135 fleet, and that these aircraft are currently awaiting sensor integration.

To facilitate an affordable program for the RC-135 upgrade program, the committee recommends an increase in the Defense Airborne Reconnaissance Office (DARO) authorization of \$79.5 million, to include \$31.5 million of non recurring integration activity and \$48.0 million for two CFM56 engine kits. This upgrade has the support of the GAO, and is a prudent investment in future capability.

**SASC, p. 162 (AF RDT&E)**

**AUTH CONF:**

RC-135 re-engining

The budget request included no funding for the Defense Airborne Reconnaissance Program (DARP) modifications line (P-1, line 57) in the Aircraft Procurement, Air Force account.

The House bill would authorize an increase of \$37.0 million for modification of an existing C-135 aircraft to the RC-135 RIVET JOINT configuration.

The Senate amendment would authorize an increase of \$48.0 million for re-engining of two existing RIVET JOINT aircraft. The Senate amendment would also authorize an increase of \$31.5 million in PE 64268F for non-recurring integration activity to facilitate an affordable program for converting two retired EC-135 aircraft to the RIVET JOINT configuration.

**ENGINES AND INSTALLATION**

The conferees concur with the cost effectiveness and increase in operational effectiveness that could be provided by re-engining the existing fleet of RIVET JOINT aircraft and agree to authorize an increase of \$48.0 million to procure and install re-engining kits for two existing RIVET JOINT aircraft.

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The conferees note that the theater Commanders-in-Chief (CINCs) have addressed additional RIVET JOINT aircraft as one of their highest intelligence priorities. The need for additional RIVET JOINT aircraft is further reinforced by the extremely high operational tempo currently experienced by this reconnaissance asset. The conferees support the theater CINCs' requirements for additional RIVET JOINT aircraft and strongly urge the Department to seek reprogramming authority to modify other existing C-135 assets to the RC-135 configuration.

### SR-71

The conferees agree to provide an additional \$5.0 million for costs associated with the refurbishment of SR-71 aircraft.

### ENGINE COMPONENT IMPROVEMENT PROGRAM

The conferees agree to authorize \$133.2 million for the engine component improvement program, an increase of \$29.5 million, consisting of two adjustments: (1) an additional \$31.5 million for the integration activity described in the Senate report (S. Rept. 104-112); and (2) a reduction of the \$2.0 million requested for the B-2 engine.

### AUTH CONF, p. 596

#### HAC:

#### WEAPONS SYSTEM MAINTENANCE

In an effort to control the growth in the backlog of depot maintenance, the Committee recommends increasing funding by \$2,000,000 for the KC-135. Further, the Committee recommends increasing funding by \$4,000,000 for maintenance of the B-1. These increases should reduce the backlog of airframe maintenance for each of these aircraft.

### HAC, p. 50 (AF O&M)

#### C-135 MODIFICATIONS

The Air Force requested \$142,764,000 for C-135 modifications. The Committee recommends \$334,764,000, an increase of \$192,000,000 to the budget request. The additional funding provided by the Committee shall be available only for the continued reengining of KC-135E tankers to the "R" configuration for the Air National Guard. The Committee has provided sufficient funding for eight reengining kits and directs the Air Force to proceed expeditiously with the program.

### HAC, p. 117

#### SAC:

#### COMMITTEE RECOMMENDED PROGRAM

The Committee recommended program for Air Force aircraft includes funds to purchase eight C-17 advanced transports, two JSTARS surveillance/targeting aircraft, six F-15E fighters, six F-16 fighters, three joint primary aircraft trainers, and six reengining kits for KC-135 and RC-135 aircraft. The Committee added funds to procure the fighters because it was informed that the continued acquisition of these highly capable platforms is required to provide sufficient attrition reserve aircraft to maintain the combat effectiveness of the 20 tactical fighter wing force structure in the future. Additionally, support is provided for B-1 and B-2

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bombers, and modification programs. Support equipment is purchased for a variety of aircraft. The Committee's recommendations are reflected in the following tables and discussed in the text which follows. (Table deleted.)

**SAC, p. 116**

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Modification of inservice aircraft:			
KC-135 Pacer Crag	59,600	55,100	-4,500
	<b>SAC, p. 122</b>		

C-135 modifications.-In addition to the adjustment reflected elsewhere in this section regarding KC-135 modifications, the Committee allocates an increase of \$112,000,000 above the budget request to reengine four KC-135 aerial refueling tankers. The Committee also recommends an addition of \$1,000,000 for the multipoint refueling enhancement project.

**SAC, p. 124-5**

**APPN CONF:**

C-135 MODIFICATIONS

The conferees agree to provide \$238,764,000, for C-135 modifications, an increase of \$96,000,000 to the budget request. The additional funding provided by the conferees is only for continued reengining of the Air Guard and Reserve KC-135 tanker fleet. The conferees have provided sufficient funding for four reengining kits.

**APPN CONF, p. 90**



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TITLE: E-4                      APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$957	957	957	957	957	957	957

QUANTITY:

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HAC:

E-4

The Air Force requested \$957,000 for E-4 modifications. The Committee recommends \$957,000, the amount of the budget request. The Committee directs the Secretary of the Air Force to provide a report to the Committee detailing the present acquisition strategy for the high power transmit set modification program for the E-4 aircraft. This report shall be provided no later than January 30, 1996.

**HAC, p. 117**

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TITLE: DARP APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	37,000	48,000	53,000	79,000	48,000	53,000	

QUANTITY:

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**AUTH CONF:**

RC-135 re-engining

The budget request included no funding for the Defense Airborne Reconnaissance Program (DARP) modifications line (P-1, line 57) in the Aircraft Procurement, Air Force account.

The House bill would authorize an increase of \$37.0 million for modification of an existing C-135 aircraft to the RC-135 RIVET JOINT configuration.

The Senate amendment would authorize an increase of \$48.0 million for re-engining of two existing RIVET JOINT aircraft. The Senate amendment would also authorize an increase of \$31.5 million in PE 64268F for non-recurring integration activity to facilitate an affordable program for converting two retired EC-135 aircraft to the RIVET JOINT configuration.

ENGINES AND INSTALLATION

The conferees concur with the cost effectiveness and increase in operational effectiveness that could be provided by re-engining the existing fleet of RIVET JOINT aircraft and agree to authorize an increase of \$48.0 million to procure and install re-engining kits for two existing RIVET JOINT aircraft.

The conferees note that the theater Commanders-in-Chief (CINCs) have addressed additional RIVET JOINT aircraft as one of their highest intelligence priorities. The need for additional RIVET JOINT aircraft is further reinforced by the extremely high operational tempo currently experienced by this reconnaissance asset. The conferees support the theater CINCs' requirements for additional RIVET JOINT aircraft and strongly urge the Department to seek reprogramming authority to modify other existing C-135 assets to the RC-135 configuration.

SR-71

The conferees agree to provide an additional \$5.0 million for costs associated with the refurbishment of SR-71 aircraft.

ENGINE COMPONENT IMPROVEMENT PROGRAM

FY 1996 CONGRESSIONAL TRACK

The conferees agree to authorize \$133.2 million for the engine component improvement program, an increase of \$29.5 million, consisting of two adjustments: (1) an additional \$31.5 million for the integration activity described in the Senate report (S. Rept. 104-112); and (2) a reduction of the \$2.0 million requested for the B-2 engine.

**AUTH CONF, p. 596**

**APPN CONF:**

DARP MODIFICATIONS

The conferees agree to provide \$53,000,000 for Defense Airborne Reconnaissance Program (DARP) modifications, an increase of \$53,000,000 to the budget request. Of the additional funding provided by the conferees, \$48,000,000 is only for the acquisition of two RC-135 reengining kits and \$5,000,000 is only for costs associated with the refurbishment of the SR-71 aircraft.

**APPN CONF, p. 90**

FY 1996 CONGRESSIONAL TRACK

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**TITLE:** TOTAL SPARES AND REPAIR PARTS

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$603,619	596,112	583,719	586,281	603,619	572,781	586,281

QUANTITY:

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**SASC:**

C-17 Spares

The committee is aware that the Air Force's fiscal year 1996 request for spares and repair parts can be reduced by \$21.9 million for initial spares allocated to the C-17 because the aircraft requires only \$95.6 million for initial spares instead of the requested \$117.5 million. These data are based on the assumption of a 120 aircraft C-17 program.

Accordingly, the committee recommends a decrease in aircraft procurement, Air Force spares and repair parts.

**SASC, p. 84**

**SAC:**

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

FY 1996 CONGRESSIONAL TRACK

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Aircraft spares and repair parts:			
C-17	117,500	95,562	-21,938
T-1A	42,412	27,829	-14,583
	<b>SAC, p. 122</b>		

**APPN CONF:**

AIRCRAFT SPARE AND REPAIR PARTS

The conferees agree to provide \$586,281,000 for aircraft spare and repair parts, a decrease of \$17,338,000 to the budget request. The amount of funding provided by the conferees includes a decrease of \$21,900,000 for C-17 spares, a decrease of \$8,938,000 for T-1 spares and an increase of \$13,500,000 for F100-229 engine spares.

**APPN CONF, p. 90**

FY 1996 CONGRESSIONAL TRACK

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TITLE: C-17 SPARES

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH</u> <u>CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN</u> <u>CONF</u>
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DOLLARS:		-19,900					
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QUANTITY:

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**SASC:**

C-17 Spares

The committee is aware that the Air Force's fiscal year 1996 request for spares and repair parts can be reduced by \$21.9 million for initial spares allocated to the C-17 because the aircraft requires only \$95.6 million for initial spares instead of the requested \$117.5 million. These data are based on the assumption of a 120 aircraft C-17 program.

Accordingly, the committee recommends a decrease in aircraft procurement, Air Force spares and repair parts.

**SASC, p. 84**

**SAC:**

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

FY 1996 CONGRESSIONAL TRACK

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Aircraft spares and repair parts:			
C-17	117,500	95,562	-21,938
T-1A	42,412	27,829	-14,583
	<b>SAC, p. 122</b>		







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**TITLE:** F-16 POST PRODUCTION SUPPORT

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$194,672	0	194,672	126,622	94,672	158,572	126,622

QUANTITY:

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**HAC:**

F-16 POST PRODUCTION SUPPORT

The Air Force requested \$194,672,000 for F-16 post production support. The Committee recommends \$94,672,000, a decrease of \$100,000,000 to the budget request. The Committee believes that the amount provided coupled with prior year funding for F-16 production support will be sufficient for the Air Force's fiscal year 1996 requirements.

**HAC, p. 118**

**SAC:**

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Aircraft support equipment and facilities post production support: F-16 postproduction support	194,672	158,572	-36,100

**SAC, p. 122**

FY 1996 CONGRESSIONAL TRACK

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TITLE: OTHER PRODUCTION CHARGES

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$167,676	157,676	192,676	187,676	167,676	188,576	187,676

QUANTITY:

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SAC:

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
Other production charges	167,700	188,600	+20,900
	<b>SAC, p. 122</b>		

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TITLE: DARP SUPPORT EQUIPMENT

APPROP : 3010

	<u>PBR</u>	<u>HNSC</u>	<u>SASC</u>	<u>AUTH CONF</u>	<u>HAC</u>	<u>SAC</u>	<u>APPN CONF</u>
DOLLARS:	\$194,374	194,374	194,374	194,374	194,374	214,374	194,374

QUANTITY:

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SAC:

COMMITTEE RECOMMENDED ADJUSTMENTS

The Committee recommends adjustments in several programs to reflect the following considerations: (1) funds are excess to known financial requirements; (2) contract savings; (3) lower priority; (4) excessive growth requested compared to fiscal year 1995 funding; (5) lower cost options exist; (6) uncertain program requirements; (7) activities no longer required due to changing program plans; (8) inadequate justification; (9) program execution delays; (10) program duplicates other efforts; (11) schedule revisions recommended; and (12) the Committee agrees with the Senate-reported authorization recommendation. The recommendations are displayed in the following table:

[In thousands of dollars]

Item	Budget estimate	Committee recommendation	Change from budget estimate
DARP support equipment	194,400	214,400	+20,000

SAC, p. 122

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