

**DEPARTMENT OF DEFENSE APPROPRIATIONS
FOR FISCAL YEAR 2008**

WEDNESDAY, MARCH 21, 2007

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, DC.

The subcommittee met at 10:33 a.m., in room SD-192, Dirksen Senate Office Building, Hon. Daniel K. Inouye (chairman) presiding.

Present: Senators Inouye, Leahy, Dorgan, Murray, Stevens, Cochran, Domenici, Bond, and Shelby.

DEPARTMENT OF DEFENSE
DEPARTMENT OF THE AIR FORCE
OFFICE OF THE SECRETARY

STATEMENT OF HON. MICHAEL W. WYNNE, SECRETARY

STATEMENT OF SENATOR DANIEL K. INOUE

Senator INOUE. Today we welcome the Honorable Michael Wynne, Secretary of the Air Force, and General Michael Moseley, the Air Force Chief of Staff.

Gentlemen, the subcommittee thanks you for being here today as we review the budget request for fiscal year 2008.

Your fiscal year 2008 base budget request is \$137 billion, a modest increase of \$8 billion over the last year.

The subcommittee recognizes the priorities of the Air Force, of fighting and winning the long war on terror, taking good care of the airmen and their families, and beginning a significant effort to recapitalize and modernize the U.S. Air Force.

We also recognize the challenges associated with recapitalizing, while trying to modernize the existing fleet, and maintain readiness at the same time.

With the average age of the fleet being 26 years old, it is imperative to find the correct balance between recapitalization with new inventory, modernization for existing assets, and readiness in order for the Air Force to posture itself for the future.

I'd like to take this opportunity to remind everyone of the great support the Air Force is providing for Operation Noble Eagle (ONE) here, and Operation Enduring Freedom (OEF) and Operation Iraqi Freedom (OIF) overseas.

It is easy for the media and my colleagues to focus on the role played by the soldiers and marines on the ground. But, these men on the ground rely heavily on the support provided by airmen.

As a matter of fact, there are 7,700 airmen who are performing what is called “in-lieu of” taskings, where they support the Army in areas where the Army is stressed in their abilities to engage in current operations.

Since the Air Force is becoming more involved in nontraditional taskings, and with the Army and Marine Corps now both increasing end strength, it brings into question the decision to begin a drawdown of Air Force personnel.

It may be time to revisit that issue, since the environment in which the decision was made has significantly changed.

We look forward to working with you to ensure that our Air Force is appropriately resourced to meet each of your tasks, and gentlemen, we sincerely appreciate your service to our Nation, and the dedication and sacrifices made daily by the men and women of the U.S. Air Force. We could not be more grateful for what you do.

And, gentlemen, your full statements will be made part of the record. I'd like to now turn to my co-chairman, Senator Stevens, for his remarks.

STATEMENT OF SENATOR TED STEVENS

Senator STEVENS. Thank you, Mr. Chairman. And gentlemen, I apologize for being slightly late. I do thank you for coming back again, and I know we all share the difficult task of trying to balance the competing requirements of modernization, readiness, and improving the quality of life. The demands on all of us for finding some way to meet your needs is great, and we want to work with you to achieve your goals. I thank you very much.

Mr. WYNNE. Thank you very much, Mr. Chairman.

Mr. Chairman and members, thank you for having General Moseley and I here today to testify on behalf of American's airmen. We are extraordinarily grateful for your steadfast support of our Nation's airmen.

OUR NATION'S AIRMEN

Leading the men and women of the United States Air Force is a high honor. They are responsive, whether answering calls for humanitarian relief, providing commanders and combatants real-time intelligence, or striking with lethal and precise effect. We recognize that they set the strategic and the tactical conditions for victory.

They are agile, with the ability to provide America's strategic shield, or to form an air bridge from the continental United States, halfway around the world to southwest Asia—an air bridge our airmen have maintained now for 17 years—or keep steadfast watch in space, and in the skies. We want to retain the image of the Nation's strategic shield and sword, and ask your help to do that.

They are superbly trained to do all sorts of assigned missions. They even superbly perform our assigned ground force mission, although all realize that the adage, “Every airman a rifleman” sacrifices strategic leverage the Nation wants and needs from its airmen. We look for the ground force reset to, perhaps, rectify this.

Given the age of our air and space equipment, there is no doubt that our freedoms are balanced on the courage, skills, and ingenuity of our Total Force airmen. Today, our airmen are incredibly busy, fully engaged in the global war on terror, not just in Iraq and Afghanistan, but around the world. Plus, they have a strategic deterrent mission that they perform every day, out of sight, with over 200,000 dedicated daily to all the combatant commanders.

Our airmen are providing global vigilance through the manned and unmanned aircraft and space systems. For example, Air Force assets and airmen surveil, identify, track, and kill enemies as a part of the joint forces' critical counter improvised explosive devices (IED) mission.

GLOBAL REACH

We are providing global reach. Our C-130s and C-17s execute precision air drop and conventional cargo missions, which are saving countless lives by taking dangerous convoys off the road. And our aero-medical evacuation personnel are giving soldiers, sailors, airmen, and marines the highest survival rate in the history of warfare.

And, we provide global power—directing, conducting or threatening strikes, 24 hours a day, 7 days a week, 365 days a year. For example, our battlefield airmen levy global power through technology like ROVER, the remotely operated video enhanced receiver, which gives a new level of connectivity and situation awareness to the ground commanders by linking users with a laptop computer, with full-motion video sensors on our predator unmanned aerial vehicles, as well as advanced targeting pods on our fighters.

ROVER-equipped users get real-time, full-motion video from these “eyes in the skies.” And we are also the only service with a dedicated combat search and rescue force. As airmen, we consider combat search and rescue a moral imperative, to be able to retrieve the airmen we send deep into enemy territory. But these combat search and rescue forces are equally adept at rescuing other services and coalitions' isolated personnel, when required.

OPERATIONS IN CYBERSPACE

As in the other domains, your Air Force is engaged daily in cyberspace. We have established within the 8th Air Force a new cyber-command, to address how we can better train and present our forces to the U.S. Strategic Command, the combatant commanders, and other governmental agencies, to prosecute engagements in these domains. It's these linkages where other services and agencies count on us to own our warfighting domain—and we count on them to own theirs—that makes our military truly interdependent today. So, we owe our ground force and maritime partners the very best in leveraging our air space and cyberspace assets.

Today, we're doing just that—meeting our wartime requirements, but frankly, wear and tear and loss of buying power all translate into risk to our future readiness capacity and capability. Today's emerging threats also threaten our future dominance. Proliferation of advanced technologies and new threats, such as double-digit surface-to-air missiles, nuclear weapons in North Korea, and the re-

cent Chinese antisatellite test that proves space is not a sanctuary, nor are some of the areas that we consider our operating areas. It makes it imperative that we adjust our inventories for this new century.

We are responding by fielding a next-generation long-range strike bomber by 2018, as well as funding new satellites, tankers, fighters, and combat search and rescue helicopters.

RECAPITALIZATION OF AGING AIR AND SPACE INVENTORIES

Last year, I laid out a very difficult strategy to address this most pressing need, recapitalizing our aging air and space inventories. We have started that process, and are remaining inbounds by self-funding to the maximum extent possible. We've self-funded by essentially restructuring our force structure. This has reduced our force size, and reshaped the Total Force on a "mission first" basis, buying fewer, but more capable platforms, and implementing new initiatives to improve our productivity and efficiency.

When I was a young officer, leaving the Air Force in 1973, the average age of our equipment, including our space assets, was 8 years old. Our inventory's age is now triple that, averaging 26 years of age. With this in mind, I've advised our airmen it is their duty, as well as my own, to ensure the airmen of tomorrow are as confident and as capable against the threat as we are today, and so I understand the reductions, and I understand the need.

We can ensure this only by intensively husbanding every resource—people, flying hours, and expenses—and dedicating the freed resources to recapitalization.

I'd like to thank the Congress for its continued help in allowing the Air Force to manage our flying inventory without legislative restrictions, and assisting us in this duty to our future. I want to thank the Congress, also, for its continued help in recapitalizing our space inventory.

We are taking the necessary steps in our fiscal year 2008 budget to ensure uninterrupted, continuous service in communications, early warning, position, navigation and timing, and environmental sensing satellites. We appreciate your support in the development, procurement, and fielding of these critical space capabilities, because our military, and the citizens of this great Nation depend upon their continuous service.

In a minute, General Moseley will introduce five of our amazing airmen, and I won't steal his thunder. But, let me just say, that to keep our Total Force ready, we must care for these airmen and their families.

In the Air Force, our tenet has long been, "We recruit airmen, but we retain families," making quality of life on our bases a very key component of our strategy. We are providing our airmen access to safe, quality, affordable, well-maintained housing, in a community where they chose to live through housing privatization.

In summary, your Air Force is in the fight, and not just in Iraq and Afghanistan, but globally. Your airmen are the Nation's strategic edge. They are expeditionary, highly trained warriors, and with your help, we'll provide them with the necessary training, equipment, and quality of life to keep the Nation's asymmetric ad-

vantage of global vigilance, reach and power. Recapitalizing our aging equipment inventories is the key.

PREPARED STATEMENT

Finally, I want to salute our airmen. They are amazing, they're eager to serve, and mindful of their mission all around the world. I'm very proud to be their Secretary, and look forward to your questions. Thank you, sir.

Senator INOUE. Thank you very much, Mr. Secretary.
[The statement follows:]

PREPARED STATEMENT OF MICHAEL W. WYNNE

MAINTAINING AMERICA'S EDGE

We are America's airmen. Our mission is to deliver sovereign options for the defense of the United States of America and its global interests—to fly and fight in air, space and cyberspace.

Our Air Force core values of integrity first, service before self and excellence in all we do—embodied in every airman—guide our actions and ensure your Air Force remains committed and ready to deter, dissuade or defeat any adversary anywhere in the world.

As airmen, we are the Nation's premier multi-dimension maneuver force, with the agility, reach, speed, stealth, payload, precision and persistence to achieve global effects. Control of the air, space and cyberspace domains provides the essential bedrock for effective Joint operations—securing freedom to attack and freedom from attack.

In 2005, we revised the Air Force mission statement to include cyberspace. This inclusion of cyberspace reflects our recognition of cross-domain interdependence and emphasizes our nonnegotiable commitment to deliver sovereign options for the United States through not only air and space but also cyberspace.

Our 2007 posture statement articulates the major elements required to fulfill our mission. It reaffirms our commitment to focus our energies on the global war on terror (GWOT); to develop and care for our airmen and their families; and to recapitalize and modernize our aging aircraft, spacecraft, and equipment.

Our top acquisition priorities include: the KC-X tanker; the CSAR-X combat search and rescue helicopter; space communications, space situational awareness and early warning programs; the F35A Joint Strike Fighter (JSF); and Next Generation Long Range Strike—a new bomber.

Our posture statement further reaffirms our commitment to be good stewards of the resources entrusted to us and our resolve to dominate air, space and cyberspace in defense of our Nation now and in the future.

Challenges

America's Air Force faces significant challenges. We have been engaged in combat for 16 years while transforming into a smaller, leaner and more capable force. Fiscal constraints combined with operational challenges and a dynamic international security environment translate into risks we continue to manage and mitigate in order to provide capabilities America needs. The Air Force continues to fight the GWOT and prepares to face and overcome threats and conflicts of the future. In order to remain dominant, we must maintain our air, space and cyberspace power advantages over potential adversaries.

Modern warfare is changing. This is nothing new to America's airmen, whose heritage spans and embraces change and whose culture embodies courage and innovation for America. We are ensuring a lean, lethal, and agile Air Force for America. We are building and posturing our force structure to meet future threats emerging on the dynamic world stage, and we are strengthening the interdependent Joint team.

We face a security environment that poses an array of dynamic challenges and threats. The 2005 Quadrennial Defense Review (QDR) characterized this threat environment and mandated force structure goals for all of DOD. The Air Force and all of the Services must be able to operate and defend against traditional, irregular, disruptive and catastrophic threats. In the future, the Air Force and the entire Joint Team will operate within a strategic environment involving one or more of these challenges. We will prepare to defend against high-end conventional forces, asymmetric threats and irregular forces such as terrorists or insurgents. To mitigate po-

tential for disruptive surprises, we will strive to stay ahead of adversaries' technology efforts. Most importantly, we will protect our homeland from hostile states' and non-state actors' use of weapons of mass destruction (WMD) and attacks in and through cyberspace. The threat array requires that we prepare the Air Force for a broad spectrum of future conflicts. At the same time, several factors have created a difficult and challenging fiscal environment in which to organize, train, and equip for the future.

The 2005 QDR specified a force planning construct to shape the entire DOD force to protect our Nation, its ideals and interests now and in the future. Originally presented in the National Military Strategy (NMS), the force planning construct provides guidance for determining the capacity and capabilities needed to meet both steady State and surge demands for homeland defense, irregular warfare, and conventional campaigns. As a result of the NMS guidance and comprehensive analysis, the QDR determined America's Air Force needs to organize, train and equip 86 "modern combat wings."

Emerging National Security Concerns and Threats

While the GWOT is our immediate priority, America's airmen must also stay ahead of competitors preparing for conventional conflict and attempting to counter the asymmetric advantage our air, space and cyberspace power currently gives our Joint Team. Sustaining U.S. advantages in such conflicts will become increasingly more challenging as advanced air defense, aircraft, WMD, cyber and anti-satellite (ASAT) capabilities proliferate.

Integrated Air Defense Systems (IADS) continue to evolve, placing current generation aircraft at increasing risk. Modern IADS incorporate more data sources, process and pass information faster, and are increasingly mobile. Man-portable air defense systems (MANPADS), shoulder-fired SAMs, also are an increasingly serious threat. Their availability, affordability, and proliferation increases the likelihood of modern MANPADS ending up in the hands of non-state actors, placing U.S. civil and military aircraft at risk around the world.

The lethality and availability of fourth-generation combat aircraft is also increasing, and potential adversaries are already purchasing and fielding these complex and capable weapon systems. Many nations are enhancing the capabilities of their existing fighter and bomber aircraft through use of aerial refueling, signature reduction technology, and cyberspace weapons that inject confusion or mask operations. Ever greater numbers of states are not only acquiring advanced aircraft, but are developing indigenous production capability, increasing the likelihood of proliferation.

Proliferation of WMD to countries and non-state actors remains a significant challenge to U.S. interests and a top priority in the QDR. While nuclear weapons and materials proliferation always pose grave dangers, chemical and biological weapons pose arguably greater detection challenges. Easier and less costly to make than nuclear weapons, chemical and biological weapons are easier to transport, produce and mask from detection because they can be camouflaged as dual-use civilian industrial products. Proliferation may also enable future adversaries, especially terrorist groups, to develop, use, or threaten to use WMD as an asymmetric response to American conventional warfighting dominance, which might otherwise deter them from directly challenging the United States.

Perhaps less obvious, but all the more insidious, is the adversary's use of the cyberspace domain to support and carry out their attacks world-wide and on our shores. The adversary knows that they can contest our use of the electromagnetic spectrum and conduct their war of ideas from a supposed sanctuary in this domain.

Finally, we see challenges to our current advantages in the space domain. Employment of Global Positioning System (GPS) jammers in an attempt to reduce U.S. and coalition air strike precision is an example. While we can currently overcome this threat through a variety of methods, such a challenge presents a warning and a valuable lesson as we posture our air, space and cyberspace forces for the future.

Recent foreign testing of kinetic ASAT weapon capabilities further demonstrates an explicit willingness to challenge, disrupt, or destroy America's space assets and capabilities. This testing also demonstrates a disregard for both American and global concerns over space debris and the damage it may inflict upon any object stationed in or traversing through low Earth orbit.

As technology matures and proliferates, and as access to space becomes available to more countries, organizations and individuals, threats to America's air, space, and cyberspace capabilities will continue to grow and evolve. America's airmen aim to be ready to meet these and all other threats to our Nation.

Irregular Warfare

Our Nation is now in its sixth year waging the GWOT while the Air Force is entering its 17th year of engagement in Southwest Asia. Current conditions portend this to remain a long war. The enemy chooses not to operate as a “uniformed military,” but rather uses criminal networks and terror tactics to attack from the shadows. They use indiscriminate violence against combatants and non-combatants alike. They extensively use propaganda to advance their radical ideology of tyranny and hatred. Iraq and Afghanistan are two current fronts in this war, but the struggle extends beyond these vital campaigns. The Air Force and the entire Joint Team must wage this war on a global scale, in multiple locations and domains at simultaneous times, and for a number of years.

We are strengthening our ability to deter and defend against non-state threats and our ability to conduct globally distributed irregular operations of varying duration. We stand ready to conduct a large-scale, long-duration irregular warfare campaign as an integral part of the Joint Team, to include counterinsurgency, security, stability, transition and reconstruction operations.

Adapting to Non-Traditional Roles

Airmen are finding innovative new uses for our current systems while successfully executing irregular warfare operations in Afghanistan and Iraq. Airmen increasingly find themselves engaged in nontraditional roles requiring ingenuity and the use of Joint warfighting technology. Our missions and taskings range from standard close air support and armed reconnaissance to non-traditional taskings like convoy escort, infrastructure protection, provincial reconstruction, and host nation election support.

Still other airmen have stepped in to fill Joint warfighter taskings in stressed skill areas in which other Services are shorthanded. The Air Force currently provides over 7,700 airmen to fulfill these “In-Lieu Of” (ILO) ground force taskings. These airmen fulfill ILO requirements in areas such as detainee operations, convoy operations and protection, explosive ordnance disposal, police training teams, provincial reconstruction teams, military transition teams, civil engineering, security, interrogation, communications, fuels, medical services, logistics, intelligence, and base operating support. The Air Force also fills another 1,200 Joint Individual Augmentee positions. Airmen began fulfilling these requirements in 2003 and will continue to do so through 2007 and beyond—until the ground force component recaptures these missions and our job is done.

Finally, Air Force mission, training, and force structure requirements will necessarily increase correspondingly as Joint ground force, Army and Marine Corps requirements and end strength increase. The full range of Air Force air, space and cyberspace capabilities and personnel are interdependently woven into Joint ground forces operations.

Recognizing there will be an impact of increased ground forces on our budget, we are assessing our programs. We forecast there may be increased requirements in the areas of inter- and intra-theater airlift; command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities; close air support (CAS); tactical air control party (TACP) personnel; and extended ILO personnel requirements. While the Army and Marine Corps reset and recapitalize, we are following through in every way with our Joint teammates.

Defending Our Homeland

Future threats to our homeland are constantly evolving. They present challenges to the established methods and structures of homeland defense. Development, fielding and proliferation of standoff weapons, such as long-range cruise missiles, provide potential adversaries with offensive capabilities of increasing accuracy and range. In addition, we can expect many of these future weapons to be of relatively small size, presenting an extremely difficult detection and tracking challenge.

As we safeguard the aerial, maritime and cyber approaches to our Nation, the Air Force will continue to play a large role in providing the full spectrum of air sovereignty options, including air defense, missile defense and support to civil authorities for consequence management. Additionally, as illustrated by our response to Hurricane Katrina, the Air Force will surge and contribute to national responses in the event of natural disasters or catastrophic events, supplying airlift, communications, imagery from unmanned aerial vehicles (UAVs) and space assets, and combat search and rescue capabilities.

Cyberspace

America’s Air Force is redefining air and space power for the 21st century.

Our current and potential adversaries already operate in cyberspace, exploiting the low entry costs and minimal technological investment needed to inflict serious harm. We cannot allow them to expand their foothold. We seek to deny our adversaries cyberspace sanctuary while ensuring our access and operations in this domain. Our Nation's ability to deliver effects in air, in space, on land, and at sea depends on control of this domain.

Cyberspace dominance goes beyond communications and information technology. It requires superiority across the entire electromagnetic spectrum—DC to daylight—radio waves, micro-waves, infra-red, x-rays, directed energy, and applications we have not even begun to think about—to ensure global command and control, global reach, and global power. We have a well-established capability to operate in cyberspace. We take advantage of physics, technology, and synergies to operate in and through it. Therefore, we are establishing a new cyberspace command to stand alongside Air Force Space Command and Air Combat Command. America's airmen are force providers the President, Combatant Commanders (COCOMs) and the American people can rely on to preserve freedom of access and operations in air, space and cyberspace.

The newly designated Air Force Cyberspace Command will provide combat ready forces trained and equipped to conduct sustained combat operations through the electromagnetic spectrum and fully integrate these with air and space operations. In November 2006, we held a cyberspace summit and, in January 2007, we hosted the first-ever integrated cyber exercise, Cyber Vision 2007, at the U.S. Air Force Warfare Center (USAFWC). This exercise focused on dominating the cyberspace domain in a potential conflict. These events and future integration of cyber aggressor teams into red flag will build upon the significant cyberspace capabilities we already contribute to homeland defense and the Joint fight.

Cyberspace command will leverage, consolidate and integrate unique Air Force cyber capabilities and functions across the spectrum of conflict from peace, to crisis and war: Command and control; electronic warfare; network warfare; and intelligence, surveillance and reconnaissance (ISR). Many Air Force programs, while contributing to air and space power, also directly contribute to our dominance of the cyberspace domain.

Loss of Buying Power

While the Air Force is postured to meet our Nation's near-term requirements, our ability to meet steady state and surge requirements over the long term hinges on our ability to organize, train and equip 86 modern combat wings, as mandated in the QDR. Achieving these goals will be difficult, as we balance fighting the GWOT, maintaining our readiness, maintaining America's air, space and cyberspace advantages, modernizing our equipment and capabilities, and shaping our airmen, organizations and force structure for the future.

Several factors have applied pressure to the Air Force budget: GWOT and operations costs; increasing costs of fuel, utilities, manpower, and health care; increased costs to own, operate and maintain our aging aircraft; unforeseen BRAC costs; and lost savings due to congressional restrictions on retirement and divestment of our least useful legacy aircraft. Although recent congressional support for planned legacy aircraft retirements has aided our divestment strategy, unnecessary restrictions draw critical resources away from our aircraft modernization programs and degrade our efforts to recapitalize our aircraft inventory.

We are meeting our current wartime commitments. We are also operating within the resources entrusted to our service—we are staying in bounds. We are self-financing our modernization and recapitalization efforts to the maximum extent possible through initiatives such as force shaping, Air Force smart operations for the 21st century (AFSO21) and aircraft retirements, while focusing on a "mission first" basis. Furthermore, we are committed to operate, organize, train and equip to meet the projected demands of the future—they are many. The Future Years Defense Plan (FYDP) involves taking acceptable risk in lower priority areas in order to meet future readiness, capability, force structure and national security requirements.

Next Generation Air Force

Our loss of overall buying power means the Air Force must attempt to rebalance our available resources and force structure to achieve force planning construct goals. To reach our 2025 force structure objectives, we will synchronize our investments to maximize their effect.

In 2005, we began divesting significant numbers of our oldest, least capable, and most costly and difficult to maintain aircraft. In 2006, we also initiated a carefully calculated reduction in personnel end strength to match our declining force structure. As investments in research, development, and procurement grow, we will con-

tinue building our force structure towards 86 modern combat wings. Our personnel end strength must concurrently keep pace as we modernize our force structure. These two elements—force structure and personnel end strength—drive our resource requirements.

The Air Force is committed—now and in the future—to not only defend our Nation but also provide good stewardship of the resources entrusted to us. We look forward to working closely with Congress to ensure our force structure and personnel investments are synchronized, and our efforts to posture, recapitalize and modernize America's Air Force fly together in close formation.

Air Force Priorities

As the Air Force strives to defend America's interests within a dynamic strategic environment, we remain committed to our top service priorities, as stated by Air Force leaders and outlined in our vision:

—Fighting and winning the GWOT developing and caring for our airmen and their families recapitalizing and modernizing our aging aircraft and spacecraft inventories

These priorities, together with our enduring core values of integrity, service and excellence, provide America's airmen a steady beacon, guiding how we organize, train and equip in defense of our Nation. Our national strategic requirements, global complexities and threats, and fiscal elements within the overall strategic environment will continue to shape how we execute these priorities. We remain focused on the GWOT, our people, and a modern, capable force.

Your Air Force is dedicated to maintaining, evolving, and expanding America's capabilities in air, space and cyberspace. These capabilities are America's edge—the foundation of America's unparalleled global vigilance, reach and power.

FIGHTING AND WINNING THE GLOBAL WAR ON TERROR

Our Air Force has been engaged in over 16 years of continuous combat in Iraq, currently a central front in the GWOT. In addition to OIF, the Air Force is a critical player on the Joint and coalition team in Operation Enduring Freedom (OEF) in Afghanistan. Airmen also vigilantly defend the skies of our homeland in Operation Noble Eagle (ONE). Our enemies are vile, unrelenting, adaptive and global. They are motivated by extremist ideologies and bent on subjugation and denial of basic freedoms of expression, government and religion. It will ultimately require all elements of national power to defeat them. Militarily, the Air Force remains committed to finding and destroying our Nation's enemies wherever they seek sanctuary, fighting side by side with friendly nations in this struggle against violent extremism.

America's airmen operate on a global scale every day. The full, complete impact of Air Force engagement includes airmen deployed outside of the Continental United States (OCONUS) to contingencies, forward deployed in Europe and the Pacific, and employed from their home stations as they execute global missions. The Air Force has nearly 30,000 airmen deployed in central command conducting theater operations. Similarly, 60,000 Pacific Air Forces and U.S. Air Forces Europe airmen are fully engaged in the full spectrum of dissuasion, deterrence, coalition training, and military-to-military activities.

Furthermore, the inherent qualities of air, space and cyberspace—speed, range, and payload—allow the forward deployed Air Force footprint to be smaller, less vulnerable, and vastly more flexible. Airmen are also fully engaged in the GWOT from their home stations, controlling satellites, standing on alert with intercontinental ballistic missiles (ICBMs), providing intelligence assessments, operating UAVs, and launching airlift, tanker and other aircraft missions essential to Joint operations worldwide. Every day over 200,000 Active, Guard, and Reserve airmen fulfill COCOM missions around the world.

A Day in the Life of America's Airmen

The Air Force delivers global vigilance, global reach and global power for our Nation. America's airmen provide vigilance that is persistent, focused and predictive; reach that is reliable, rapid and agile; and power that is flexible, precise, stealthy and decisive.

A snapshot of current Air Force operations illustrates the myriad ways in which COCOMs employ air, space and cyberspace power to accomplish their missions.

Global Vigilance

Air Force global vigilance capabilities are critical elements of the GWOT, at home and abroad. For instance, the Air Force currently operates and maintains satellites directly serving central command and providing the communications, sensor, and navigation capabilities on which the lives and missions of soldiers, sailors, airmen,

marines and coast guardsmen depend. From bases in the continental United States, our airmen also maintain space situational awareness (SSA) for the region, tracking over 500 daily orbital passes over Baghdad of satellites of all nations.

Theater-based aircraft have become critical elements in the Counter-Improvised Explosive Device (Counter-IED) effort by “scanning and jamming.” On a daily basis U-2s, Global Hawk and Predator UAVs, and E-8C Joint Surveillance Target Attack Radar System (Joint STARS) aircraft survey, track, identify—and sometimes destroy—insurgents and safe houses. In fact, the Air Force maintains over 10 24/7 UAV Combat Air Patrols (CAP) in central command, providing persistent ISR and—in the case of Predator—a lethal strike option. In addition to their global responsibilities, stateside Airborne Warning and Control System (AWACS) crews and airplanes fly and stand on alert as part of our homeland defense surveillance requirements.

Global Reach

Air Force airlifters and tankers provide the global reach that underwrites the Joint effort in the GWOT. An air mobility command aircraft departs a runway somewhere on the planet every 90 seconds, 24 hours a day, 365 days a year. On a typical day, the Air Force flies over 250 airlift sorties, moves over 1,000 tons of cargo, and transports nearly 2,500 passengers. In central command, intra-theater airlift aircraft like the C-130 and C-17 have borne heavy loads, taking thousands of convoys off dangerous roads and reducing the threat of IEDs to about 8,500 people each month.

Aeromedical evacuation (AE) has emerged as a critical capability for the Joint Force. In fact, Air Force AE is responsible for the transport and care of over 36,000 patients in the GWOT. Our airmen have achieved a record-setting average patient movement time of 72 hours, a dramatic reduction from the 10–14 days required during the 1991 Persian Gulf War. Such rapid global movement provides U.S. service men and women the highest survival rates in the history of warfare.

Air Force tankers provide global mobility and reach for Air Force aircraft, the Joint Team and coalition forces. While the average tanker is over 40 years old, KC-135s and KC-10s nonetheless fly 30 tanker missions on a typical day in central command and stand on alert to provide additional endurance for our aircraft performing homeland defense missions.

Global Power

At the sharp end of Air Force capabilities, America’s airmen deliver global power in the GWOT. Using UAVs, tight air-ground integration, and time sensitive targeting, we have eliminated several high-value terrorist and insurgent targets in Afghanistan, Somalia and Iraq. In a war where intelligence is fleeting, the Air Force has made constant innovations to shorten the time cycle it takes to deliver rapid, precise effects. Fighters originally designed for strike missions are now using their targeting pods as non-traditional ISR sensors over Iraq and Afghanistan, providing a unique extension of both vigilance and power for the Joint Force Commander (JFC). Battlefield airmen serve side by side with our Joint partners on the ground and use live streaming video from predators or targeting pods to orchestrate rapid air and ground attacks on insurgents. The successful June 2006 strike against Al-Qaeda leader Abu Musab al-Zarqawi is only one illustration of how the Active Duty, Air National Guard, and Air Force Reserve Command seamlessly integrate capabilities from around the globe into precise, dislocating, and decisive effect.

Since the beginning of the GWOT, the typical strike mission has evolved from a pre-planned sortie against a fixed target to a flexible, on-call mission profile responsive to a rapidly changing battlefield. In central command, fighters typically fly nearly 80 strike, electronic warfare, or non-traditional ISR sorties each day. Back in the United States, fighters stand guard over our homeland, ready to launch at a moment’s notice. Worldwide, Air Force fighters and bombers, coupled with the strength of America’s space and cyberspace capabilities, are the tools of reassurance, deterrence and dissuasion. America’s airmen are the global, strategic muscle behind U.S. diplomacy, providing a lethal over-the-horizon capability to directly influence events on the ground—whether based in Japan, Guam, or Whiteman AFB, Missouri.

Fostering Joint Interdependence

Air Force dedication to Joint interdependence is illustrated in the GWOT. Around the world, we are committed to providing COCOMs an increased ability to integrate air, space and cyberspace capabilities and gain cross-dimensional synergies in pursuit of National Security Joint Force objectives.

Fifth-Generation Fighters

Currently in production and fully operational at Langley AFB, Virginia, the F-22A is the newest member of the Air and Space Expeditionary Force—our airmen are putting the world’s first fifth-generation fighter into action. Its attributes of speed, stealth, maneuverability, advanced sensors and adaptable, integrated avionics will meet our Nation’s enduring national security requirement to gain and maintain Joint air dominance, as well as enable precise engagement against a broad range of surface targets.

America’s airmen are understandably proud of their contributions to the Joint fight. They have prevented enemy aircraft from inflicting any U.S. ground force casualties for over 50 years. We dedicate our efforts and risk our lives to sustain this record. Production in sufficient numbers of fifth-generation fighters—both the F-22A Raptor and the F-35A Lightning II—remains the best guarantee of homeland air sovereignty and Joint air dominance.

Numbered Air Forces

The Air Force has established component Numbered Air Forces (NAFs) dedicated to supporting each COCOM across the full range of military operations. Each component NAF provides an integrated and technologically advanced command and control capability, adaptable to contingencies across the spectrum of conflict. Over the next several years, we will continue to refine this command and control structure through the development of centralized “reach back” capabilities, integration of Guardsmen and Reservists, and more advanced cyber technologies.

Air and Space Expeditionary Force

The Air and Space Expeditionary Force (AEF) organizational construct is a modern design for the modern world.

Since the end of the Cold War, the Air Force has evolved from a force based at large, permanent United States and overseas bases to an expeditionary force, requiring fewer permanent bases and using an expanded network of temporary forward bases. As we adapted to this new operating environment, we quickly recognized the deployment construct for our force also had to change. Since 1999, we have organized our Air Force combat forces into 10 AEFs that present capability to COCOMs, provide trained and ready forces for emerging threats and contingencies, and help manage high deployment tempo through a stable and predictable rotation schedule. When demand for American air power skyrocketed after 9/11, the Air Force extended the deployment period from 90 to 120 days to accommodate the COCOMs’ demands.

We continue to adapt our people and organizational constructs to ensure airmen are highly motivated, exceptionally well trained, and equipped with the right skill sets to present the Joint warfighter with a broad set of capabilities. We realigned the AEF Center under the Air Force Personnel Center at Randolph Air Force Base, Texas, to leverage similar functions and merge permanent authorizations, wartime requirements, and assignments under a single commander. The Air Force is also moving forward with fielding of Contingency Response Groups (CRGs), organized, trained and equipped to provide an initial “Open the Base” capability to COCOMs. The CRG provides a rapid response team to assess the location-specific support requirements necessary to open an expeditionary airfield, as well as provide a rapid projection of America’s vigilance, reach and power.

Joint Warfighting Integration

Due to the dynamic demands of the GWOT, airmen fly strike, ISR, combat search and rescue (CSAR), AE, electronic warfare and airlift sorties everyday over Afghanistan and Iraq. They also augment ground forces to provide security and stability in both countries. Airmen are working hand-in-hand with ground and naval forces training and augmenting both Iraqi and Afghan security forces, rebuilding critical infrastructure, and providing medical services to these war-torn countries.

Air Force CSAR helicopters remain on alert in Iraq and Afghanistan, providing commanders with the capability to rescue isolated military and civilian personnel. Air Force CSAR crews answer the moral obligation to safely secure and return any and every member of our Joint team.

The effectiveness CAS provides soldiers and marines is another example of interdependence. Tactical training at the National Training Center provides soldiers and airmen the opportunity to see how they will deploy and fight together on future battlefields. The Army’s Stryker Brigade combat teams now in service and the future combat system under development both rely heavily on Air Force strike capabilities to remain effective. Therefore, we are adding 700 TACP airmen to serve with

ground components to ensure the Air Force's timely and precise effects are always available.

Building Global Partnerships

Fighting and winning the GWOT requires commitment, capability, and cooperation from allies and partners around the world. We depend on our international partners to secure their territory, support regional stability, provide base access and overflight rights, and contribute a host of air, space and cyber power capabilities as interoperable coalition partners. As the pace of economic, political and cultural globalization increases, the importance of strong global partnerships—both now and in the future—is abundantly clear.

The Air Force leads the way in developing enduring Air Force-to-Air Force relationships around the world. To strengthen these relationships, we are expanding Red Flag access to our allies and partners. We are also working to establish the Gulf Air Warfare Center as a tactical center of excellence. In addition to integrating coalition partners into our most robust combat training scenarios, we have established the Coalition and Irregular Warfare Center of Excellence to facilitate development of relevant airpower capabilities, capacities, and relationships in partner nations in the GWOT, and to facilitate development of innovative Air Force irregular warfare applications. We are also expanding the 6th Special Operations Squadron to bolster our ability to train foreign air forces and expand our repertoire of non-kinetic capabilities in the GWOT. Furthermore, our aircrews, especially airmen executing global mobility and airlift missions, interact daily with host nation personnel, representatives and citizenry, enhancing America's image of strength, freedom, and hope.

Through the Air Force Security Cooperation Strategy, we continue working with allies and friends to help them attain capabilities that complement our own air, space and cyberspace capabilities. This document uses the OSD Security Cooperation Guidance as a foundation and aligns with COCOM Theater Security Cooperation strategies. This comprehensive, coordinated effort builds capability in potential partner air forces using the six U.S. Air Force distinctive capabilities as driving tenets.

Recent commitments, such as procurement of C-17 airlifters by Australia and the NATO Alliance, and broad international participation in the F-35A Joint Strike Fighter (JSF) program, will further reinforce our current and future interoperability with global partners. Finally, we have infused expeditionary, regional, cultural and linguistic education throughout our training programs at every level. The Air Force executes a global mission. Our approaches to operations, interoperability and training exemplify our global, international perspective.

Air Staff Intelligence Directorate

Intelligence is becoming more critical in today's rapidly changing security environment. Collection, analysis, and timely distribution of information are essential to kinetic and non-kinetic approaches to our Nation's security challenges. Accordingly, we moved Intelligence directly under the Chief of Staff, creating the position of Deputy Chief of Staff for Intelligence (A2) and elevating the position to a three-star billet from its former two-star billet.

Partnership with the National Reconnaissance Office

The Air Force and the National Reconnaissance Office achieved a groundbreaking agreement on June 7, 2006, to share expertise and best practices. The agreement focuses specifically on sharing lessons learned in developing, acquiring, fielding and operating modern space systems. Both organizations recognize the need to enhance their respective capabilities, as well as to work collaboratively to respond to future challenges.

Combat Search and Rescue Realignment

The transfer of the CSAR mission from Air Force Special Operations Command to Air Combat Command provides a clearer presentation of forces to Joint commanders and ensures a direct CSAR link to the Combat Air Forces and the personnel they serve. In addition, the Air Force's Next Generation Combat Search and Rescue aircraft (CSAR-X) will modernize an aging CSAR fleet, provide greatly improved all-weather combat search and rescue worldwide—an essential component of our commitment to the Joint Team and our allies.

Air and Space Operations Centers

In June 2005, we achieved an initial operational capability with our Air and Space Operations Center (AOC) Weapon System and are well on our way to a full operational capability for the entire AOC inventory. The Air Force leads the way

in delivering sovereign options to defend our homeland and our global interests by providing a global command and control (C2) capability to COCOMs, enabling them to orchestrate air, space and cyberspace effects in pursuit of national military objectives. AOCs are the central operational nodes in this capability, and the combined AOC in operation at Al Udeid, Qatar, exemplifies the most advanced and robust AOC system in the Air Force today.

Aeromedical Evacuation

Air Force AE contributes a unique, nationally vital capability to the Joint fight. Air Force AE innovations include use of “designated vs. dedicated” aircraft, “universally-qualified” AE crewmembers, able to fly on any AE-configured aircraft, and the extensive use of critical care air transport teams to transport stabilized patients.

Air Force AE is combat proven. Since late 2001, we have orchestrated the care and transfer of more than 36,000 overseas patients to CONUS facilities. We continue to refine this remarkable capability and the “en route care” system built upon our expeditionary medical system.

Air Force AE is a total force system, and both AE and en route care are built on teamwork, synergy and Joint execution. Technological advances such as the single integrated patient data system, high-flow ventilators, high deck patient loading system, and the Joint patient isolation unit are under development and will further enable safe patient movement regardless of transportation mode.

America’s Air Force has provided soldiers, sailors, marines, coast guardsmen and airmen the highest casualty survival rates in the history of warfare. By leveraging AE and en route care, we will continue to improve our ability to save and sustain lives.

Space Capabilities in Joint Operations

The entire Joint force depends on Air Force space-based capabilities to meet not only the needs of military operations, but also the full spectrum of civil, economic, and diplomatic activities. Moreover, rescue and recovery operations in 2005 following Hurricanes Katrina and Rita clearly demonstrated the humanitarian mission utility of space-based communications, positioning and navigation services, and environmental monitoring. America’s airmen safeguard the high ground of space and ensure America’s unimpeded access to vital space capabilities.

Space Applications in Afghanistan and Iraq

Operations in Iraq and Afghanistan highlight the importance of space-based capabilities to the United States and coalition forces. An example of Air Force response to warfighter needs is the successful deployment of the Satellite Interference Response System (SIRS), a defensive counterspace prototype. It aids in the identification, geolocation and reduction of interference sources for critical satellite communications. SIRS has improved the response time to unknown interference sources within the CENTCOM AOR and reduced friendly interference sources from impacting operations.

Blue Force Tracking capability is another success story. Joint Blue Force Tracking has fundamentally changed ground warfare. The ability to accurately locate friendly forces with GPS timing and positioning information, and then share that information, dramatically improves understanding on the battlefield and reduces the risk of friendly fire. The unprecedented real-time knowledge of friendly force locations renders all operations—especially night and urban operations—less dangerous and more effective.

Joint Space Operations Center

The 14th Air Force Air and Space Operations Center (Space AOC) at Vandenberg AFB, California, serves as the core of the United States Strategic Command (USSTRATCOM) Joint Space Operations Center (JSpOC). The Space AOC/JSpOC is the primary command and control node for integrating the full resources of space-based sensor and command-control systems. The Space AOC/JSpOC proactively reaches forward to COCOMs, ensuring accomplishment of theater and global space objectives, while providing a continually updated space common operating picture for integration into current wartime and peacetime missions.

The Space AOC/JSpOC consists of personnel, facilities, and resources providing long-term strategy development, short-term crisis and contingency planning, real-time execution, space asset reallocation, and space forces assessment. The Space AOC/JSpOC provides tailored space effects to Joint forces worldwide.

The Space AOC/JSpOC maintains SSA through the fusion of intelligence, space- and ground-based sensor readings, and operational indications to allow the United States and allied forces unfettered access to space. The Space AOC/JSpOC also pro-

vides predictive analysis of adversary space activity and supports the protection of National Security Space assets.

Counterspace

Air, space and cyberspace superiority are the foundational elements of Joint success in any action. Counterspace and counter cyber technologies and operations provide America with the tools to achieve space and cyber superiority, allowing America freedom of action while denying freedom of action to an adversary or enemy. SSA, Defensive Counterspace (DCS) and Offensive Counterspace (OCS) capabilities comprise the main elements of Air Force counterspace efforts.

SSA provides airmen with detailed knowledge of the space environment, enabling responsive, effective execution of DCS and OCS actions. Enhanced ground-based and new space-based SSA assets would provide the needed information. In the near-term, the Rapid Attack Identification Detection and Reporting System (RAIDRS), along with SIRS, will test detection and geo-location technologies. The Space Based Space Surveillance (SBSS) and Space Fence programs will deliver transformational capabilities to improve responsiveness, surveillance coverage, and small object detection. We expect to field these improved capabilities in the fiscal year 2009 and fiscal year 2013 timeframes, respectively.

Air Force defensive counterspace efforts will protect National Security Space capabilities vital to Joint success. Some defensive strategies comprise technical solutions integrated into satellite designs. We will design other systems specifically to counter adversarial threats. Additionally, our airmen are continuously developing new tactics to mitigate potential threats to our space systems.

Offensive counterspace technologies and operations seek to disrupt, deny or degrade an adversary's ability to leverage space capabilities. The Counter Communications System (CCS) provides COCOMs a method to deny an adversary's access to satellite communications through temporary, reversible and non-destructive means. CCS expands the options available for the COCOM to address the proliferation of advanced space technologies and their availability to potential adversaries.

DEVELOPING AND CARING FOR OUR AIRMEN

Your Air Force today is a seamless total force, with over 690,000 airmen serving on Active Duty, in the Air National Guard (ANG), in the Air Force Reserve Command (AFRC) and as Air Force civilians. While modern equipment, technology and capability are essential to success, your airmen are the bedrock of America's ability to succeed in an era of challenge and uncertainty.

While emphasizing our global expeditionary culture, organization and mission, we remain committed to providing and maintaining the highest possible standards of education, training, health care and installation services for America's airmen.

Force Shaping

When the Air Force began to develop a long-term force structure plan, we started with divestment of legacy aircraft. While we have achieved some success, significant investment gaps remain. Moreover, the costs of personnel continue to rise. Personnel costs have increased 57 percent in the past decade. In early 2006, Program Budget Decision 720 directed additional end strength reductions over the FYDP. As we manage this downsizing, we remain committed to a balanced force. We will increase manning in stressed career fields, and expand opportunities for career development and training. Our goal is a lean, more capable, more lethal Air Force, organized, trained and equipped for our global, expeditionary mission.

To tailor our personnel mix to the new security environment, we authorized implementation of annual Force Shaping Boards (FSBs). The purpose of the fiscal year 2006 FSB was to reduce officer overages by identifying eligible officers for separation, while balancing career fields and officer commissioned year groups. Prior to the board, eligible officers were offered voluntary options to transition to other forms of service in and out of the Air Force. The Air Force also waived most Active Duty Service Commitments (ADSC) to allow officers to separate early. In addition, the Air Force is offering voluntary separation pay to officers in overage career fields, and we will convene a selective early retirement board to identify retirement-eligible officers for early retirement if necessary.

To achieve the required reductions of enlisted airmen, the Air Force instituted a date of separation rollback for personnel with limitations on their assignment or enlistment eligibility. We also offered a limited number of ADSC waivers for eligible members in overage career fields. These initiatives to shape the enlisted force join the tools already in place: Career job reservations, reduction in accessions, and the Non-Commissioned Officer retraining program.

Overall, the Air Force aims for a reduction of over 4,000 officers and 10,000 enlisted members by the end of fiscal year 2007. These reductions are difficult but necessary to ensure the Air Force maintains the right size and mix of forces to meet the fiscal and global challenges of today and tomorrow.

Total Force Integration

A distinguishing hallmark of the Air Force is the ease with which airmen from Active Duty, ANG, and AFRC work together at home and abroad. From the build-up of the ANG after World War II, the first Reserve Associate unit in 1968 and the full integration of Guard and Reserve units into the Air & Space Expeditionary Force in the 1990s, the Air Force has a history of employing airmen from all components in innovative and effective ways.

One of the Air Force's significant commitments to long-term transformation is Total Force Integration (TFI). The Total Force construct seeks to maximize the Air Force's overall Joint combat capability with Active Duty, Air National Guard and Air Force Reserve airmen working together cohesively. TFI is critical to meeting the challenges of competing resource demands, an aging aircraft inventory, and emerging missions.

New and Emerging Missions

As the Air Force transforms to a smaller, more agile and lethal force, we will retain the strengths of the Guard and Reserve and use them in new ways to reflect a changing mission set. Increased integration allows Air Force personnel to capitalize on experience levels inherent in the Guard and Reserve, while building vital relationships necessary to sustain successful combat operations.

Ongoing Total Force initiatives integrate Air Force components into missions critical to future warfighting, and include ISR, UAVs, space and cyberspace operations. Given the ease of employing these capabilities from home station, these missions are ideally suited for the Guard and Reserve. In a time of increasing demand for these capabilities, it only makes sense to use reachback technologies to tap into our Air Reserve Component. Using this approach improves our operational effectiveness, reduces reliance on involuntary mobilization, and provides more stability for our airmen and their civilian employers. It also allows the Air Force to capitalize on the state-of-the-industry advanced skills and best practices residing in the ranks of the ANG and AFRC.

Way Ahead

The Air Force continues to make significant progress on our Total Force initiatives. We have identified 136, secured funding for 98 opportunities and are executing 19. We have established associate units at several locations including F-22As in Virginia and Alaska, C-17s in Hawaii, F-16s in Utah, and C-130s in Wyoming. Additionally, guardsmen are analyzing GWOT intelligence in Kansas, and Reservists are flying operational GWOT UAV missions from Nevada. With over 100 initiatives in the planning phase and many more in the development phase, Total Force Integration is paving the way for a smaller, more capable, more affordable Air Force.

Improving Training Opportunities

Spanning six decades of Air Force history, particularly over the past 16 years, our airmen have proven themselves as the global first responders in times of crisis—taking action anytime, anywhere. The foundation for this well-deserved reputation is the quality and frequency of the training and education we provide. Our Air Force training initiatives continue to evolve, improving our ability to develop and retain the world's best air, space and cyberspace warriors—expeditionary, knowledge-enabled, ethical, and prepared for the interdependent fight.

Air Force Basic Military Training

We changed Air Force Basic Military Training (BMT) curriculum to stress an expeditionary mindset in all phases of training, providing airmen with more expeditionary capability from day one. These changes are the most significant in BMT history. The Air Force basic training experience now mirrors the AEF cycle with a pre-deployment, deployment and reconstitution phases. We emphasize basic war skills and practical application throughout BMT. Beginning first quarter fiscal year 2009, BMT will incorporate 2 additional weeks of instruction—lasting 8.5 weeks total—to provide more opportunities for practical application and field exercises. Finally, we have added "Airman's Time," mentoring sessions in which our veteran instructors share their real world experiences, relate daily training events to warrior and airmanship qualities, and reinforce the core values expected of all airmen.

Space Professional Development

Space capabilities have become vital in the defense of our Nation and the continued growth of the United States and world economies. Developing, fielding, operating, and maintaining the Air Force's broad array of space systems demands a highly trained, expertly managed workforce of space professionals. As we begin to field even more capable and complex systems, the demands on our space professionals will only increase. We have brought these personnel together within the Space Professional Development Program, ensuring our operations, acquisition and support personnel receive the training, education and experience necessary to accomplish our mission in space—now and in the future.

U.S. Air Force Warfare Center

The U.S. Air Force Warfare Center (USAFWC) integrates initiatives across the Air Force. USAFWC sets the standard for executing Joint and coalition air, space and cyberspace operations. The USAFWC provides advanced training designed to ensure our Air Force warfighting capability remains unrivaled. USAFWC provides performance assessment and Joint integrated exercise venues for units from the USAF, USN, USMC and USA—as well as our allies. They provide adversary analysis through a unified and coordinated “Red Force” ready to “combat” the United States' and their coalition partners during all phases of testing, tactics development, training programs, and integrated exercises.

Red Flag

In addition to its original location at Nellis AFB, Nevada, the Air Force now conducts Red Flag exercises in Alaska using Eielson AFB, Elmendorf AFB, and the Pacific Alaska Range Complex. The two exercises are designated Red Flag—Nellis and Red Flag—Alaska, respectively.

Red Flag is expanding aggressor capabilities to provide enhanced training at both locations. The Air Force added an F-15 aggressor unit in Nevada and, starting in October 2007, we will establish an F-16 aggressor squadron at Eielson AFB ready to participate in Red Flag-Alaska exercises in 2008. Aggressor functions have expanded to include air defense, space, and cyber operations. This integrated aggressor force provides all Red Flag exercises with a consistent, world-class training capability. Bolstering the dissimilar combat experience, the Air Force also has taken steps to expand the participation of coalition partners and allies in Red Flag.

Overall, enhanced aggressor operations and common training concepts will increase the quality of Red Flag training, and two locations will increase the quantity of training opportunities. When complete, these changes will make a great program even better—saving lives in the next fight.

Military Personnel Exchange Program

Through the Military Personnel Exchange Program, the Air Force builds, sustains, and expands international relationships that are critical enablers for our Expeditionary Air and Space Force. Long-term success in the GWOT calls for broad international partnership and integration. Expanding our exchange programs to Eastern Europe, the Middle East, and Southeast Asia is critical to the conduct of the GWOT and in building lasting partnerships with our Allies.

Quality of Life

Your Air Force has been at war for nearly 17 consecutive years. These challenging times underscore the importance of properly maintaining the capabilities of the primary weapons in our Air Force arsenal—our airmen. Our focus on their quality of life ensures these vital “weapon systems” remain ready when called upon.

Expeditionary Support

We ensure the best possible facilities and programs at all our expeditionary locations. Our dining facilities are unequalled—currently serving over 36,000 meals daily to deployed forces. We also provide fitness and recreation support to help maintain the health and morale of our airmen. Additionally, our learning resource centers provide the necessary means for distance learning, continued professional development, and connectivity with friends and family.

Our Airman and Family Readiness Program is an aggressive effort to prepare airmen and their families for deployment challenges. Mandatory pre-deployment briefings provide information on personal planning and stressors related to extended duty away from home, while mandatory post-deployment briefings prepare airmen for the dynamics of reuniting with their families.

Language and Cultural Education Opportunities

We are moving beyond traditional Air Force and Joint warfighting skills development. Our educational programs provide increased opportunities for airmen to receive focused cultural and language training, facilitating greater professional interaction, deeper understanding, and more effective operations.

The expanded instruction includes cultural awareness, regional affairs, and foreign language proficiency. All Air Force Academy cadets and Reserve Officer Training Corps (ROTC) nontechnical scholarship cadets will be required to take language courses. Additionally, both Academy and ROTC cadets have increased opportunities for foreign language and area studies degrees and have expanded cultural immersion and foreign exchange programs. Our enlisted basic military training also will provide instruction on cultural sensitivity.

Once in the Air Force, each level of officer and enlisted professional military education (PME) provides additional cultural, regional and foreign language instruction, developing leaders who can articulate United States policy and operate effectively in foreign settings. Furthermore, we will increase developmental educational opportunities for global skills, including overseas professional military education and the Olmstead Scholars Program. We will then vector these airmen into Political-Military Affairs or Regional Affairs Strategist career tracks, maximizing America's return-on-investment.

Housing and Military Construction

Air Force investments in housing underscore our emphasis on developing and caring for airmen. Through Military Construction (MILCON) and housing privatization, we are providing quality homes faster than ever before. Over the next 2 years, the Air Force will renovate or replace more than 4,200 homes through military construction. We are on track to meet our fiscal year 2009 goal of eliminating inadequate housing at overseas locations.

Investment in dormitories continues to provide superior housing to our unaccompanied members. We have over 3,000 dormitory rooms programmed for funding over the next 6 years. Approximately 75 percent of these initiatives rectify inadequate dormitory conditions for permanent party members. Our new "Dorms-4-Airmen" standard is a concept designed to increase camaraderie, social interaction and accountability. The remaining dormitory program modernizes inadequate "pipeline" dormitories that house young enlisted students during their initial technical training.

MILCON is an essential enabler of Air Force missions; however, we are accepting risk in facilities and infrastructure funding in order to bolster our efforts to recapitalize and modernize our aging aircraft and equipment. We have prioritized the most critical requirements to support the Air Force and DOD requirements. Our MILCON strategy supports these priorities by focusing on new mission beddowns, dormitories, fitness centers, childcare centers, and depot transformation.

Joint Basing

The Air Force has a long and successful history of working toward common goals in a Joint environment, without compromising Air Force principles and the well-being of our people. Joint basing initiatives are no exception. We want Joint basing to be a raging success. Therefore, each Joint base should be required to provide an attractive setting to all of its assigned personnel.

To accomplish this end, we advocate the establishment of the highest quality of life standards of individual bases as the Joint base quality of life standards. Joint basing is an opportunity to improve efficiency, quality of life standards and common delivery of installation support services. Joint basing will consider best business practices to ensure enhancement of Joint warfighting capabilities, eliminate duplication, and ultimately achieve synergy for base support services. These actions will optimize Joint use of limited resources and result in more efficient installations from which all Services will project combat power for our Nation.

Through the establishment of the highest level of quality of life standards at each Joint base, our airmen, soldiers, sailors, marines, DOD civilians and their families will benefit from efficient, consistent installation support services. These standards will ensure the Air Force and our sister Services continue to provide all personnel with the level of installation support services they deserve.

As we work with OSD and our sister Services, we will ensure all Joint basing initiatives guard against any interference with the DOD's ability to perform its mission. Joint basing allows us to build closer relationships and forge stronger ties among the Services. We will not only train as we fight, we will live as we fight.

RECAPITALIZING AND MODERNIZING THE FORCE

To meet the needs of our Nation at war and successfully build the 86 modern combat wings necessary to maintain a credible defense posture in the future, we are committed to aggressively recapitalizing and modernizing our inventories of aircraft, space systems, equipment and operational infrastructure. Executing a successful recapitalization plan is a balancing act. We will continue to meet today's operational needs while striving to ensure America and our future airmen inherit an Air Force that is ready, capable and sustainable. We are committed to maintaining air, space and cyberspace advantages and America's unparalleled global vigilance, reach and power—America's Edge.

Comprehensive Plan

Our recapitalization and modernization plan follows an integrated strategy of retirement, procurement, selective Service Life Extension Programs (SLEPs) and modifications—coupled with the broadest, most innovative science and technology program in DOD. We will progressively shed our oldest, most costly, and least capable legacy aircraft, while reinvesting in a smaller—but more capable—expeditionary force, emphasizing global and Joint capabilities. While these strategies will sustain selected legacy systems for near term, we will avoid billions of dollars on further SLEPs by working our stewardship of funds today. It has become far more expensive to continuously extend the life of older aircraft. We are fast approaching the point where it is cheaper to buy new aircraft.

Our plan will allow effective, efficient modernization and replacement of our air superiority, strike, space, ISR, mobility, special operations, and combat support systems. Fully recapitalized, America's Air Force will remain dominant in the conduct of modern, networked, cross-dimensional 21st century warfare.

An Aging Inventory

The Air Force is meeting today's combat requirements—but not without increasing risks and costs. We have an aging and increasingly unfit inventory of aircraft, space systems and equipment. Of our inventory of approximately 6,000 aircraft, a significant number operate under flight restrictions. Many transport aircraft and aerial refueling tankers are more than 40 years old. The average age of the bomber force exceeds 30 years. The fighter force is the oldest it has ever been, at an average age of more than 18 years. Additionally, our airmen operate and maintain many satellites well in excess of their originally designed mission durations. Across every mission, the Air Force is experiencing detrimental effects of high tempo operations and age, including engine and structural fatigue, deterioration, corrosion and increased rates of component failure.

As a result, the Air Force's ability to meet the combat requirements of tomorrow is in question. The increased tempo of current operations delays routine maintenance and we find our systems becoming progressively less effective and more costly to own and operate. Aircraft and equipment modifications currently absorb 20 percent of the Air Force's procurement budget. This is the highest percentage in the history of the Air Force. In fact, 14 percent of our Air Force fleet is either grounded or operating under mission-limiting flight restrictions. Our comprehensive plan for modernization and recapitalization outlines the prudent investments necessary today to avoid the future capability risks and spiraling maintenance and modernization costs we currently experience with our legacy systems.

Inventory Management

Fiscal responsibility is a critical element of our plan. The Air Force is committed to planning and operating within our allocated resources. However, we face fiscal constraints that introduce risk into our efforts to successfully posture America's Air Force for the future. We appreciate congressional language in the 2007 National Defense Authorization Act supporting our efforts to retire older aircraft and manage our inventory of aging equipment. However, remaining legislative restrictions on aircraft retirements remain the biggest obstacle to efficient divestiture of our oldest, least capable, and most costly to maintain platforms and equipment. Keeping these legacy aircraft on the flightline levies additional operations and maintenance costs at the expense of modernization programs and funding. These costs cascade into procurement delays for future platforms and divert resources away from expanded Joint capabilities. We welcome the opportunity to work with Congress to overcome these fiscal challenges, reduce risks to meeting our National Security and Joint requirements, and successfully prepare our Air Force for the future.

Procurement Priorities

We design and structure every Air Force program throughout our diverse, comprehensive recapitalization and modernization plan to meet critical Air Force, Joint, and National requirements. Several programs currently receive our highest attention and represent our top priorities within the plan.

Our top acquisition priorities include: the KC-X tanker; the CSAR-X combat search and rescue helicopter; space communications, space situational awareness and early warning programs; the F-35A Joint Strike Fighter (JSF); and Next Generation Long Range Strike—a new bomber. We will continue to advocate and advance these and many other modern elements of air, space and cyberspace capability. Collectively they will strengthen America's advantages in global vigilance, reach and power for years to come.

Global Vigilance

The Air Force acts as the global eyes and ears of the Joint Team and our Nation. Using a vast array of terrestrial, airborne and spaceborne sensors, we monitor and characterize the Earth's sea, air, space, land, and cyber domains around the clock and around the world. Our command, control, communications and computers (C4) networks link the Joint Team together and speed information to users at the point of action, from commanders in AOCs, to ground units engaged with the enemy, to a pilot dropping a precision-guided munition.

The future vision of all the U.S. military services is information-driven. Success will hinge on America's cyberspace advantages. Air Force assets like Joint STARS, AWACS, Rivet Joint, Global Hawk, Predator and our constellations of satellites, contribute vital networking and C4ISR products and services to every aspect of every Joint operation. Our recapitalization and modernization plan aims to increase dramatically the quantity and quality of C4ISR capabilities, products and services available to the Joint Team and the Nation. Our plan especially focuses on ensuring Air Force space communications, SSA and early warning missions provide uninterrupted continuity of service for America and our allies.

Transformational Satellite Communications System

The Air Force continues to pursue next-generation satellite communications technology with the Transformational Satellite Communications System (TSAT). The TSAT program will employ internet protocol networks, on-board routing and high-bandwidth laser communication relays in space, dramatically increasing warfighter connectivity. TSAT capabilities will enable the realization and success of all DOD and Joint visions of future network-centric operations, such as the Army's Battle Command-on-the-Move and the Navy's Sea Power 21 vision and Fleet FORCENet/FORCEview concepts. In 2007, we expect the TSAT program to complete system design milestones.

Advanced Extremely High Frequency System

The Advanced Extremely High Frequency (AEHF) satellite communications system reaches assembly integration and test in 2007, preparing for first launch in spring 2008. When deployed, AEHF will provide the secure, survivable, anti-jam communications that MILSTAR currently provides. AEHF will, however, also provide greater bandwidth, larger throughput, faster dissemination, and better service quality to the United States and Allied users.

Wideband Global SATCOM System

In 2007, the Air Force will take the first major step in the modernization of its satellite communications architecture with launch of the first satellite in the Wideband Global Satellite Communications (SATCOM) System (WGS), a program formerly known as Wideband Gapfiller Satellite. A single WGS satellite has more communications capacity than the entire Defense Satellite Communications System it replaces, enabling direct broadcast of digital multimedia, high-bandwidth imagery and digital video information directly from global and theater sites to deployed warfighters.

Terminal Programs

Air- and ground-based satellite communications terminals provide warfighters with critical links to America's space assets from anywhere in the world. Our terminal modernization programs are maintaining pace with the high performance satellites they support. Through programs like the Family of Advanced Beyond Line of Sight Terminals (FAB-T) and the Ground Multi-band Terminal, the Air Force will transform its air- and ground-based space capabilities with terminals that consolidate logistics support, provide increased communications throughput, and ensure seamless command and control.

Space Based Missile Warning Capabilities

The Air Force is America's only provider of space-based missile warning. Providing a robust missile warning capability to the Nation through enhanced space-based ISR systems remains a priority in 2007. We expect to launch the final Defense Support Program launch (DSP-23) in spring 2007, continuing 36 years of the DSP constellation's outstanding service.

The Space Based Infrared System (SBIRS) represents the next generation of Early Warning satellites. The first SBIRS Highly Elliptical Orbit (HEO) payload is currently deployed on-orbit and undergoing operational testing. The HEO-2 payload has been delivered for integration. Launch of the SBIRS Geosynchronous Earth Orbit (GEO)-1 satellite is scheduled for late 2008. Once fielded, SBIRS will provide a transformational leap in capability over our current DSP system.

Space Radar

Space Radar (SR), another key transformational space-based ISR program, will have the ability to look into denied areas and to cue additional sensors, such as those on Predator and Global Hawk. The SR will provide COCOMs unprecedented surface wide-area surveillance capabilities, updating its AOR coverage report several times per hour. SR will characterize objects and activities of interest for target development in conjunction with other assets to meet critical Joint warfighter requirements. In 2007, the program will focus on building engineering development hardware while emphasizing risk reduction, integration, and systems engineering.

National Polar-orbiting Operational Environmental Satellite System

The National Polar-orbiting Operational Environmental Satellite System (NPOESS) is a tri-agency program sponsored by DOD, the Department of Commerce, and NASA. NPOESS will support DOD forces worldwide as well as homeland security agencies. The system will provide assured, timely and high-quality environmental data to our warfighters for weather forecasting, mission planning and weapons employment. NPOESS environmental data will also enhance our domestic preparedness when dealing with natural disasters.

Rapid Attack Identification Detection and Reporting System

Meeting the requirement to assist in the protection of our space assets, the Rapid Attack Identification Detection and Reporting System (RAIDRS) will provide a capability to detect and locate satellite communications interference using fixed and deployable ground systems. A fully operational RAIDRS Spiral 1 will be delivered in fiscal year 2008 and provide detection and location of SATCOM interference. Future developments will automate data analysis and fusion, as well as provide decision support tools for near-real-time actions.

Global Hawk

The RQ-4A Global Hawk is a high altitude, long endurance UAV providing the Joint warfighter with persistent vigilance and observation of targets in day, night and adverse weather. Global Hawk entered development in 2001 after completing a successful advanced concept technology demonstration. We plan to develop and field the aircraft in blocks of increasing capability, allowing accelerated delivery to the warfighter, while the system evolves and expands to its full potential.

We have already employed block 10, the first of four production variants, in support of GWOT. It provides an effective, persistent imagery capability using synthetic aperture radar (SAR) and electro-optical/infrared (EO/IR) sensors. The larger Block 20 aircraft, which will begin development test in early 2007, will provide 50 percent more payload capacity carrying enhanced SAR and EO/IR sensors for even clearer images at greater ranges.

In 2012, Block 30 will field a more versatile, multi-intelligence capability by integrating Block 20 imagery sensors with a robust signals intelligence (SIGINT) suite. The fourth Global Hawk variant, Block 40, will be available for operations in 2011. It will carry a single payload—a Multi-Platform Radar Technology Insertion Program sensor—to provide the warfighter a highly advanced radar imagery and moving target indicator capability. Global Hawk has demonstrated its combat value in GWOT and the Air Force will continue to mature and enhance its capabilities in the coming years.

MQ-1 Predator

Leading the way in armed reconnaissance, the Air Force is currently flying MQ-1 Predator missions 24 hours a day, 7 days a week. The MQ-1 Predator is a medium-altitude, multi-role, long endurance UAV, providing persistent ISR and strike capabilities to COCOMs. Predator aircraft are able to transmit live, full motion dig-

ital video to ground-based and airborne targeting teams equipped with the Remote Operations Video Enhanced Receiver (ROVER) system.

The Predator is operational, and by 2010, we will expand its capability from 10 to 21 total CAPs to meet increased COCOM and warfighter demands. We also plan to incorporate target location accuracy improvements to rapidly provide targeting data for GPS-guided munitions.

Total Force airmen in Nevada and California control Predator aircraft operating in numerous locations around the world, including Iraq and Afghanistan. By 2010, this capability will spread to Air National Guard units in Arizona, North Dakota and Texas. The Predator has transformed the way we fight, providing persistent ISR, reliable target acquisition and lethal strike capability for COCOMs and our Joint warfighters.

RC-135 Rivet Joint

The RC-135 Rivet Joint continues its four decades of success in providing SIGINT capabilities across the full spectrum of Joint operations and national information needs. Most missions directly support OEF and OIF tactical operations, adding to Rivet Joint's outstanding record of accomplishment and continuous presence in CENTCOM since 1990.

In addition to mission equipment upgrades, we have completed re-engining and cockpit modernization, keeping the force viable until 2040. In 2007, the Air Force will procure Rivet Joint 17, a GWOT acquisition for additional medium-altitude SIGINT capacity.

Rivet Joint has become the cornerstone of an airborne targeting modernization effort known as Net-Centric Collaborative Targeting. Rivet Joint has demonstrated the capability to horizontally integrate C4ISR assets across the entire Joint Force and dramatically improve target location accuracy, timeliness and identification.

Joint Surveillance Target Attack Radar System

The E-8C Joint Surveillance Target Attack Radar System (Joint STARS) is an airborne battle management, command and control, intelligence, surveillance, and reconnaissance platform. Its primary mission is to provide theater ground and air commanders with surface moving target indications (SMTI) and tailored surveillance in support of operations and targeting. Joint STARS has been a significant contributor to U.S. Air Force fighting effectiveness in Operations Desert Storm, Joint Endeavor, Allied Force, OEF, and OIF. Continuing modifications and enhancements will sustain Joint STARS viability beyond 2034.

E-3 Airborne Warning and Control System

The E-3 Airborne Warning and Control System (AWACS) is the premier airborne command and control platform in the DOD and a key element of all airborne operations. AWACS supports decentralized execution of the Joint air component missions and provides theater commanders with the ability to find, fix, track and target airborne or maritime threats, and to detect, locate and identify radars. AWACS has been the key airborne asset in all operations since its fielding in 1983. Our ongoing modernization of the platform will position AWACS to remain a viable airborne command and control platform beyond 2035.

Air and Space Operations Center

The Air and Space Operations Center (AOC) weapon system is the Combined/Joint Force Air Component Commander's (C/JFACC's) tool for employing air, space and cyberspace power. The AOC enables decision-makers to focus and synchronize our air, space and cyber superiority, global attack, precision engagement, information superiority, and rapid global mobility capabilities across the full range of military operations in multiple, geographically separated arenas.

The AOC weapon system, with its Theater Battle Management Core System (TBMCS), has evolved significantly since its designation as a weapon system in 2001. We used the Al Udeid Combined AOC model to establish the AOC Weapon System Block 10.1 baseline. Creating this baseline enabled us to standardize our development, procurement and presentation of C2 capabilities to Joint and combined commanders worldwide. Increment 10.1 standardizes configuration among the five deployed FALCONER systems, providing operators with greater and faster access to air battle management information. The program team efforts continue to generate greater system performance for warfighters, with major improvements planned for delivery over the next 2 years.

The Air Force has committed to continue evolving and modernizing our AOC weapon system through the FYDP, building toward a fully operational, cross-dimensional C2 enterprise by fiscal year 2014.

Battle Control System—Fixed

The Battle Control System—Fixed (BCS-F) system is a cooperative program with Canada. The system provides air defense and surveillance capability for the entire North American continent. BCSF supports ONE and serves as the Air Force's homeland defense battle management, command, and control system. The BCS-F system integrates data from multiple radar sensors providing tactical communications and data link capabilities with other military and civil systems responsible for air surveillance, air defense and control of sovereign U.S. air space.

Battle Control System—Mobile

The Battle Control System—Mobile (BCS-M) is the next generation of Low Density/High Demand (LD/HD) ground-based tactical C2 nodes supporting the warfighter with theater air defense, airspace management, aircraft identification, wide-area surveillance and tactical data link management. These are the same missions the current legacy system, the Control and Reporting Center, performs in support of OIF, OEF, and ONE, as well as homeland defense activities such as counter-drug operations and special security events.

Air Force Distributed Common Ground System

The Air Force Distributed Common Ground System (AF-DCGS) is the Air Force's premier ISR Tasking, Collection, Processing, Exploitation and Dissemination (TCPED) weapon system. From reach back locations, AF-DCGS operators collect raw sensor data from the Global Hawk, Predator, and other platforms around the world, turn it into decision-quality intelligence in near-real-time, and send it directly to those in need at the Joint Task Force level and below. Its proven capabilities in sharing and correlating multi-source SIGINT, imagery intelligence, and signature intelligence data will be enhanced with the fielding of the AF-DCGS Block 10.2, which is leading the way in DOD's net-centric ISR enterprise transformation.

Global Reach

America's airmen provide not only the long legs and heavy lifting for Joint warfighters' rapid global mobility, but also the long arms for global strike and high endurance for global persistence and presence. On a daily basis, Air Force mobility forces support all DOD branches as well as other government agency operations all over the world. Increased demand and decreased availability underscore the critical need for tanker recapitalization and investment to ensure the long-term viability of this national capability. Without prudent, timely investment, our national defense, global vigilance, reach, presence and power are put in serious peril.

Tanker Recapitalization

Aerial refueling capability is essential to the expeditionary nature of America's armed forces. Aerial refueling serves as a Joint force multiplier, providing American and coalition air forces with increased range, persistence, and endurance. We are committed to maintaining an inventory of tankers that guarantees the projection of U.S. combat power.

For the past 50 years, the Air Force's primary tanker platform has been the KC-135, and it has served with distinction. However, we are carrying great risk operating this aircraft beyond expected service life. Some of the oldest models already operate well beyond the point of cost-effective repair. Tanker recapitalization is not a new idea. In 1999, a thorough GAO report presaged the declining operational utility of our aging tankers and underscored the need for immediate investments in recapitalization. Given the increased operational requirements of the GWOT, procurement of a new tanker aircraft—the KC-X—has become both an operational necessity and the most fiscally prudent option to maintain America's global presence and expeditionary capabilities.

The KC-X is our number one procurement priority. KC-X tankers will provide increased aircraft availability, more adaptable technology, and greater overall capability than the current inventory of KC-135E and KC-135R tankers they will replace. Enhancements in every aspect of aircraft operation will provide the Joint warfighter with more flexible employment options. It is imperative we begin a program of smart, steady reinvestment in a new tanker—coupled with measured, timely retirements of the oldest, least capable tankers. Recapitalizing our tankers will ensure the viability of the vital national capability they provide.

Intra-Theater Airlift

The Air Force has a two-pronged approach to modernize America's intra-theater airlift capabilities. First, we are striving to replace our oldest aircraft with a mixture of new C-130Js and Joint Cargo Aircraft (JCA). The JCA offers the potential for additional solutions to the Air Force's intra-theater airlift recapitalization strat-

egy. JCA will provide a modern mobility platform suited to accessing an array of demanding and remote worldwide locations, including short, unimproved and austere airfields.

Second, we will standardize remaining C-130s via the C-130 Avionics Modernization Program (AMP) and center-wing box replacement programs. C-130 modernization extends operational lifetime, reduces operation and sustainment costs, and increases the combat effectiveness of our intra-theater airlift capability.

For decades, C-130s have been the workhorses for intra-theater airlift during numerous contingencies. Additionally, the C-17 has done a superb job augmenting the C-130s in the intra-theater airlift role. Similarly, the new C-130Js, which are far more capable than legacy C-130s, have proved their worth supporting GWOT and humanitarian operations since December 2004.

Inter-Theater Airlift

The C-17 continues its outstanding support for Joint operations across the spectrum of conflict. During the past year, C-17s flew over 44,000 sorties, bringing the total number of OEF and OIF missions to over 123,000. Additionally, the C-17 flew 900 humanitarian and disaster relief sorties following Hurricanes Katrina, Rita and Wilma, as well as the Southeast Asian tsunami, Pakistani earthquake, and the Lebanon non-combatant evacuation operations. Given this high operational tempo, the Air Force appreciates congressional action to procure additional C-17s to sustain a fleet of 190.

During 2006, the Air Force's other heavy lifter, the C-5 Galaxy, flew 5,500 sorties in support of the GWOT. Since September 11, 2001, C-5 have flown over 50,000 sorties in support of the Joint warfighter and provided humanitarian aid around the world. To keep the C-5 mission capable and maximize capability, the Air Force is continuing the C-5 Avionics Modernization Program (AMP) and the Reliability Enhancement and Re-engining Program (RERP). The AMP and RERP efforts ensure compliance with emerging airspace requirements, upgrade aircraft propulsion, and improve over 70 other unreliable C-5 systems, enabling this large airlifter to remain viable through 2040.

Together, the C-17 and C-5 weapons systems provide complementary capabilities and are critical to meeting our U.S. inter-theater airlift requirements today and in the future—for the entire Joint force.

Space Launch Operations

The Air Force continues to fulfill its role as the guardian of the world's premier gateways to space and America's vital national space launch capabilities. Space launch is another element of Air Force space capability that is vital to American global military, political and economic success.

With 14 operational launch successes, the Evolved Expendable Launch Vehicle (EELV) program provides assured access to space in support of operational requirements. In fiscal year 2007, we expect to continue building upon our DOD launch successes with seven EELV and three Delta II launches.

Launch and Test Range System

The Eastern and Western Ranges, located at Cape Canaveral Air Force Station, Florida and Vandenberg AFB, California, respectively, comprise the Launch and Test Range System (LTRS). The LTRS, part of the DOD's Major Range and Test Facility Base (MRTFB) infrastructure, provides tracking, telemetry, communications, command and control to support the testing of ballistic missiles, precision weapons, national missile defense and advanced aeronautical systems. The LTRS also provides the vital infrastructure necessary to support manned and unmanned space launches for DOD, national, civil and commercial space missions. We will continue LTRS modernization and further reinforce our capabilities to ensure space launch safety and mission success.

Global Power

The U.S. Air Force provides the Joint Team a historically unprecedented ability to deliver a precise, tailored effects whenever, and wherever and however needed—kinetic and non-kinetic, lethal and nonlethal, at the speed of sound and at the speed of light. It is an integrated cross-dimensional capability that rests on our ability to control air, space and cyber. We exploit these domains to hold at risk any target on the surface of the Earth. As we continue to transform this capability, we will focus on expanding our effectiveness in multiple dimensions. We will continue to refine our abilities to deliver lethal and non-lethal effects at the time and place of our choosing, shortening the sensor-to-shooter “kill chain.”

Combat Search and Rescue

Uniquely within DOD the Air Force organizes, trains and equips dedicated forces for Combat Search and Rescue (CSAR) mission. Air Force CSAR crews fulfill our absolute moral imperative to safely secure and return all of our airmen and any member of our Joint Team.

We are recapitalizing this vital combat capability with the CSAR-X aircraft. This effort represents one of our top Air Force acquisition priorities. These modern aircraft will enable COCOMs to recover isolated Joint or coalition personnel engaged across the spectrum of military operations as well as perform non-combatant evacuation and disaster relief operations. CSAR-X aircraft will relieve the high OPSTEMPO strain placed on the current LD/HD inventory of HH-60G Pave Hawk helicopters, and they will present COCOMs with key combat and non-combat mission options.

This new aircraft will dramatically improve Air Force CSAR mission capabilities. It will provide our personnel recovery forces with an aircraft that is quickly deployable and capable of operations from austere locations. It will operate day or night, during adverse weather conditions, and in all environments including nuclear, biological and chemical conditions. On-board defensive capabilities will permit the CSAR-X aircraft to operate in an increased threat environment, and in-flight refueling will provide an airborne alert capability and extend its combat mission range.

These increased capabilities are crucial to meeting current and future Joint operational needs, while providing greater capability to Air Force CSAR forces, “that others may live.”

F-35A Lightning II

The F-35A Lightning II JSF is a fifth-generation multi-role strike fighter aircraft optimized for air-to-ground attack. The F-35A is the Conventional Take-off and Landing (CTOL) variant, and it will recapitalize F-117, F-16 and A-10 combat capabilities. The F-35A will complement the capabilities of the F-22A. Like the Raptor, the F-35A reaps the benefits of decades of advanced research, development and field experience.

The F-35A will provide affordable precision engagement and global attack capabilities for the Air Force, Navy, Marines, and our international partners. In 2006, the JSF program delivered the first CTOL variant test aircraft and completed its first flight on December 15, 2006.

Next Generation Long Range Strike

Range and payload are the soul of an Air Force. These elements form the foundation of strategic military deterrence. The LRS mission, a primary reason the Air Force became a separate Service in 1947, continues as a vital and unique Air Force contribution to national defense. The Air Force has a three-phased strategy to help ensure the United States meets its enduring LRS capability requirements. Phase one includes near-term maintenance and modernization of current bombers and air-to surface weapons.

By 2018 and in accordance with QDR goals, phase two will deliver a new LRS bomber incorporating highly advanced technologies. This next generation bomber will combine speed, stealth, payload, and improved avionics/sensors suites. This new bomber will bring America’s bomber forces up to the same high standard we are setting with our F-22A and F-35A fifth-generation fighters. It will ensure our bomber force will continue to be effective in meeting COCOMs’ global needs across the full range of military operations. The analysis of alternatives will be complete in the spring of 2007.

In phase three, the Air Force plans to field a revolutionary LRS capability in the 2035 time frame using an advanced system-of-systems approach. We expect technology maturation to yield advancements in several areas, including hypersonic propulsion, advanced materials and non-kinetic weapons.

F-22A Raptor

The F-22A Raptor is the Air Force’s primary air superiority fighter, providing unmatched capabilities for operational access, homeland defense, cruise missile defense and force protection for the Joint Team. The F-22A’s combination of speed, stealth, maneuverability and integrated avionics gives this remarkable aircraft the ability to penetrate denied, anti-access environments. The F-22A’s unparalleled ability to find, fix, track, and target enemy air- and surface-based threats ensures air dominance and freedom of maneuver for all Joint forces. In addition, the F-22A is the only airborne system in the U.S. military that can conduct network-centric warfare

and provide ISR capability from inside adversary battlespace in the opening moments of any contingency.

Until the F-22A became operational in 2005, America's Air Force had not fielded a new fighter since the 1970s. Today, combat-capable Raptors are in full-rate production on the world's only fifth-generation fighter production line. As of January 1, 2007, 84 aircraft have been delivered, including 44 combat coded aircraft, and another 25 are in production. The first operational F-22A unit declared initial operational capability at Langley AFB, Virginia in December 2005. The second operational F-22A unit will pick up the AEF rotation in May 2007. Meanwhile, the third operational unit is standing up at Elmendorf AFB, Alaska with a projected AEF rotation of May 2008. We will also station a fourth unit at Elmendorf, followed by fifth and sixth units at Holloman AFB, New Mexico and the seventh unit at Hickam AFB, Hawaii.

The F-22A flew its first operational mission in support of ONE in January 2006, participated in the Alaskan Northern Edge exercise in July 2006, and is preparing for upcoming AEF deployments.

MQ-9 Reaper

Similar to its smaller MQ-1 Predator sibling, the MQ-9 Reaper is a medium-altitude, multi-role, long endurance UAV that will provide persistent ISR and improved strike capabilities to COCOMs. MQ-9 incorporates MQ-1 operational design improvements, a larger airframe, battle-proven sensors, full motion digital video, Rover connectivity and expanded munitions capability.

Initial mission capability will begin at Nellis AFB Nevada, with future expansion to New York ANG. In 2007, we expect to continue rigorous MQ-9 development and demonstration, as well as operational employment with pre-production aircraft to meet urgent Joint warfighter needs.

The MQ-9, like the MQ-1, will also incorporate target location accuracy improvements to support GPS-guided munitions. Ultimately, the MQ-9 will provide theater commanders with expanded employment options in a vastly improved hunter-killer UAV, incorporating a larger payload, automatic cueing, and self-contained capabilities to strike time sensitive and hard targets.

CV-22 Osprey

The Air Force will procure 50 CV-22s, with an initial operational capability scheduled for fiscal year 2009. The CV-22 is a V-22 tilt-rotor aircraft designed to meet a U.S. Special Operations Command (USSOCOM) requirement for long-range infiltration, exfiltration, and re-supply of Special Operations Forces. The CV-22's advanced systems include terrain following/terrain avoidance radar, integrated RF countermeasures, directional infrared countermeasures, the multi-mission advanced tactical terminal, and additional fuel tanks and tactical communications gear.

Global Positioning System

The Global Positioning System (GPS) constellation serves as a global utility for precision navigation and timing. GPS is yet another Air Force mission that has become vital to American military and global economic activity. As with all elements of the Air Force space mission, we are dedicated to ensuring uninterrupted continuity of GPS services.

GPS modernization continues in 2007 with additional launches of GPS IIR-M satellites. The GPS IIR-M satellites will provide a new military signal more resistant to jamming and a new civil signal for improved position accuracy for civil, commercial, and recreational GPS users. The follow-on system, GPS IIF, will provide IIR-M capabilities plus an additional civil signal for aviation safety-of-flight services. The development of the next-generation GPS-III will further enhance navigation and precision-engagement capabilities and improve resistance to jamming, as well as add a third civil signal compatible with the European Galileo System.

Counter Communications System

As part of the broader counterspace mission, the ground-based, theater-deployable CCS provides COCOMs with a non-destructive, reversible capability to deny space-based communication services to our adversaries. CCS enhances our capability to ensure air, space and cyberspace superiority for the Nation.

We plan to procure three additional operational CCS and one training system. This comprises the full complement of systems for two space control squadrons. We will continue block upgrades to the CCS to enhance our offensive counterspace capabilities and begin pre-acquisition work for the next generation CCS.

Intercontinental Ballistic Missiles

America's ICBM force remains the foundation of our Nation's nuclear deterrent capability. Modernization programs are crucial to the Minuteman ICBM, which, when initially deployed in the 1960s, were designed to last 10 years. Service life extension programs are underway to ensure the Minuteman III remains mission capable through 2020. These programs replace obsolete, failing, and environmentally unsound materials, while maintaining missile reliability, survivability, security and sustainability. These efforts are critical to sustaining the ICBM force and are vital to America's nuclear deterrent posture.

Operationally Responsive Space

The Air Force intends to continue its demonstration, acquisition, and deployment of an effective Operationally Responsive Space (ORS) capability in support of the DOD's focus on meeting the urgent needs of the COCOM.

ORS includes the ability to launch, activate and employ low-cost, militarily useful satellites to provide surge capability, reconstitute damaged or incapacitated satellites, or provide timely availability of tailored or new capabilities. ORS capabilities can lead to long-term benefits by advancing technology, improving space acquisitions, enhancing the skills of the technical workforce, and broadening the space industrial base.

Space Development and Test Wing

In 2006, the Air Force established the Space Development and Test Wing (SDTW), headquartered at Kirtland AFB, New Mexico, to focus on the development and testing of orbital assets with the goal of encouraging innovation in the space mission area.

One of the wing's responsibilities is ORS. Working with other services and agencies, it will perform concept development, design, manufacturing, and operation of small satellites, as well as other activities required to support the fielding of ORS capabilities. As capabilities are developed and fielded, the wing will directly interface with user organizations responsible for employing ORS capabilities in Joint and coalition operations.

During fiscal year 2007, we will develop a plan further refining ORS. This plan will fully define ORS roles and missions, along with the organization and reporting structure. In addition, we plan to develop specific acquisition policies, implementation schedules, funding, and personnel requirements to support deployment of ORS capabilities.

Science and Technology

True to our history over the past century of powered flight, the Air Force continues to maintain the most complex, diverse and ambitious Science and Technology (S&T) portfolio of all the Services. History clearly demonstrates the broad benefits to America of our S&T efforts, in terms of military power, industrial capability, economic growth, educational richness, cultural wealth, and national prestige. Examples include aerospace technology and propulsion, materials science, advanced computing and communications, atmospheric science, remote sensing and satellite navigation. What has been good for the Air Force has been great for America. We are committed to building upon this heritage.

The Air Force S&T program develops, demonstrates and tests technologies and advanced warfighting capabilities against the spectrum of 21st century threats. As we continue to adapt to a volatile and uncertain world, today's focused investment in our S&T program will strive to produce the future warfighting capabilities needed to ensure America's continued technological pre-eminence and military flexibility. Additionally, Air Force S&T organizations work closely with the other Services, Defense Agencies, Intelligence Community, and other Federal agencies, such as the National Aeronautics and Space Administration, as well as partner nations. Through these partnerships, we leverage efforts, share information, and advance state-of-the-art technologies.

The Air Force S&T program provides the foundation for future Joint warfighting capabilities, focusing on dominance of the air, space and cyberspace domains for America.

Improving Energy Efficiency

The Air Force is taking the lead in reducing the DOD's dependence on foreign oil. As the DOD's leading consumer of jet fuel, we are currently engaged in evaluating alternative fuels and engine technologies leading to greater fuel efficiency. Air Force efforts focus on high-efficiency aerodynamic concepts, advanced gas turbines and variable cycle engines providing higher performance and greater efficiency.

As a part of this effort, the Air Force is performing flight tests on a B-52 using a blend of MILSPEC JP-8 fuel and a synthetic fuel derived from natural gas. We plan to continue airworthiness certification testing of synthetic fuel.

Cyber Technology

Fulfilling its role as a leader in the information age, the Air Force is exploring technologies and concepts of operations within the cyberspace domain. Air Force cyberspace initiatives will provide tools for offensive and defensive cyberspace operations as well as bolster our information assurance capabilities. The Air Force is investing in technology concepts to ensure reliable, operational links between individuals and systems—in addition to machine-to-machine interfaces—to ensure cyberspace dominance, information delivery, situational awareness, and rich connectivity across the Joint Team.

Small Satellites

The Air Force is pursuing development of small satellite technologies, including modular buses with “plug-n-play” payloads, along with the development of low-cost launch systems. We aim to provide a greater range of responsive space applications for the tactical warfighter. Small satellite technology demonstrations have achieved lighter payloads and reduced development and integration timelines. Additionally, these achievements serve to mitigate technology risks for larger, more complex satellite programs in development. Small satellites with operationally responsive payloads could potentially provide either specifically tailored, stand-alone capabilities, or rapid augmentation capability for a satellite or constellation of satellites that suffer failure or attack.

Directed Energy

Directed energy weapons will profoundly transform how we fly, fight, and defend ourselves, and we are integrating them into our broader cyber operations effort. As lasers and radio frequency weapons find applications in the battlespace, their ability to operate at the speed of light will change both offensive and defensive capabilities and tactics. New designs and technology may be necessary to offer adequate protection for our people and capabilities.

Weapons in development include the Airborne Laser (ABL), a large aircraft carrying the high energy laser for missile defense. Additionally, the Active Denial System has demonstrated the viability for a long-range, non-lethal, anti-personnel weapon.

These systems benefit from many years of technology development. Revolutionary technologies continue to be developed. These include versatile high power solid-state lasers; devices for aircraft self-protection; higher power active denial components for airborne applications; relay mirrors to extend the range of systems like ABL; and high power microwave devices to disable electronics covertly without affecting structures or people.

Hypersonics

The Air Force is a world leader in the development of practical hypersonic air-breathing propulsion. Hypersonic research, relating to flight speeds greater than five times the speed of sound, offers dramatically reduced time-to-target for conventional weapons and, in the future, may provide “airplane-like” on-demand access to space. Our effort involving supersonic-combustion-ramjets (Scramjets)—specifically our planned flight tests of the X-51 Scramjet Engine Demonstrator—highlights our commitment to maintaining America’s leading role in this field.

We also expect advanced hypersonic munitions technologies to improve penetration capabilities and decrease collateral damage. These characteristics will allow us to expand our target attack ability, particularly in urban environments and against time critical, hardened, and buried targets.

Composites

Air Force S&T is exploring advancements in composite structures and manufacturing technologies for lightweight unconventional aircraft shapes. Example applications include short take-off and landing capabilities, high-lift aircraft wing systems, integrated propulsion inlet/diffuser geometries, and integrated flight control surfaces. We expect these efforts to shorten development times for next generation aircraft with lighter, stronger airframes offering far greater mission utility than legacy aircraft.

Simultaneously, we are addressing sustainment of composite structures, in order to ensure future aircraft built with these materials will be readily maintainable and serviceable.

Nanotechnology

Investment in nanotechnologies could provide stronger and lighter air vehicle structures including potential applications in unmanned vehicles. Other nano-materials show promise as high-performance water-repellant coatings. These coatings may protect Air Force systems against corrosion and chemical/biological contaminants, providing significant savings in maintenance costs and extending the lifetime of aircraft and other military equipment.

DELIVERING EXCELLENCE

Fighting the GWOT, developing and caring for our airmen and their families, and recapitalizing and modernizing the Air Force all require substantial national resources.

Throughout 2006, the Air Force embarked on several forward-leaning initiatives to improve our organization, efficiency, agility and lethality. We are committed to good stewardship of America's resources, while strengthening America's current and future air, space and cyberspace capabilities.

The Air Force is making strides in a range of activities and through multiple, overlapping initiatives to improve what the QDR refers to as "reshaping the defense enterprise." The Air Force is moving toward financial transparency and reinforcing our culture of efficiency and process improvement through the AFSO21 initiative. We are also transforming our approach to infrastructure and maintenance, executing an aggressive energy strategy, and reforming our acquisition practices—emphasizing a "Back to Basics" approach to space acquisitions, in particular.

All of these efforts will lead to greater efficiency, lower operating costs, and greater availability of resources for recapitalization and modernization of critical Air Force capabilities. In short, our airmen are striving to provide an even higher return on America's national security investments.

Air Force Smart Operations for the 21st Century

To meet the challenges of this environment and the road ahead, we have embarked on an Air Force-wide effort embracing efficiency and process improvement. AFSO21 applies many concepts developed and proven in industry—Lean, Business Process Reengineering, Six Sigma, and Theory of Constraints methodologies. We expect significant savings from this initiative.

The AFSO21 vision is to increase combat capability by integrating process improvement into the culture of all of the Active Duty, Air National Guard and Reserve airmen, as well as our civilians and contractors. All airmen must understand their role in improving daily processes. AFSO21 identifies and eliminates activities, actions and policies that do not contribute to efficient and effective operations.

We seek several outcomes from AFSO21. First, we want all airmen to be fully aware of the importance of their work—how they contribute directly to the Air Force mission and national defense. Second, we will strive to improve safety and maintain quality of life for all Air Force personnel. Third, we push to decrease process cycle times, thereby increasing our ability to respond to rapidly changing demands. Fourth, we aim to cut costs and free up funds for modernization. Finally, we seek to eliminate waste.

Process changes have occurred at every level of the Air Force, resulting in significant savings. We have more work to do, but institutionalizing AFSO21 concepts into daily operations allows us to meet the enormous challenges of the next decade and ultimately sustain and modernize the world's premier air, space and cyberspace force.

Business Transformation

The Air Force vision of business transformation creates rapid and predictive operational support and leads to greater situational awareness for commanders. Our high-level business transformation goals include improving warfighter effectiveness through fast, flexible, agile, horizontally integrated processes and systems; establishing a culture of continuous process improvement; achieving efficiencies allowing us to return resources for the recapitalization of aging weapons systems and infrastructure; and creating an acquisition process unparalleled in the Federal Government.

National Defense Authorization Act Certification and Portfolio Management

The Air Force fully leverages DOD enterprise transition planning and DOD-mandated certification reviews. We ensure business systems development supports the effects and capabilities articulated in the agile combat support concept of operations. These certification reviews have resulted in the shutdown and elimination of hun-

dreds of legacy systems and allowed us to redirect additional resources to critical warfighting requirements.

Transparency

The Air Force is accelerating efforts to deliver authoritative information to decision-makers at all levels, improving information availability and quality, realizing warfighter cross-service information requirements, and implementing DOD-wide information priorities. We will achieve transparency by using correct information at all echelons—trustworthy, traceable, auditable, and valuable. We will support cross-domain or cross-mission efforts by defining architecture and information standards necessary for easy discovery, use and reuse of data.

Clean Audit Quick Look

Warfighters perform their missions with increasingly limited resources and manpower. Decision-makers at every level need the best information when allocating these scarce resources. To achieve greater levels of information fidelity, the Air Force is committed to improving transparency in its business processes, to include financial management. A clean audit opinion defines a major objective of this commitment. Financial transparency requires the Air Force to have processes and procedures in place ensuring data is accurately collected at the source, flows efficiently through to reporting systems and analytical tools, and is error-free.

The Air Force Information Reliability and Integration (AFIR&I) plan is our road map toward financial transparency. It is a key component of the DOD Financial Improvement and Audit Readiness (FIAR) Plan aimed at improving DOD financial health. The AFIR&I Action Plan reinforces our ongoing commitment to ensuring the absolute highest level of stewardship of our Nation's investments in the Air Force.

Energy Conservation

We are pursuing an aggressive energy strategy and are committed to meeting and surpassing the energy goals mandated by the Energy Policy Act of 2005 (EPAct 05) and other national policies. We successfully reduced our energy consumption in accordance with past legislation and continue to use a variety of programs aimed at reducing our use of fossil fuels and controlling cost growth. Our vision creates a culture where airmen make energy considerations in all their actions. We aim to implement our vision with solutions that include alternate sources of domestic energy as well as an aggressive drive for greater efficiency in our facilities and vehicles.

The Air Force remains the largest renewable energy purchaser in the United States. Our commitment to install 18 megawatts of solar photovoltaic energy at Nellis AFB is one example of our pursuit of on-base renewable power generation. Currently 37 bases meet some portion of their base-wide electrical requirements from commercial sources of wind, solar, geothermal or biomass. We have several projects planned, in design, or under construction to expand this capability. With our combined purchase and production strategy, the Air Force is poised to surpass the renewable goals set by the Energy Policy Act.

The Air Force applies sustainable development concepts in the planning, design, construction and operation of facilities using the Leadership in Energy and Environmental Design (LEED) certification process. Our long-term goal is to ensure 100 percent of eligible new facilities are LEED certifiable by fiscal year 2009. This complements our use of facilities construction and infrastructure improvement programs designed to create cost effective energy efficiencies in new and existing facilities.

We have also taken an aggressive stance on replacing our existing general-purpose vehicles with low speed vehicles (LSVs) without adversely affecting peacetime or wartime mission requirements. This measure will reduce vehicle acquisition cost, fuel expenditures and ozone-depleting exhaust emissions and free up funds for use in other critical areas. Our goal is to replace 30 percent of general-purpose vehicles with LSVs by fiscal year 2010. Coupled with the goal to replace 100 percent our general-purpose vehicles with alternative fuel vehicles, the Air Force is taking the lead in the use of alternative energy technologies.

Acquisition Excellence

The Air Force continues its goal of streamlining the acquisition process to providing efficient and responsive services to the warfighter. A number of completed and ongoing projects have contributed to the improvement of acquisition, and fiscal year 2008 promises more progress.

We have revitalized the acquisition strategy panel, providing a systematic and disciplined approach to develop an effective acquisition program roadmap. The newly developed Air Force Review Board process provides a structured and repeatable system that aids decision-making on critical aspects of selected acquisition pro-

grams. We have also streamlined periodic review processes by combining several independent reviews into a single event, saving preparation and travel time.

In 2006, the Defense Acquisition Performance Assessment (DAPA) made a number of recommendations for improving the acquisition system. The Air Force is in the process of evaluating and implementing key recommendations of the DAPA report. For example, the Air Force is exploring the concept of Time Certain Development (TCD) as the next step in evolutionary acquisition. TCD involves structuring a program to deliver its initial capability to the warfighter at an explicitly specified (and much shorter) interval. Such a policy helps improve the responsiveness of the acquisition system and keeps our warfighting capabilities aligned to current threat conditions.

To enhance the credibility of the acquisition system, the Air Force is strengthening its efforts to analyze risks prior to initiation and execution of a program. The Air Force is prototyping the probability of program success model, a framework for identifying and reporting risk issues that threaten a developer's ability to deliver on time and budget. Use of this model has the potential to highlight risk areas requiring the program manager's attention.

The Air Force is improving the source selection process, ensuring appropriate use of incentives, assessing current contracting organizational alignments, and implementing strategic sourcing strategies. We are committed to providing support of contingencies and to the warfighter by acquiring commodities and services by the most effective means possible. We continue to maintain the majority of the deployed contingency contracting assets in the Iraq/Afghanistan AOR, and we remain dedicated to supporting the COCOMs through Joint and Air Force taskings.

Space Acquisition

The Air Force is committed to revitalizing and restructuring its overall space acquisition strategy. We will build upon our heritage of providing unmatched space capabilities to meet national, COCOM, and Joint force objectives by developing and executing more deliberate plans focused on cost and schedule containment.

The Air Force "Back to Basics" initiative is part of our plan to improve space acquisitions. The initiative promotes a renewed emphasis on management techniques and engineering practices that lead to better definition of requirements as well as deliberate acquisition strategy planning. Clear and achievable requirements, appropriate resources, disciplined systems engineering, and effective management are the basic elements—the foundation upon which successful acquisition depends.

The "Back to Basics" initiative promotes a block approach strategy focused on delivering capability through value-added increments. This concept is consistent with current policy specifying "evolutionary acquisition as the preferred strategy" for DOD acquisition. Specific capability increments are based on a balance of capability, delivery timeline, technology maturity, risk, and budget. Well-defined increments reduce many of the instabilities plaguing our past efforts. We will deliberately apportion cost, schedule, and technical risk across these increments to meet the primary objective—delivering combat capability on a predictable timeline and at a predictable cost.

In 2006, the Air Force restructured two major programs to comply with the "Back to Basics" strategy initiative. We have restructured the GPS III and TSAT programs to reduce risk and define executable block strategies. We expect these changes to deliver warfighting capabilities in the least amount of time.

In 2007, the Air Force will expand the implementation of its "Back to Basics" initiative by deliberately and establishing block development strategies for a greater number of programs within the Air Force space portfolio. We will continue our conscientious efforts to stabilize requirements, funding, and workforce within program blocks. This strategy will place increased emphasis on cost estimating, systems engineering, and risk management to provide capability to our warfighters.

Small Business Programs

The Air Force employs over 129 small business professionals across the country. They strengthen our Nation's industrial base through their advocacy for the small business community. They also identify future procurement opportunities for small businesses and refer these companies to potential Air Force customers. We surpassed our small business goals for the third consecutive year across all Air Force primary small business programs. Small business prime contract awards, in both dollars awarded and percentage of total procurement, increased in every category. We awarded a record \$8 billion in Air Force contracts to small businesses, accounting for 16.9 percent of all awarded contract dollars. Additionally, we awarded \$86 million to Historically Black Colleges and Universities (HBCU) and other minority

institutions, accounting for 9.1 percent of all awarded contract and grant dollars to institutions of higher education.

Operations and Maintenance Facility Projects

The Air Force will continue to prioritize investments in facilities and infrastructure critical to mission operations. Maintenance and repair of runways, weapons system facilities, utility systems, and training facilities represent the Air Force's top projects. We will invest O&M funds to maximize the economic life and value of this critical infrastructure, minimizing mission disruptions. The Air Force continues to face significant challenges in preserving an aging inventory of utility systems, airfield pavements, and essential support facilities.

Depot Maintenance Transformation

Throughout Air Force history, our depots have been vital to success. Our commitment to retain technically relevant depot-level maintenance and repair capability will ensure sustainment of the world's dominant air, space and cyberspace capabilities beyond the next decade. We programmed investments in depot infrastructure, equipment, and personnel throughout fiscal year 2004-fiscal year 2009 in order to implement the Air Force depot maintenance strategy and master plan. The Air Force strategy benchmarks industry standards to improve depot maintenance infrastructure, implement re-engineering initiatives, and transform depot processes to maintain "world-class" status.

Repair Enterprise

As an expeditionary air, space and cyberspace force, we challenged our logisticians to develop agile combat support concepts that enhance our current and future warfighting capabilities. Repair Enterprise (RE21) is a lean logistics initiative and an integral part of the Global Logistics Support Center (GLSC) concept of providing global logistics support to the Air Force. RE21 leverages global visibility of all repair assets, centralized funds management, strategic sourcing, and partnerships with industry to provide the Air Force highly technical logistical support. The main RE21 goal is to establish an enterprise-wide single repair network supporting the entire Air Force supply chain and to optimize support to the warfighter through the GLSC.

MINDING THE FUTURE

September 18, 2007, will mark the 60th anniversary of the creation of our independent United States Air Force. This year, we commemorate this anniversary of our proud service—a service born of revolutionary ideas, forged in combat, and proven through decades of progress and achievement. The mission of the Air Force remains to fly, fight and win—in, through and from air, space and cyberspace.

While remembering our history and reaffirming our commitments to the current fight, we are ever mindful of the need for investment in future capabilities. We will remain focused on our top priorities: Fighting and winning the GWOT; developing and caring for our airmen; and recapitalizing and modernizing the Force. Meeting these priorities has become more challenging in light of current fiscal constraints. Nonetheless, we will move forward, striving to maintain the global vigilance, reach and power advantages America has come to expect. Our allies respect us, and our enemies fear us.

The Air Force has faced challenging times in its past and is meeting the stress of today's operating environment. It is our heritage and mission to fly, fight and win. Our legacy inspires us. Our mission propels us. Our core values guide us. We have inherited and will build upon a rich heritage—a heritage shaped through the ingenuity, courage and resolve of great airmen who preceded us. Our proud heritage, focused priorities, and enduring core values will serve to guide our actions and reaffirm our commitments today, over the next 60 years, and beyond.

Senator INOUE. Now may I call upon General Moseley.

STATEMENT OF GENERAL T. MICHAEL MOSELEY, CHIEF OF STAFF

General MOSELEY. Mr. Chairman, distinguished members of the subcommittee and staff, thank you all for your continued support for your airmen, your Air Force and the joint team out there today, defending this country—soldiers, sailors, airmen, marines, coast guardsmen altogether.

OUTSTANDING AIRMEN

Sir, if you'd allow me, instead of an oral statement, I'd like to introduce five great Americans that wear the uniform of the United States Air Force. I'd ask them to stand up as I introduce them.

Let me start with Lieutenant Colonel Marty McBride. He is currently the 81st Fighter Squadron Commander in Spangdahlem Air Base, Germany. He's a graduate of Texas A&M University, he's a weapons officer, graduate of the Fighter Weapons School. He's recently returned from Afghanistan where he led a Total Force—Guard, Reserve and Active—group of airmen through 24 hours a day, 7 days a week combat operations from May through September 2006. His squadron flew over 2,000 missions, 7,000 combat hours. He accomplished over 520 troops-in-contact close air support missions. His squadron delivered 102,000 rounds of 30 millimeter and delivered over 300 bombs against hostiles, in support of activities in Afghanistan.

Next, Major Toby Doran, he's currently Chief of Tactics at Headquarters Air Force Space Command. He's a graduate of Oregon State University, and he was prior enlisted as an airborne cryptologic linguist. He served in that capacity aboard our rivet joint aircraft, for Operations Desert Shield, Desert Storm, and Provide Comfort. He's most recently returned from Al Anbar Province, where he served alongside or embedded in the First Marine Expeditionary Force Forward from February to July 2006, and where he was responsible for ensuring seamless connectivity from our space assets and our other airborne assets, to provide accurate targeting and navigation for the marines' activity in western Iraq.

Next is Captain Andi McElvaine. She's a graduate of Syracuse University, she's also a weapons officer, graduate of the Weapons School, B-52 combat pilot. She's been an aircraft commander, a unit deployment manager out of Barksdale Air Force Base, Louisiana, and she's a weapons and tactics officer now at Minot Air Force Base in North Dakota. She was deployed multiple times on combat deployments, and on force presence deployments, in the Arabian Gulf, or Operation Southern Watch, two times for Operation Enduring Freedom, two times to Anderson Air Force Base on Guam as part of U.S. Pacific Command's continual bomber presence in the western Pacific.

Next, is Tech Sergeant Jason Marfell. Mr. Chairman and subcommittee members, as a fighter pilot and an aviator, this is the guy that we have a moral and ethical obligation to, because he is a pararescueman, he is a PJ. If you dismount from your airplane, this is the guy that will come get you, 24 hours a day, 7 days a week, day or night, anywhere on the surface of the Earth. He's in the 38th Rescue Squadron at Moody Air Force Base, Georgia. He's the noncommissioned officer in charge of standardization and evaluation. He entered the Air Force in February 1993, and he's been a PJ since September 1995. He's earned two Sikorsky Awards for skill and courage during two actual life-saving missions. During one of those, he flew 200 nautical miles out to save a Russian sailor who was having abdominal problems. He saved, also, an Icelandic fisherman who suffered abdominal traumas out over the water.

He's also won the U.S. Air Forces in Europe Pitsenbarger Award for performing the top life-saving rescue of the year. He's also deployed multiple times for a wide range of contingency and combat ops: Operation Southern Watch, Operation Northern Watch, Operation Enduring Freedom. Three times he's deployed to the gulf coast for space shuttle transoceanic landing activities, he's deployed to Southern Africa for Operation Atlas Response, he's deployed to provide humanitarian disaster relief after flooding in Mozambique and in South Africa in February 2000. Sir, this is the guy who will come get you. That's why combat search and rescue for us is the number two procurement priority; to make sure he has a platform that he can dismount from.

Last is Staff Sergeant Christine Chavez. She's a refueling boom operator, she's at McConnell Air Force Base, Kansas in the refueling wing. She entered the Air Force in 2001. Out of Airmen Leadership School she graduated as a top graduate with the Levitow Award. Other assignments include flight supervisor, refueling instructor at McConnell, in-flight refueling systems operator at McConnell. She's had numerous combat deployments also—Operation Southern Watch, Operation Enduring Freedom, Operation Iraqi Freedom. She's operated out of Diego Garcia; Sheikh Isa, Bahrain; Al Udeid, Qatar; and Al Dhafra, the U.A.E. She's got about 1,000 hours of combat flying time, and 163 combat missions. Sir, this is a face on why the tanker is the number one priority for us, so we can be able to transfer fuel to be able to maintain the Air Force's asymmetric advantage in global reach, global ISR, and global strike.

So, Mr. Chairman, and distinguished members of the subcommittee and staff, what a pleasure and an honor it is to serve alongside these people, and thank you for letting me introduce them to you this morning.

Senator INOUE. On behalf of the subcommittee, I'd like to thank you ladies and gentlemen for service to our Nation. For your courage, your patriotism. Without you, our Nation would not have survived. Thank you very much.

Senator Stevens.

Senator STEVENS. I join you, Mr. Chairman in commending the Secretary and the General, and also in welcoming these fine representatives of the Air Force here today. I do congratulate you all, and thank you for what you do.

CHALLENGES OF MAINTAINING AIRCRAFT INVENTORY

Secretary Wynne, what do you think the challenges are now for maintaining our inventory, given some of the legislative provisions about retirement of aircraft? It seems to me that you're at the juncture now that if we don't make the right decisions, the Air Force is going to go downhill. Do you share that opinion?

Mr. WYNNE. Sir, it does concern me. What really concerns me here as we present this opportunity for you is the minimal rate of replacement that we're doing—and in every one of our product areas, it is a minimal rate. If you remember back in the 1960s when we replaced tankers, or even when we bought bombers, they were at a rate approaching 50, 60 even sometimes 100 a year. Now, we replace things at a rate of 12 or 14 a year. This, really, is why

everybody's now enthusiastic about stretching out, service life-extending, or in fact, pursuing re-engine work on some of our aircraft.

On the MC-130s, for example, we still have to inspect the wings, because we're afraid they'll crack and fall off. So, every 70 hours, we perform a 24-36 hour inspection. Sir, I would offer to you that the replacement rate of C-130s is probably inadequate, because we still have this kind of a problem.

When I mentioned in my oral testimony that we rely on these superb airmen to maintain these older aircraft, I go back and think, in March 1937 is when we took delivery in our units of the first B-17. It is now 70 years later from when we took them. Some of the aircraft that we're refurbishing now are forecast to be in our inventory for 70 years, and I would say, we have never had airplanes, frankly, as old as those, and so we're into what I call "geriatric maintenance" and the attendant difficulties that comes with that.

Right now, we've had an incident where Argentina refused to have C-5s land in their territory, because the last time we landed C-5s there, they all broke and they could not leave. So, they have now refused us. And, sir, this is really a slap in the face to America's Air Force. There is no one else that provides strategic lift for us, or for our allies.

Our F-15s are now on flight restrictions. The flight restrictions are such that we have airplanes that, essentially, are like Indy racers where we restrict their racing speed to 100 miles per hour during training knowing full well they race at 180 miles an hour. I think that training needs to be improved.

We have, right now, U-2s where the wire bundles are beginning to arc, and we have pinhole leaks in the fuel tank. Those of you who have ever experienced very old cars recognize pinhole leaks are very difficult to find. In the U-2 it is only the pilot, the fuel tank, a sensor, and the engine, so there isn't anything else in the U-2. As a pilot in a space suit, if somebody told me that my airplane had a tendency to arc and have those small, but persistent, fuel leaks, it would bother me.

So, I'm now talking about ISR, I'm talking about refuelers, I'm talking about strategic lift, I'm talking about our tactical fighters, and I'm talking about our tactical life. Sir, that is about the extent of our inventory, and in every one of them, I would love—as you know—to have an increased rate of replacement. Most of my problems are, in fact, because somebody's worried that we won't have the replacement fleet, and, therefore, their people on their bases will go without work. This all has to do with the rate of replacement.

RESTRICTIONS ON RETIRING AIRCRAFT

Senator STEVENS. Well, what about the restrictions we've provided in legislation that prevents you from retiring some of those?

Mr. WYNNE. Sir, if we could manage our own fleet, we could then husband those resources, and dedicate them to replacement. We know that we have to work with every individual base to make sure that we can do it, but I would say to you that we cannot continue this way, to husband these old units. At some point in time, having 70- to 75-year-old airplanes is going to catch up to us.

Senator STEVENS. And what about the C-17? We're going to close the C-17 line, don't we need more, rather than closing the line?

Mr. WYNNE. It bothers me greatly to see the C-17 line closed. Husbanding the C-5s have—and asking us to service life extend the C-5s—has added to the burden of our MCS, our Mobility Capability Study, and has made almost certain that we will not get the line extension that we're looking for over the long term.

I would love to have the option in 10 years to have a C-17 available. We may really need it in 10 years, but there will be no line within the 10-year span. I look at the F-22 and we may really need it within 10 years, and right now, we're looking at the potential for line closure in 11 and 12 years. All of these things, I think, add to our burden of strategic risk, and I really greatly appreciate the opportunity to comment on it.

Senator STEVENS. General, we're looking to an increase now in the numbers of people in the Army and the Marine Corps, will your lift be adequate to meet those increased numbers?

General MOSELEY. Senator, that's a great question. We've asked that the Mobility Capability Study that was conducted before 2005 be updated to reflect that growth in the land component. We don't know exactly what that growth will entail yet, because we haven't seen the numbers in the Army or the Marine Corps, but we understand there's a significant growth in the number of regimental or brigade combat teams.

Sir, I don't know what the mobility requirement looks like, but I suspect we're operating at the very minimum levels right now. Not knowing what that growth is, I suspect the strategic airlift inventory should probably go up. But, sir, we don't have those numbers yet.

Senator STEVENS. Mr. Secretary, you mentioned that you're restricting and reducing the growth of your own personnel in order to have funds available in this period right now. Isn't that also going to put a squeeze on you, as we face these increased requirements from the Marine Corps and the Army?

Mr. WYNNE. Yes, sir, I would tell you that, as you heard in the introductions, we have airmen who are directly assigned to ground combat units, whether they are Marine Corps or they are Army. So, we actually have a direct increase when you increase the number of brigade combat teams, or the number of marine divisions.

We also have an indirect increase, because we have logistics support, we have your liaison officers, and we have actual supply missions that go with those missions. These concern us. So, one thing we are doing, is we don't understand the Army's future footprint, we know they're going to get increased by 67,000 over the course of 5 years, we know the marines are going up by about 25,000 over the course of the next few years. So, we're looking at, what is that impact? And we intend to do a reassessment, not during this budget cycle, but to impact the fiscal year 2009, and to assert to the Secretary of Defense and the various Office of Management and Budget (OMB) that maybe we cannot stay with the target we have.

For right now, sir, we don't have enough money to essentially pay for any alteration in this budget we have crafted. And that is a concern to us.

Senator STEVENS. Mr. Chairman, I'd have further questions, but I've taken too much already.

I really am worried about the Air Force in terms of its ability to meet the future needs, both manpower and aircraft, but we'll pursue it later. Thank you.

Senator INOUE. Senator Cochran.

Senator COCHRAN. Mr. Chairman, thank you very much. I'm pleased to join you and Senator Stevens in welcoming our distinguished panel before us today to talk about the budget for the Air Force.

We appreciate the strong leadership you all are providing, and I am particularly impressed with reports that we've had about the performance of Air Force and Air National Guard units in our State. We are pleased to be the host for several training facilities, as well as Air National Guard facilities.

And, we've known about the fact that the C-130s and the C-17s have performed a very important role in the war on terror, and the Iraqi area. Can you tell us whether or not you think this budget request provides the funding that you need to have the resources to fully fund the C-17 requirement, and other needs of the airlift wings in Mississippi?

C-130 AIRCRAFT

Mr. WYNNE. I would say it this way, sir. That, right now our C-130Es are not allowed in theater. We have worn them out. There is one grounded C-130 and four restricted C-130s at Ramstein Air Base, Germany. We do not carry cargo but use the restricted aircraft for aircrew familiarization and proficiency rides. So, in the combat theater, we are performing airlift with C-130Hs.

The C-130Hs are performing magnificently. I will tell you that one of the problems that the Air Force has is that our airmen perform so well that everybody says, "Oh well, the Air Force has performed well again," and can't understand that it is on the backs of those magnificent airmen that it's being performed.

The Special Operations Command has asked for 12 C-130Hs to be transferred to them. We are taking convoys off the road, every day, all of the marine cargo convoys are off the road, and 9,000 airmen and Navy and soldiers are off the roads each month, not having to drive cargo convoys. These are all performed by the C-130Hs and the C-17s that are in place.

We've developed a precision airdrop system that essentially puts a global positioning system (GPS) on a pallet, and can deliver it now within 150 feet, or within one helicopter landing zone of an Army unit. They, actually, revel in this, especially in the high mountains of Afghanistan, where we can drop from 35,000 feet now, to right where they are, and no longer have to—if you will—do a 300-yard march to find their supplies.

This has all put pressure on the airlift and the tactical airlift system. For right now, we are asking in the fiscal year 2007 supplemental for five C-130Js. We also, on the unfunded list, have two C-17s. Through the graciousness of Congress last year, we got 10 C-17s marked in the supplemental. Right now we're concerned to make sure that the C-130Js remain in the supplemental.

When the Office of the Secretary of Defense took its priority list and readjusted it for the growth in soldiers above 21,000, they removed the C-130Js, although we would advise that they are absolutely essential to making sure that the Air Force is going to succeed in this long war.

We see the Air Force being in Iraq for some time to come. And we see maintaining a supply route, and maintaining support to our soldiers as dramatically important, and the C-130Js are going to be that backbone in 5 or 6 years.

General MOSELEY. Senator, could I reinforce—

Senator COCHRAN. General Moseley.

General MOSELEY. The Secretary mentioned the inspection rates on the C-130s in theater. The ones that are broken, even with the center wing boxes that we've got fixed, the attachments to outer wings are still broken.

On the older versions, which are the special operations airplanes we have in theater, every 70 hours—70 to 90 hours—you have to pull the outboard engines, the props, take the skin off the wing—and do an inspection which takes somewhere between 24 and 36 hours. Every 70 to 90 hours of flying time, and you know how much we're flying these special operations airplanes in theater.

So, imagine being the deployed commander forward, and every "x" number of days you have to break the airplanes down, pull the engines out of them, the props off of them, and take the skin off of them to check the outer wing, so we don't lose a wing. So, that's the story on the C-130s.

The Hs are great airplanes, but now, to take the troops off the roads and to supply the airfields, we're burning those up at high rates. And so that's why the J is very important to us.

Senator COCHRAN. Thank you very much.

JOINT STRIKE FIGHTER ENGINE

I understand the budget does not propose an alternative engine for the Joint Strike Fighter (JSF). As Congress provided additional funding last year for the alternative engine, I understand funding has been invested in the program, the program is on track—I would like to know what your comments are about your preference, having the benefit of competition for the propulsion system for the Joint Strike Fighter.

Mr. WYNNE. Well, sir, let me start with that. It has been fairly well-known that while I was in AT&L I, in fact, sponsored the second engine, so you have a very poor source, and you have me at somewhat of a disadvantage.

Let me say it this way, though: the Office of the Secretary of Defense's argument revolves around economics. And it revolves around the fact that they don't see a payback for this, for the investment in the second engine, and they have a couple of studies undergoing from RAND, and I think they, the program analysis and evaluation is doing one.

I don't know, because I don't know the length of time this airplane will actually be in service. Many of our models do not contemplate this fighter being in service for 50 years, and yet, I think the F-15 is going to be in service for 50 years, and I think the F-

16 is going to be in service for 50 years. So, I will leave it there. There is something to additional reliability.

Senator COCHRAN. Thank you, Mr. Chairman.

Senator INOUE. Senator Shelby.

Senator SHELBY. Thank you, Mr. Chairman.

General Moseley, I will direct this first to you. Thank you.

At a time when the Nation is at war with Iraq and Afghanistan, the Air Force is also battling the common enemy that the Secretary mentioned—age.

KC-X PROGRAM

The current fleet of refueling tankers is aging quickly and we cannot, I believe, wait 35 more years to replace them. And, I'm pleased that the Air Force has moved forward with acquiring a new generation of tankers, and I look forward to the award announcement later this year.

But, I believe, General Moseley, that more than just being new, the new tankers should be modern, you know, the modern age. I think you would not replace a car you've been driving the past 35 years with the same one, although it might be new. You would upgrade, you would modernize.

The new tanker, the KC-X needs to meet the challenges that we face today, that the Secretary alluded to. But, it also needs to confront the challenges that we will face 25, 30 years from now.

General Moseley, how will the requirements that the Air Force has set forth through the KC address this need? And, before you answer that, I want to mention that several senior leaders in the Air Force have stated on the record that the next generation tanker must do more than just air refueling, although that is very important. It needs to have greater capabilities with operational features that the current tanker fleet does not have. Certainly—certainly, sir—refueling is important.

Do you also view the airlift transport capability for passengers, cargo and aero-medical evacuation to be important? Would you like to address that?

General MOSELEY. Sir, I would. Thank you for that question.

Senator, you know the tanker, the KC-X Program is our number one procurement priority. Those airplanes that we're flying are 45 years old. As the guy that was blessed to command central command air forces (CENTAF) during Afghanistan and the early phases of Iraq, I don't know what I would have done with a B-17. We would have tried to make it work. But to think about flying a 70- to 80-year-old airplane in combat, is something that an airman is not warmed up to.

Senator SHELBY. Scary, to say the least, isn't it?

General MOSELEY. Sir, there are other options, I believe. And for a Chief of Staff to look at her (Staff Sergeant Chavez), and ask her to fly a 70-, 80-year-old airplane in combat, I'm not sure that's the right thing to be doing. So, this tanker is a big deal for us.

Senator, I think we would all agree that there's nothing that this country does in the sense of global reach, or global mobility that does not include a tanker—whether it's Navy, whether it's Army, marines, or even a coalition setting—to be able to range those dis-

tances and to be able to cover things on the surface of the Earth, requires a jet tanker.

The single point of failure in all of those activities is the jet tanker. I don't know what will break on the KC-135 next, because we're beyond the service life expectations of the designers of the Boeing 707. And so, to be able to move into a competition—and we are so happy that it is open, and we're so happy that we have a pair of teams looking to do exactly what you've described—this will take us to a better airplane.

Senator, I believe the first requirement for the airplane is to be able to transfer fuel, and to be a reliable jet tanker.

Senator SHELBY. Yes, sir.

General MOSELEY. I think alongside that, though, are some inherent opportunities that we have with new technology and new capabilities to do other things. We would always want the airplane to be capable of aero-medical evacuation. We would always want the airplane to be capable of other mission areas, and so your question is a good one. And we welcome that competition, and we welcome those folks coming back and telling us what they've got, so we can look at getting us a new airplane, so she and her successors won't have to fly a 70- or 80-year-old airplane.

EDUCATIONAL OPPORTUNITIES FOR AIRMEN

Senator SHELBY. General, educational opportunities. I know how important educational opportunities are in the recruitment and retention of a high-quality Air Force.

I understand that the current language in the National Defense Authorization Act hinders your ability to offer some of the educational programs that you would like to see at the Air University at Maxwell. What changes would you recommend to this language, and why is it important?

General MOSELEY. Sir, education for the Air Force is the cornerstone of everything we do. And when I say Air Force, I mean Guard, Reserve and Active.

Senator SHELBY. The whole ball of wax.

General MOSELEY. Sir, absolutely.

You understand very well, Maxwell Air Force Base and Air University hold the intellectual throw-weight of the United States Air Force. We don't have separate schools in a variety of locations. Everything we have is at that one base. The Commander of Air University has been on a quest, because I've asked him to increase the capabilities and distance learning, to increase the capabilities so that every enlisted person in the Air Force can have an opportunity for an Associates and Bachelors Degree. Every officer can have an opportunity for Master Degrees, and now Ph.D.s, because we believe that those educational opportunities provide better NCOs and better officers across the board.

Senator, there are some opportunities to make this better, with some proposals on accreditation, and to allow Air University—which is an accredited university—to go a bit further to be able to wrap its arm around the bigger population of the Air Force and do exactly what you're saying. And I would ask you to help us with that.

ACCESS TO CYBERSPACE

Senator SHELBY. Okay, thank you.

And my last question deals with cyberspace command. I was pleased to see last fall that the Air Force stood up a cyberspace command with the mission of providing freedom of access to cyberspace.

Within this command, I'm interested in the work the Air Force is doing in the area of network security. How does both network and application security fit into the construct of the mission of the new cyberspace command, and do you feel as though you have adequate resources to address the threat to our networks and applications and how important is this?

General MOSELEY. Sir, those are all the operative questions. We believe we're just entering this domain and beginning to understand the challenges and the issues relative to jointness, to be able to operate inside the inter-agencies, to be able to operate with authorities under title X, versus the rest of the authorities that perhaps will be needed somewhere down the road.

Sir, we have the 8th Air Force, the mighty 8th, which is now the cyber-command, and we are looking at, sometime soon, moving that into a major command status, the same as Air Mobility Command, or Air Force Space Command, to be able to address these issues.

We're still a bit in the baby steps, all of us, on this—whether it is our brothers that are doing this in the Army or the Navy or the NSC, or the National Security Agency—NSA, I'm sorry—on how to orchestrate this, and how to derive the desired understanding of what's going on in that domain, plus understand the authorities that will be required in the future.

So, this is an interesting challenge, and it goes on at the speed of light, 24 hours a day, 7 days a week. It is a big issue for us.

Senator SHELBY. NSA can be very helpful to you.

General MOSELEY. Very helpful, sir.

Mr. WYNNE. Let me tell you where we are, sir. This is really a two-part issue. First, we found that presentation of forces to Strategic Command is not as clear-cut as with other combatant commands, due to USSTRATCOM's unique functional component construct. Second, as we look to expand our capabilities in cyberspace, we also need to find efficiencies in organizing, training, and equipping those cyber forces that we present to all combatant commanders.

So, the first steps, I asked General Elder, through General Moseley to do is to organize first, and just make sure we understand how those forces get presented, then begin to establish a training regimen to make sure we presented them in the best possible manner. And just as you've asked, I've said, "Okay, now in 2009, let's construct what resources we can do." Now, I will tell you through the benefit of working with the National Security Agency, they have funded a tremendous amount of research for us, and by the way, one of our laboratories up in New York is one of their premier laboratories to supply them this information.

So, right now, we are looking to our agency partners and sometimes our Strategic Command partners, to provide us the resources. But, I think the time will come when we need to scale, we

need to scale because 80 percent of the commerce of America now goes through the Internet. And we need to scale ourselves up to make sure that we are adequate to protect that.

Senator SHELBY. Thank you, Mr. Chairman.

General MOSELEY. And, Senator, we—

Senator SHELBY. Okay.

General MOSELEY [continuing]. We will probably have the major commands stood up to—we're on a path to do that, maybe to announce something about that, by late summer, early fall, to get at what you're talking about with a major command, and a major command staff.

Senator SHELBY. Well, this is imperative for you, is it not?

General MOSELEY. Yes, sir.

Senator SHELBY. Mr. Chairman, thank you.

Senator INOUE. Thank you.

Senator Dorgan.

RESTRICTIONS ON RETIRING AIRCRAFT

Senator DORGAN. Mr. Chairman, thank you very much.

Let me say I've enjoyed working with both of you, I think you do an excellent job, give us straight talk when we need it, and I appreciate that.

I do understand that you might chafe at the fact that Congress tells you you have to keep certain airplanes. I understand that, fully. I might say, some of the airplanes you've described today, the 117, C-5s, 130Es all have replacements, and some are flying with restrictions.

One difference is the B-52. The B-52 bomber has no replacement at this point, the earliest we might have one is 2018, it's more likely to be 2025, and it's flying under no restrictions.

And, I just want to mention to you, I know both of you would expect me to, the B-52 is an older airplane, that's true, but we're funding the F-22 to kick down the door, and the B-52 is your least cost bomb truck. It flies at less cost than any other bomber in the fleet. You used over 80 of them in the initial 30 days of the Iraq combat, in order to forward-deploy 42, you had to use 80 B-52s. You obviously couldn't do that if we accept your recommendation to go from 94 down to 56 B-52s.

Now, the authorizing committee told you that you could remove 18 attrition reserves, which would take us down to 76 B-52s, but even before you do that, you have to provide a study to the Congress. Some of us think that study will show there is a bomber gap, if you boneyard those additional reserve airplanes.

But my hope is that we will not take the bomb truck out there that's the least cost. Incidentally, in Iraq, during this initial phase, the B-52 dropped nearly 30 percent of the ordnance, with only 3 percent of the sorties. It has the longest reach, the greatest loiter time, at the least cost. And, you're telling us you want to go to 56 bombers in the President's budget, I do not understand that.

I'm not asking you a question, because I've asked you those questions in meetings, many, many times. But what I—let me go to something else that I wanted to ask you about. I hope you will consider that, however. I just think that's a—and Congress,

the House of Representatives has addressed this, the Senate has previously addressed it, as well.

Let me ask you a question that I asked General Schoomaker, the Chief of Staff of the Army. You know, I was—when I came to Congress a long, long time ago, I joined the Defense Reform Caucus that former Senator Gary Hart was involved in, and we were talking about duplication of things in the various services, every service wants to do exactly the same thing. And so, you duplicate all of this spending.

UNMANNED AERIAL VEHICLES

I asked General Schoomaker about why the Department of the Army wants to buy a bunch of unmanned aerial vehicles (UAVs) to fly at 20,000 feet over the battlefield. My understanding is that the Air Force wants to buy 241 medium and high-altitude unmanned aerial vehicles, the Army wants to spend \$1.2 billion to buy 108 extended-range UAVs. So, the Army wants to fly its own Air Force up there in unmanned aerial vehicles at 20,000, 25,000 feet, and I said, “Why would you want to duplicate?” I understand why you might want to do it at low-level, over the battlefield, that’s a different issue, 2,000 feet, some UAV, but at 20,000 feet?

General Moseley, let me ask you about this. I understand that you have done some writing and thinking about this, but tell me about it. Because, it seems to me to be duplication with respect to the Warrior that the Army wants to build, and the Predator that the Air Force is building.

General MOSELEY. Senator, first can I respond to the bomber. We solicit the subcommittee’s help and partnership on building that new bomber. We have a little over \$4 billion in sustainment of the existing bombers, and we have a program in work for the next generation bomber, with a proposed initial operational capability (IOC) of 2018. And so we will be looking for the subcommittee’s oversight, and the subcommittee’s help and partnership to be able to field that bomber. So, this bomber pilot (Captain McElvaine) won’t have to be flying an 80-year-old airplane in combat, either. That’s why the bomber’s in our top five procurement priorities, is to be able to do exactly what you’ve said.

Sir, the UAVs—I do have some experience in this—and General Schoomaker and I are dear friends, in fact, we’re neighbors, we live on the same street, and we’ve had this talk.

My desire is to be able to meet requirements, whether they are Army requirements, Marine Corps, Navy, Special Operations, or other Government agency requirements, and to be able to do this with a standardized set of languages, ground stations, understanding of bandwidth, and to be able to avoid duplication, while meeting the requirements. The requirements, to me, not only as a guy who was able to command central command air forces in two campaigns—in which we used these UAVs extensively—but also to look to the future and how we meet an almost insatiable appetite for these things.

Right now, in theater, there are over 1,000 UAVs. A variety of systems—all good—all operated by well-meaning people. But, the ability to capitalize on billions of dollars of future investment, and to avoid duplication, has been my concern all along. We’ve worked

this hard, we've stood up the Centers of Excellence to look at this, and they have been very helpful. They've worked tactics, techniques, procedures, and they've been very helpful.

But down the road, these airplanes are going to begin to cost real money. The Air Force has \$13 billion in this program, and we're looking to build close to 200 systems. My fear is we will hit a wall, and we will have a crisis in duplication of effort, and acquisition and money—which we don't have a lot of—and we will have issues with command and control, and we will have issues with meeting global requirements.

Senator, right now, your Air Force attempts to meet the requirements for all combatant commanders in this area. Right now, everything we've got is deployed into U.S. Central Command's area of responsibility (AOR) and the requirements just in the special operations world alone, have gone from four combat air patrols (CAPs) to over 30, in the period of a couple of years.

So, my desire is to be able to look at this from the top down, understanding the requirements and meeting those requirements, and see if there's not some way to reduce duplication and streamline this thing, because it is a big capability for all of us, and a joint capability.

Senator DORGAN. Well, General, and Mr. Secretary, I'm just—I'm concerned about duplication, we have limited resources for nearly unlimited wants. People have talked about the need to recapitalize and so on, but if we've got two services doing essentially the same thing—and in this case, it seems to me the Air Force ought to be the executive agent for medium-level and high-level UAV operations. And I just—I hope we can resolve that. It just, it makes no sense to have a duplication of effort, duplication of development, duplication of research. I understand, perhaps, the Army has used some of the research that has been done, but I still think that that duplication is something we ought to take a hard look at.

Mr. WYNNE. Senator, one of the things that is not widely known is we fly those Predators in high altitudes from places in the United States. We actually are establishing squadrons in California, New Mexico, New York, and Arizona, to essentially fly Predators and Global Hawks from the Conus, so we have reached back into Conus, and all of our operating squadrons are actually forming up here.

I will tell you that our, it's our ability to service them at airfields in the theater, but our tactics, techniques, procedures, and even the design of the flight, all take place here in Conus. It's not well-known.

Senator DORGAN. Mr. Chairman, my time is up, but I want to follow this up, I know Senator Domenici also raised these questions at a previous hearing, and I just think our subcommittee wants to make sure that we're making the right investments, and not duplicating investments on research and development, especially between services.

General MOSELEY. Senator, there are bodies of work out there that are outstanding. There are groups of people out there in industry that do this, that are outstanding. My desire is to harness all of that, and be able to leverage all of the things that industry can bring to bear against this problem, to meet these requirements.

And, if you would allow me, I would ask you to include the letter that I've written into the record, which explains, I think, a lot of this.

Senator DORGAN. Let me ask consent that the letter be a part of the record.

Senator INOUE. Without objection.

[The information follows:]

Chief of Staff of the Air Force
1670 Air Force Pentagon
Washington, DC 20330-1750

Commander, Air Force Reserve Command
1150 Air Force Pentagon
Washington, DC 20330-1150

Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330-1670

Chief, National Guard Bureau
2500 Army Pentagon
Washington, DC 20310-2500

Director, Air National Guard
1000 Air Force Pentagon
Washington, DC 20330

MEMORANDUM FOR NATIONAL GUARD ADJUTANTS GENERAL AFRC/CV
SUBJECT: Total Force Integration Phase IV Initiatives List

Thank you for your hard work these last several months developing the comprehensive list of Total Force Integration initiatives which are attached. It is more than a list of missions. It represents positive movement toward fundamental Air Force integration of our Regular, Guard and Reserve forces so we can move into the future—together. Your efforts have succeeded in laying the foundations for far-reaching changes that include developing the conceptual framework, securing the necessary resources, and implementing such activities as CONOPS development. SATAFs and other important tasks.

The attached list officially presents the results of your unprecedented, coordinated effort. The 138 initiatives listed are in various stages of development and implementation. We realize there may be changes to this plan; however, it accomplishes our intent to combine the earlier phase lists with the new initiatives into one, all-inclusive list. We believe the key elements for normalizing Total Force Integration concepts are firmly in place—MAJCOM and component coordination is now standard procedure—from conceptualization through execution. We look forward to more outstanding Total Force successes.

Again, we applaud your progress to date and your leadership in effecting these changes.

T. MICHAEL MOSELEY,
General, USAF, Chief of Staff.

JOHN A. BRADLEY,
Lieutenant General, USAF, Commander, Air Force Reserve Command.

CRAIG R. MCKINLEY,
Lieutenant General, USAF, Director, Air National Guard.

MICHAEL W. WYNNE,
Secretary of the Air Force.

H. STEVEN BLUM,
Lieutenant General, USA Chief, National Guard Bureau.

Senator DORGAN. Let me just finally say thanks to the five members of the Air Force you've brought. They are inspiring, and all of us thank them for their service.

Senator INOUE. Senator Bond.

Senator BOND. Thank you very much, Mr. Chairman and thank you, and welcome, Secretary Wynne, General Moseley, I join with

you in welcoming and commending the five Air Force personnel that you have with you.

The subcommittee wants to help you, but we need your assistance, and you've stated your top priority—your tankers, and General Moseley, we welcome your expression and recognition that competition is essential, a point I'm going to get back to later. No one will argue with the assessment that we need tankers. But, I think what we talked about today indicates that the warfighter needs strategic lift, and the improvement program for the C-5 may invoke Nunn-McCurdy, I understand and the Air Force is reluctant to move forward with the RERP because of the high cost and low return—we're told for a 50-percent increase in cost, the warfighter only gets 10 percent increase in reliability, but you've mentioned that there's authorizing language that prohibits retiring it. It appears that you're going to need more lift, and right now, as has been said, the Boeing long-lead suppliers have been notified to shut down when we're going to need much more airlift.

What do you propose? Do you propose that we eliminate the restriction on retirement?

STRATEGIC AIRLIFT

Mr. WYNNE. Well, sir, we are asking we get more freedom to manage our own inventory. We still see that we will probably need C-5s for some time to come.

Senator BOND. Well, there are many C-5s that are—

Mr. WYNNE. Yes, sir, there are. We would actually appreciate the opportunity to line them up worst to best, and we actually see that there are somewhere between 20 and 30 that may be good candidates for standing down. We think we can work with the folks that have these, and actually backfill them.

We do see that we are at an absolute minimum when it comes to the MCS and the definition of 292. As you know, even on the C-5s, we're restricted from retiring 112, and we crashed one at Dover, so we really only have 111.

So, I would tell you that we are up against it when it comes to strategic lift. On the other hand—and I've told my colleagues within the contracting community—I can't afford to buy at the rate that they are proposing that we consume them. I would dearly love to figure out how to entertain a low rate, because sir, it bothers me that our strategic lift line may go quiet in the time we are looking forward to. I would love to have, in 10 or 15 years, the ability to call on additional C-17s at a moment's notice. I just don't see my way forward to that level.

Senator BOND. Well, Mr. Secretary, I think this is a management question, this is a broader management question. And I have some real concerns about management mistakes that were made before you and General Moseley got there. I think that the—some of these mistakes need to be revisited, number, there's been excessive focus on high technology to meet threats that are years away without having planned and prepared for—it's not a threat, but it's the actual challenge, the war that we're fighting today. And, we you know, we have—we'll have some F-22s for a decade-away threat, but right now, we need airplanes that work in the environment

that we have, to transport the troops, and refuel the planes, that carry the munitions we need.

AIRCRAFT ACQUISITION IN TACTICAL ARENA

The second major problem was that in the tactical arena, the platforms are without competition. One prime contractor owns the Air Force lock, stock, and barrel, and the results are apparent. Because of the single-sourcing of the JSF, which I said at the time was a tremendous mistake and I believe has been demonstrated to be a mistake, you see cost overruns in the F-22, the F-35, and I hope that you will be able to rethink and take a broader management view, a review of where you are, and say, "We have to look at this entire strategy, we have to have competition, we have to be able to meet the needs we face right now, as the hundreds of F-15s and F-16s are going to be retired." How best can you meet that with limited dollars?

Right now, no F-22 is going to be able to fight terrorists and deliver munitions on target, like the F-15 Strike Eagle can. That is a capable, fully affordable, existing aircraft that can be produced. You're going to have to take a look from the beginning, with only, with a number of legacy aircrafts being retired, and the fact that the F-22 has been cut way back—you're going to have to come up with plans on how you husband your resources, focus your threats, not forgetting about the long-term threat. But also recognizing that we've got some short-term threats.

Are you willing to take a broad management review and look at the mistakes that have been made in the past, and try to give us a plan that will go forward? And, I'd like both the Secretary and the General's comments on that.

Mr. WYNNE. I would start with the fact that when we put together the supplemental we were really concerned about how we work on the attrited aircraft. We've lost 50 fighters, and over 130 airplanes since 2001.

In 2003, when we first went down into Baghdad, we only took stealth aircraft with us. We took 117s, and we took the B-2. We need to make sure we have the same kind of capabilities, because the Russians have been selling Tehran a brand new, surface-to-air missile. The North Koreans have taken upon themselves to buy a pretty good integrated air defense system to protect themselves. The Chinese have fortified the entire strait of Taiwan.

Now, I would say that—just like Curtis LeMay, "Peace is our profession." And I would propose to you that I would not like at all to engage. But I would say, when diplomacy fails, you need your Air Force to be at the ready position. And when diplomacy fails, we need to be responsive.

I would say, therefore, we decided that we would submit the F-35, and got criticized in the supplemental, and we did that because fourth generation airplanes are obsolete in the face of modern threats. We are moving to fifth generation. And we know this is hard, but change is hard, and we believe that if we don't do this, we simply won't be responsive to the double-digit surface-to-air missiles, and the improving technologies that the Russians and Chinese are fielding.

I didn't realize I was creating a brand when I said "fifth generation" airplanes—meaning stealth, precision, maneuverability, networked aircraft, and speed—but it turns out that the Russians and the Chinese are now promoting fifth generation airplanes to the Indians and some of their other sales areas. And they're doing this with something that looks largely like a tornado, and then with an extraordinarily capable Sukhoi.

Neither one have the capability of the F-22, or the Joint Strike Fighter, but we're afraid that they do have some capabilities that may exceed some of our aging F-15s and F-16s. So we are, by the way, trying to make sure that we continuously upgrade the F-15 to keep it combat-ready, and the F-16, as well. But as a previous Chief of Naval Operations, Admiral Clark said, "There will probably not be a future war like this war, and this war is not like any war we've ever fought."

General MOSELEY. Senator, thanks for that question. I have some entry-level understanding of the F-15 that's built in your district—

Senator BOND. I know you—I know that very well.

General MOSELEY. Sir, I've only flown her off and on for 30 years. And it is part of my life, and it's part of my son's life, who flies the same airplanes that I flew as a captain.

And so, I would offer to you that that airplane, as much as love it, is not as survivable as we would like it to be. When we look at the job of the Air Force, which is to maintain air dominance in the theater, so our Army and marine and Navy brothers can conduct operations. We will have a number of F-15s for awhile. And we've had, we've had several discussions about what could we do with them to keep them as operable and as survivable as we can to include the helmet-mounted sight, the new weapons systems and the new radar. We're committed to doing that on a number of the F-15Cs, so that the Total Force, Guard, and Active, can continue to fly those airplanes in the missions that are suitable.

But, Senator, I'll tell you, there's a world out there that is increasing exponentially in technology and lethality, whether it is surface-to-air missiles, whether it is early warning radars, or whether it is air-to-air systems to include missiles, infrared search and track systems, or radars. We have to stay ahead of that if we are to maintain the air dominance for the theater, so that the Army, Navy, and the Marine Corps can operate. That's our challenge.

Do we need 1,000 plus F-22s? No, sir. We just need enough to maintain the dominance in the theaters that we're tasked to do.

The F-15E is a wonderful airplane, and we have her now deployed to Bagram because of the small diameter bomb, and the range and payload that the E can carry, which is the best-ranged, best-capable fighter of its class in any service in any country. That's why we have them at Bagram now, to be able to do this business in the spring and summer of this year. In fact, that's a squadron out of Mountain Home, Idaho, that's up there right now.

So, sir, our challenge is to be able to match this budget, and to be able to match this top line, and to do all of the things that the country's asked us to do, and still be the best Air Force in the world. That's the challenge, and the stretch that we've got.

Senator BOND. Certainly, the underlying theme—which I subscribe to—is the American aerospace industry, at large, is shrinking. And, it does concern me about where do we go in the future for competition and for production? And that does concern me, and we are, in fact, periodically, trying to conduct a survey to try to determine just what will we do? Frankly, the introduction of the next-generation bomber is one of those energies that is energizing the engineering functions from St. Louis to Los Angeles, and we appreciate the support that this subcommittee gives, because we think that that is, perhaps, a real opportunity that shouldn't be denied.

Senator BOND. Well, we certainly want to support that mission, but I hope you recognize that the failure for competition was one of the major failures, and I will have further discussions later. Thank you, Mr. Chairman.

Senator INOUE. Senator Domenici.

MISSIONS AT HOLLOMAN AIR FORCE BASE, NEW MEXICO

Senator DOMENICI. Thank you very much, Mr. Chairman.

I think this hearing certainly is not going to solve the total problem that we're discussing here today. There are very big decisions that have to be made about what happens to the American Air Force in this area during the next 2 to 10 years, and it's certainly going to be something very different than what we thought we had in mind when we started here. And the Department is pretty quick to tell us that when they meet with us and talk about what the problems are.

We have, for instance, Holloman Air Force Base in New Mexico that has some amazing assets, including airspace and nearby training capabilities. And your budget process proposes retiring the remaining Holloman F-117s in fiscal year 2008, but I understand that a transition plan is in place to bring F-22s to the base. I'm excited about working with the Air Force on this transition, and I have a few questions about it.

My first question is what is the total amount that the Air Force needs for the F-22 beddown at Holloman, and when will those funds be budgeted for? General?

General MOSELEY. Sir, if you'll let us take that for the record, we'll get you our current assessments of the beddown and the transition from the 117 to the F-22.

Senator DOMENICI. I think it's important, not just for me, but I think—

General MOSELEY. Yes, sir. If you would let us take that for the record, and we'll get you those numbers, and the schedule.

[The information follows:]

F-22 BEDDOWN AT HOLLOMAN AFB

The Air Force will beddown forty F-22As (36 Primary Assigned Aircraft) at Holloman Air Force Base, New Mexico between the first quarter of fiscal year 2009 and the first quarter of fiscal year 2011 with a total estimated renovation and military construction bill of \$40 million. In fiscal year 2006, Holloman Air Force Base, New Mexico executed \$10.8 million on renovation projects. The fiscal year 2008 President's Budget Request lays out a further \$26.625 million for planning and design and military construction projects spanning fiscal year 2008 through fiscal year 2010. The remaining \$2.5 million of the \$40 million total is one project (squadron operations building) which is currently unfunded. However, the Air Force will fund for this project internally.

[In millions of dollars]

	Amount
Fiscal year 2006: Operations and Maintenance—Various	10.8
The specific fiscal year 2008 President's Budget request projects are:	
Fiscal year 2008: Planning and Design	2.450
Fiscal year 2009:	
Aerospace Ground Equipment Maintenance and Storage Facility	2.600
Jet Engine Intermediate Maintenance Facility	2.125
Aircraft Maintenance Unit Facility	1.000
Simulator Facility	3.100
Low Observable/Composite Repair Facility	11.850
Fiscal year 2010:	
Conventional Munitions Shop	1.000
Precision Guided Munitions Facility	2.500
Unfunded: Squadron Operations Building; only project unfunded	2.500
Total	39.925

Senator DOMENICI. I appreciate it.

I've also heard about differences in the number of authorized jobs at Holloman, and I'd like that too, if you could produce those for us, too, and for the record, not just for me.

General MOSELEY. Right.

Senator DOMENICI. But, for the record, it would be helpful. Could you do that?

General MOSELEY. Yes.

[The information follows:]

F-22 BEDDOWN AT HOLLOMAN AFB

Two hundred and seventy four (274) positions will be lost as Holloman Air Force Base transitions from F-117s to F-22s. An additional 221 positions will be lost due to other actions affecting Holloman Air Force Base. These numbers do not include contractor positions.

MISSIONS AT CANNON AIR FORCE BASE, NEW MEXICO

Senator DOMENICI. As you know, Cannon Air Force Base was placed in an enclave status, which turned out to be a very good thing. It's almost like we planned it. Enclave means we're not going to close it, and we're not going to keep it open, but we're going to keep it right here to see what it's needed for. It turned out that clearly, it was going to be needed, and is needed, and you're in the process of developing it as a new military air base that will not be related, as in the past, to a F-16 Fighter Wing, but rather this will be one that will be related, in a different way, to a Air Force Special Operations Command Wing, and you're in the process of evaluating how to put that together, is that correct?

General MOSELEY. That's correct, sir.

The BRAC Commission directed the 27th Fighter Wing be dis-established and we are proposing to stand up the 16th Wing by end of the summer at Cannon, and be the second of our main operating bases, the western location for our Air Force Special Operations Command, which may include fixed-wing, and UAVs, and a variety of other things that we can use those ranges in New Mexico for.

Senator DOMENICI. Seems like that, all of a sudden fell right there where you need it, and now you will use it. And that seems to me to be a pretty exciting situation for the Air Force of the future.

I have a couple of additional questions, I will submit them, we've been here long enough for this Senator.

General MOSELEY. Senator, if you'll allow us to include those Milcon requests, and infrastructure issues for Cannon, also, we will include those in the record, with the amount of money and the time.

[The information follows:]

MILITARY CONSTRUCTION FOR CANNON AFB, NEW MEXICO

The following is a list of military construction infrastructure projects programmed for Cannon Air Force Base, New Mexico.

[In millions of dollars]

Fiscal year	Project Title	Projected Cost
2008	Add/Alter Hangar 109 for C-130	1.7
2010	Consolidated Communications Facility	15.0
2011	96-Person Dormitory	7.5
2011	Child Development Center	7.8
2011	Add/Alter Waste Water Treatment Plant	5.0
2012	96-Person Dormitory	7.5
2012	Library Education Center	8.0
2012	96-Person Dormitory	7.5
2012	Library Education Center	8.0
2013	Add/Alter Fitness Center	5.0

Senator DOMENICI. Well, I would like to say to the fellow Senators that the base that is going to become a Special Operations base, that's already decided, and they know what planes are going there. The problem they have is that, clearly they're going to need some additional infrastructure on the base, to make it what it is going to turn out to be. They don't have those requirements ready yet, but they're working diligently on them, on three or four levels of military involvement, and the statement just made is merely saying, could they submit for the record, what those needs are? I think it's imperative that we get that Milcon, I know it's in the neighborhood of \$75 million over a couple of years, which will then make Cannon, they say, a total Special Ops base, the likes of which we have nothing like in the western United States. I think for the record, you were prepared to say that that's a very good asset for the Air Force, is that correct, General?

General MOSELEY. Absolutely, sir. The proposed action gives us an east coast base in Florida, and it gives us a west coast, or western base in New Mexico. For 1 million reasons, it's a good idea to have a base like that that we can rehearse with the Army, with the Special Operations Command, we can operate on the ranges there, and there's just a variety of things that makes that a good idea.

Senator DOMENICI. Thank you very much.

Thank you, Mr. Chairman.

I look forward to your reports, General.

Senator INOUE. Senator Murray.

Senator MURRAY. Thank you very much, Mr. Chairman.

36TH RESCUE FLIGHT AT FAIRCHILD AIR FORCE BASE, WASHINGTON

Mr. Secretary, Fairchild Air Force Base, in my home State of Washington is home to the 36th Rescue Flight. They support the 336th Training Group in the Air Force Survival School there.

According to the news reports, each year those helicopters evacuate an average of three injured Survival School students, and they help locate about 90 students who become lost during their survival training. And on top of that, the 36th Rescue Flight Civilian Search and Rescue Operations has saved more than 600 lives during search and rescue missions in Idaho, Oregon, Montana, and Washington State, because of the extraordinary crew members and their unmatched capabilities.

I am very concerned—the President's budget does not include funding for this 36th Rescue Flight. If that budget is adopted, Fairchild is going to lose those four helicopters and crews, and the surrounding States are going to lose a very critical ability to respond to emergencies in the event of a natural disaster. It is a big concern out in my State and the surrounding States, and I wanted to ask you. What is your rationale for not funding the 36th Rescue Flight?

Mr. WYNNE. I know that we had spent over 2 million hours trying to assemble this budget, and I had the sense that Air Education and Training Command—where these helicopters were actually routed through, because that's who owns the escape and evasion training area—probably took an additional risk that maybe we need to mitigate.

We took another look, a hard look at what those helicopters do, they are UH-1Ns, and we are looking at that, and wondering whether or not that is really our Air Force contribution to, not just the Fairchild Air Force Base area, but to the surrounding terrain.

We may have, in that area, taken a little bit too much risk. And so, we're thinking about, where do we go and scrape the money from, frankly, to reconstitute that force? Does it have to be four? Probably, because they are not new helicopters. And we'd love to get, when you have four, you can at least count on getting one or two off, so that's kind of one of the things we are taking a hard look at. Thank you for bringing it to our attention.

Senator MURRAY. So you agree that it's important for the Survival School, I assume?

Mr. WYNNE. We certainly agree that there's a need there. We're, I think the rationale right now, is whether we need all four, or whether we need a few, and that's going to be an operational consideration. But, it seems to me we have a mission, and we have a real need. And it's bigger than the Air Force mission, which I don't think really hit home.

Senator MURRAY. Okay. So, would you support restoring that funding?

Mr. WYNNE. Ma'am, I don't know where I'd get the money right now. But I'm going to look hard.

Senator MURRAY. Okay, well, I think it's really critical, Mr. Chairman. That is a very important function, both for the Survival School as well as the region, and its loss to our region would be immense. So, we want to hear from you how we can restore that funding, and how—

Mr. WYNNE. Yes, ma'am.

Senator MURRAY [continuing]. This subcommittee can work with you to do that.

Mr. WYNNE. We appreciate your bringing it up.

Senator MURRAY. I've also—I know you've been asked about tankers a couple of times this morning, and you know, those are extremely critical. I heard you say they're your number one procurement, many of them 45 years or older, and that they need to be procured.

Your new RFP for the KC-X specifies nine performance parameters, and we all, I think, agree the men and women of the Air Force deserve the best tanker. I wanted to ask you, with the delay in the KC-X RFP release, are you confident the Air Force can execute the entire KC-X fiscal year 2008 budget request of \$314 million?

Mr. WYNNE. Yes, ma'am. As we currently said, and primarily because both of the competitors are offering commercial-style airplanes, we think that they probably have a set of inventory that is going to essentially absorb that money—that they would essentially accelerate their response to us, which we really appreciate. They know we've been stretched out. They know that it's our number one priority. I don't think we'll have a problem spending that money.

Senator MURRAY. When are the proposals due back? And when will the contract be awarded for those?

Mr. WYNNE. We're looking for the proposals to come back, I think, in early April, and we're looking for the contract to be awarded by year-end.

Senator MURRAY. By the end of this year?

Mr. WYNNE. Yes, ma'am.

Senator MURRAY. And, will you confirm for me that the Air Force will select a new tanker, based on an open and transparent acquisition process?

Mr. WYNNE. Yes, ma'am.

Senator MURRAY. Okay, I appreciate it very much.

One other question, Mr. Chairman.

RESERVE COMPONENT EQUIPMENT AND TRAINING

I wanted to ask you, because I'm really concerned about the long and frequent deployments and the effect they're having on our service members, including those in the Air Force Reserve and the Air National Guard. I think we all agree that they deserve the best equipment and training, and I wanted to know if the Air Force has a solution for providing the Air National Guard members equipment to train with at home when their aircraft is being kept in Iraq?

Mr. WYNNE. Ma'am that has to do with, again, with how much budget do you have, and how many airplanes can you dedicate simply to training, when you know they are dedicated to warfare?

The National Guard airplanes are the C-130Hs. We've offered them backfills of C-130Es and we fully understand why they would rather have their Hs back. We will tell you that we have a proposal in the supplemental to try to buy some C-130Js and we recognize that we think we need some C-130s downstream.

I would say this, though, about the National Guard, throughout, and the Reserve. We even have some Puerto Rican National Guardsman, this is the very first time they ever deployed in their history, and they came over and were serving in Bagram in a C-130 squadron.

They operated magnificently, they operated right together—you could not tell that it was a Guardsman or a Reservist or an Active Duty person. I can tell you that their training, they are top drawer, and the Air Force counts on them. And we have maintained a consistent rating throughout the Active, Reserve, and National Guard force structure.

We are worried about the readiness of all of our troops together, and we recognize that even as we push forward into the joint cargo aircraft, we know we have some great people out there, and we are worried about their training.

Senator MURRAY. General?

General MOSELEY. Senator, if you would allow us, we've just signed out our phase four of our total force initiatives that includes Guard and Reserve, and we've sent that out to the Adjutants General over the signatures of the Secretary, myself, General Blum, General Bradley, and General McKinley. If you will allow me to put that in the record, I think that'll give you a good idea of where we're headed with the Guard.

[The information follows:]

PHASE FOUR TOTAL FORCE INITIATIVE

Attached is the Total Force Integration Phase IV Initiatives list signed by Secretary of the Air Force Michael W. Wynne; Chief of Staff of the Air Force General Moseley, the Commander of the Air Force Reserve, Lieutenant General Bradley; the Chief of the National Guard Bureau, Lieutenant General Blum, and the Director of the Air National Guard, Lieutenant General McKinley.

General MOSELEY. But, ma'am, you know by watching us, we don't do anything without our Guard and Reserve. We have large percentages of our major activities that are mixed inside the Guard and Reserve. We don't hold Guard or Reserve units in any different readiness. All of the money that we fund these units with—in fact, over this budget cycle, the Active units are funded less than the Guard and Reserve units. And if you would like, I'll share those numbers with you.

Senator MURRAY. If you could share them with the subcommittee in writing, that would be good.

[The information follows:]

ACTIVE, GUARD, AND RESERVE FUNDING

Senator Murray, this chart breaks out our Total Force fiscal year 2008 funding levels in a number of critical areas (depot programmed equipment maintenance, contractor logistics support, flying hours, base operating support, and operation and maintenance facility sustainment) by Active Duty and Reserve Component. We worked corporately together as a Total Force team to ensure funding equity across these areas. In some instances, notice the active Air Force is actually requesting a lower percentage of funding relative to its total requirements. This was purposefully done to ensure fiscal fairness among the Active Air Force, the Air National Guard, and the Air Force Reserve Command.

[Dollars in millions]

	Active	Guard	Reserve
DPEM:			
Funded	\$2,696	\$588	\$400
Requirement	\$3,676	\$799	\$490
Funding Levels (percent)	73	74	81
CLS:			
Funded	\$3,761	NA	NA
Requirement	\$5,002	NA	NA
Funding Levels (percent)	75	.....	.....
FH:			
10 percent Buyback	\$516	\$159	\$88
BOS:			
Funded	\$780	\$4	\$47
Requirement	\$1,179	\$6	\$44
Funding Levels (percent)	66	75	108
Sustainment:			
Funded	\$1,890	\$202	\$58
Requirement	\$2,071	\$212	\$62
Funding Levels (percent)	91	95	94

General MOSELEY. One of the key fundamental strengths of your Air Force is that we're a seamless Air Force with Guard, Reserve, and Active. In fact, the Commander at Kirkuk right now in Northern Iraq—the officer that commands that entire base—is from Senator Bond's unit at St. Louis. He and his senior NCO, she is the Command Senior Master Sergeant—they are all Missouri Guardsmen.

In my time as Commander of U.S. Central Command Air Forces, I had over 100 Guard and Reserve folks in key command positions at big bases. So, this notion of a seamless, Total Force, it is one of the fundamental beliefs of this Air Force. And so, if you would allow me to share this with you, I think it shows the overall notions of how we are looking to make this relationship even better.

Senator MURRAY. Okay, I appreciate that. I appreciate your attention to that, and I hope we can put that in the record, Mr. Chairman.

Senator INOUE. Senator Leahy. You finished?

Senator LEAHY. Thank you, Mr. Chairman.

General Moseley, last week you wrote a letter to the Commission on the National Guard and Reserve. Mr. Chairman, I'd ask consent that that letter be inserted in the record.

Senator INOUE. Without objection.

[The information follows:]

DEPARTMENT OF THE AIR FORCE,
OFFICE OF THE CHIEF OF STAFF,
Washington, DC, March 15, 2007.

The Honorable ARNOLD L. PUNARO,
Chairman, Commission on the National Guard and Reserves, 2521 S. Clark Street,
Suite 650, Arlington, VA 22202.

DEAR MR. CHAIRMAN: Thank you for the recent opportunity to testify before your Commission on one of the most momentous and potentially transformational issues of the day. I appreciate your readiness to discuss the Commission's interim report and options to better organize, train and equip America's military forces. With the nation engaged in a global war, I believe it is especially critical to pursue new avenues to properly integrate the Guard, Reserves, and Active Duty Air Force into a seamless, Total Force.

I wholeheartedly agree that the structure for the Reserve and National Guard is outdated and has not kept pace with the organizational changes mandated by the Goldwater Nichols Defense Reorganization Act of 1986. Our reserve components

have moved from a Cold War strategic reserve posture to active support of ongoing operational missions. They also provide the additional capacity to meet surge requirements and to support wartime and contingency operations across the board. Whether in response to combat tasking or natural disasters at home, there is nothing the Air Force does that isn't accomplished by the Total Force. Yet, while the United States Air Force has served as the model for seamless Total Force integration for decades, even our most successful of templates could be better positioned to address contemporary requirements. Our military responses to recent domestic natural disasters highlighted these seams dramatically.

Therefore, I propose your Commission investigate options that would more closely align the Air National Guard and Army National Guard with their respective Military Departments, parallel to the Reserves' alignment but with a differing mission set. Such realignment would be more consistent with how the Air Force and Army currently organize, train, equip, and present our forces to the combatant commanders. It would help the Departments address these two inherent components' issues holistically, as part of the Total Air Force or Army. And it would also better facilitate the Military Departments' identification, mentoring, and preparation of Air and Army National Guardsmen for positions of greater responsibility and authority.

I would also propose the Commission investigate options to give our Governors both an Air and an Army Adjutant General, who would partner to create a true joint headquarters for the Governors. This new organizational construct would serve the individual Governors better in time of crisis by providing true joint competencies and expertise for their state headquarters. Concurrently, it would also facilitate the identification, training and career development of a larger pool of joint Total Force officers from which many additional, higher-ranking positions could be filled. In exploring this option, I also propose the Commission consider the Air Guard and Air Reserve each being led by a four-star general, giving both officers the status of an Air Force Major Command (MAJCOM) commander.

I have committed my tenure to making the Total Air Force even more capable of coping with the warfighting, disaster relief and homeland security challenges of the 21st Century. We're working to create command relationships that are responsive, flexible and meet state and national needs seamlessly. We're now in the last of four phases of the most encompassing transformation of Total Force partnering opportunities in the history of the Department of Defense, a change geared toward fielding true, Total Force air, space and cyberspace capabilities across the entire range of operations. We plan to field up to twelve Total Force squadrons of unmanned aerial vehicles (UAVs) in California, Nevada, Arizona, New Mexico, Texas, North Dakota, and New York. We have already begun partnering Air National Guard, Air Force Reserve and Active Airmen to man new F-22A Raptor units in Virginia and Alaska, and plan to follow suit in New Mexico and Hawaii. I've also looked to leverage the outstanding initiatives of the Vermont ANG in the "City Basing" work at Burlington and the South Carolina ANG's "reverse associate" work at McEntire, which are paying great dividends.

I'm pleased with the opportunity to capitalize on the experience and maturity of the Missouri ANG through creative partnering with the 509th Bomb Wing at Whiteman AFB and their B-2 bomber mission. And I'm proud to announce creation of an additional association between a new ANG security forces squadron (SFS) and an existing active duty SFS at Minot AFB, North Dakota—an association that over the next two years will help relieve one of our most stressed career fields. Finally, as we work the next set of Total Force beddowns of our new jet aerial tanked (KC-X), new Combat Search and Rescue helicopter (CSAR-X), new stealth fighter (F-35A/Joint Strike Fighter), and the Joint Cargo Aircraft (JCA), as well as the continued beddown options for C-17 and C-130J airlifters, there is an ever wider set of opportunities that will evolve over the coming years.

I wish you and the Commission all the best in your important endeavors. Thank you once again for the opportunity to share my views with you.

Very respectfully,

T. MICHAEL MOSELEY,
General, USAF, Chief of Staff.

DUAL MISSION OF THE AIR NATIONAL GUARD

Senator LEAHY. And you seemed to be greatly uncomfortable with unique dual mission with the Air National Guard, and somehow want to take over control of it. Do you think it would be a good idea if the Air National Guard be organizationally revamped to mirror the Air Force Reserve, have the States have two units, Gen-

eral, one lead the Air Guard, one lead the Army Guard. That the Director of the Air National Guard be a four-star general, irrespective of the rank and position of the Chief of the National Guard Bureau.

Now, I mention this just because none of these proposals will go anywhere up here. Both Republicans and Democrats are opposed to the, effectively demolish the National Guard, the Air National Guard as we know it. Eviscerate the close relationship between the States and local communities, and completely undermine the National Guard Bureau, which is legally tasked with coordinating National Guard activities, and the reason I find it interesting, is the Air National Guard is doing a stellar job carrying out missions both at home and abroad. They're carrying out a significant proportion of the mission—Air Guard is—in Afghanistan, Iraq, they are ready to react immediately to emergencies at home, I know that for a very significant time after 9/11 they cover flown over New York City, were F-16s out of my home State of Vermont, out of Burlington, Vermont, from the Guard, and of course they are an essential tie between the Air Force and local communities, which has many times made life easier, not more difficult for the Secretary. So, why do you want to end this?

General MOSELEY. Sir, just the opposite. Let me tell you from my testimony at the Commission on the National Guard and Reserves that it was obvious to me that there were folks discussing things that would fundamentally alter the ability of the Air National Guard to do business. The problems it appeared the Commission was attempting to wrestle with had nothing to do with the Air National Guard.

My testimony to the Commission was, whatever it is you're attempting to fix, don't break my Air National Guard and my relationship with my Guard. Because this is fundamental to the Air Force that this is a seamless relationship.

I also said that I have—

Senator LEAHY. But it breaks it if you go into—it's certainly going to break it in the States and the communities if you break it into, in effect, two separate Guards.

General MOSELEY. Sir, let me come to that, if you would. There's another part of this that I'm concerned about. The notion of being a member of the Joint Chiefs of Staff, I'm still not supportive of that. The notion of promotion to four star, I'm okay with that, as long as there's a provision that the Director of the National Guard would then be rotational. There was no mention of that in the testimony.

My experience in this area is that if Steve Blum is made a four star, and he would be an ideal candidate, because he's a quality officer, where in the legislation would it say that this is rotational between the Army Guard and the Air National Guard? Nowhere in there was that discussion.

Senator LEAHY. Suppose it was?

General MOSELEY. I would be happier, sir.

The notion of being able to prepare people for command—if you had a chance to look at my testimony, I also said that I have no problem with the Guardsmen commanding things as big as Northern Command. In fact, I'm the only Chief, I believe, that said that.

Senator LEAHY. Well, you know that Senator Bond, who was here earlier, he and I are co-chairs of the National Guard Caucus, and we try to keep this as devoid of politics as possible. We sent you a letter.

General MOSELEY. Yes, sir.

Senator LEAHY. And I ask that a copy of the letter be inserted in the record, but we raise some concerns about your proposal.

General MOSELEY. Sir, my concern is, don't break it——

Senator LEAHY. I know you'll be responding to that letter.

General MOSELEY. Yes, sir. But I would offer in this setting, my real concern is don't break my Air National Guard. As we attempt to fix other problems, the Air National Guard is not broken. And so, the notion of being able to prepare people for command—and I'm on record by saying I have no issues with this, and I have actually put people in command of big operations—there has to be a path to prepare for command.

The Air National Guard side, I'm happy with. And I would like to make that better. That's why I proposed a bit of a revolutionary notion that a Governor have a joint headquarters, and that a Governor have the ability to grow people inside the State, and that the Air National Guard and Reserve, which is lost sometimes in these discussions, has the same opportunity.

And, so my proposal for the Air Guardsman and the Air Reservist to be an equal four star, I'm okay with that. In fact, that's why I said it. Because I believe my Air Guard, and my Air Reserve are key pieces of what I do as the Chief of Staff of the Air Force, and I value that relationship.

Senator LEAHY. You say "your" Air Guard, and it's sort of all of our Air Guard, isn't it?

General MOSELEY. Well, sir, I can say that as the Chief of Staff of the Air Force, because I'm the senior airman. And I view these guys as airmen, they're brothers.

Senator LEAHY. I view them as a major asset of all of ours, of the United States.

Now, let me ask you this, then. If you want to make it something that can improve, can grow, use your terms, why won't the Air Force expand the community basic initiative? That sends active duty persons on a train and fight alongside Guard personnel at stand-along Guard bases. I say this, because again, using the experience with the 158th Fighter Wing in Burlington, Vermont, it's worked out very well, as a superb national AP story talked about how well this has done, and I ask that that be made part of the record, Mr. Chairman.

Senator INOUE. Without objection.

[The information follows:]

[From the Boston Globe, March 18, 2007]

ACTIVE DUTY AIR FORCE LEARNING FROM VERMONT GUARD MEMBERS

(By Wilson Ring, Associated Press Writer)

SOUTH BURLINGTON, Vt.—When Airman 1st Class Cabe Feller joined the Air Force two years ago, he was hoping to see the world beyond his farm town. He didn't expect one of his first stops to be Vermont.

Now, during his working hours, Feller, 20, of Herscher, Ill., is learning the intricacies of maintaining F-16 fighter jets. He's getting plenty of one-on-one tutoring

about the airplanes from Vermont Air National Guard technicians, some of whom have worked on the planes for longer than he's been alive.

During his off hours, Feller has learned to snowboard. He's been exposed for the first time in his life to what he sees as the ethnically diverse communities of Bosnians, Vietnamese and Sudanese who live in the Burlington area.

"The set-up here is fantastic," said Feller, an active duty airman taking part in a first-of-its-kind program that sends a small number of active duty Air Force personnel on a three-year rotations to the Vermont Air National Guard base at the Burlington International Airport.

The program is known as "community basing" and is designed to help the active duty Air Force work closely with the Air National Guard.

"It takes advantage of the years of experience that the guardsmen have in training our young airmen while at the same time it exposes our young airmen to the guard operations," said Air Force Col. Michael Vidal, commander of the 20th Maintenance Group at Shaw Air Force Base in Sumter, S.C., the active duty parent of the service members in Vermont.

There are similar programs under way at another base in South Carolina and one in Utah, Vidal said.

The program was conceived by Vermont Guard Maj. Gen. William Etter, who was just appointed to the staff of the chief of the National Guard Bureau in Washington. And it was promoted by U.S. Sen. Patrick Leahy, the co-chairman of the Senate's National Guard Caucus.

Leahy saw the program as a way to help the Air Force and to help ensure the Vermont National Guard remained important enough to the Air Force that the South Burlington base wouldn't be targeted for closing.

"It has helped cement the ties between the Air National Guard and the active Air Force," Leahy said. "It can and should be a model now for the entire Air Force. I'd like to see the program expanded aggressively in Vermont and across the Air Guard."

Last month, Leahy wrote a letter to Air Force Secretary Michael Wynne and Air Force Chief of Staff Gen. T. Michael Moseley, saying the Air Force had not followed through with an effective program.

"We are not surprised but we are disappointed," said the letter signed by Leahy and co-chair Sen. Christopher Bond, R-Mo.

Working with the Air Guard doesn't exempt active duty personnel in Vermont from overseas missions. Feller spent about six weeks in Iraq last year with the Vermont Guard's 158th Fighter Wing, and he's due to return again later this year.

Currently, there are 14 active duty Air Force personnel at the South Burlington base. Two are pilots, the rest are maintenance technicians, the majority young people new to the Air Force on their first tours after they completed technical training.

Vermont Guard Lt. Col. T.J. Jackman, who oversees the maintenance of the Vermont Guard's 15 aircraft, said when the airmen arrived there was some concern the active duty airmen wouldn't fit in with the guardsmen. But the two groups have blended well.

"We're all Green Mountain Boys," Jackman said, using the unit nickname that grew out of Vermont's Revolutionary War militia led by Ethan Allen.

Air Force Master Sgt. Roger Harms, 35, originally from Clinton, Mo., is the non-commissioned officer in charge of the young airmen.

He and his wife like living in an area where crime is low and schools are good. "It's a real good place to raise a family," Harms said.

For some of the young airmen, the quiet life of Vermont isn't fast enough and the military opportunities too few, everything from the lack of low-priced military theaters to being able to work on a broader range of equipment than are available in Vermont.

Feller has been working on his own toward a bachelor's degree so he can qualify for officer training and, eventually, pilot training.

"The family atmosphere here is awesome," Feller said.

The airmen in Vermont are due to leave in the fall of 2008.

Senator LEAHY. It shows that members of the Active Air Force get a super training and living opportunity, while the Guard gets a chance to working closer with the Active Force, and you cite that in the letter we just discussed, but why can't you find 100 to 200 people in all of the Air Force to expand this program in Burlington? They seem to be setting up, basically the model that could be used throughout the country. Why can't we find a way to find a way to

do it in Burlington right? Why can't we find a way to expand it around the country?

General MOSELEY. Sir, I will tell you, without being flippant, you're singing my song. I'm the guy that bought—

Senator LEAHY. Good, then when will we expect those 100 to 200—

General MOSELEY. Sir, I asked that question this morning. The test was successful, the people loved what they did, the experience was useful. We're doing the same thing at McEntire in South Carolina, we've looked for opportunities to do this. As we look at the drawdown of 40,000 people, and we look at the global tasking, and we look at over 20,000 of us that have been tasked to do "in-lieu of" tasking, as we look at the youngsters that we would want to put in that unit, we're looking hard to find the people to capitalize on the test, which was very successful.

I like this, and I like what this has done, and I'm committed to do this.

Senator LEAHY. When?

General MOSELEY. Sir, as soon as we can find the people.

Senator LEAHY. Ballpark?

General MOSELEY. Sir, let me get back with you. I've asked the major commanders to find the people. Of course, they have to be fighter folks, they have to be—

Senator LEAHY. Please get back to me on it.

General MOSELEY. I will do that, sir.

Senator LEAHY. I'm easy to be found.

General MOSELEY. This is a good thing.

Senator LEAHY. I have a listed home phone number, I always have had, a listed office number, feel free. We can, otherwise, I'm worried that we won't have any of these bases, especially the Northeast or the Midwest if we don't do this. It seems easier to get bases in warm climates, sometimes it's good to train where you have all kinds of weather.

General MOSELEY. Sir, the benefit of the unit in your State is it has been very aggressive in reaching out for this community basing, and it has worked—the test worked, the relationship worked, the outcome worked, the challenge for us now, is to be able to spread the "in-lieu of" tasking and all of the other missions we have, and find those people of that grade structure, to be able to get them there, and keep them there.

Senator LEAHY. Well, please work with me. I'm not saying this just out of parochial. As I've told our Guard, both Army and Air Guard, I'll go to bat for them if I feel they're doing something really well, I won't otherwise. I think they are doing very well. General Dube, who is our Adjutant General is an Air Force, handles both Air Force and the Army Guard very, very well. And, I know that there has been enormous effort from the civilian community to make this community base work, as the AP story points out, a lot of the people who were assigned there like it and especially when some of them were interviewed, I think, the day after we had had something like 3 feet of snow—which, in Vermont sometimes slows up—we sometimes open a half hour late on things with 3 feet of snow. Not the Air Guard, they're—they fly no matter what it is. I've often thought that if, any terrorist organization could learn

how to make it snow 3 inches in Washington, DC, they could close our Government forever. And we'd have to shift it to Alaska and Vermont where anything under 10 inches is a dusting, and once you get above 3 feet, you've got some logistical hurdles to clean out parking lots, but other than that, just keep on going.

General MOSELEY. Sir—

Senator LEAHY. Mr. Secretary, that was an unnecessary aside on my part, but I just thought I'd throw it in.

Mr. WYNNE. Sir, I'm familiar with Burlington, and lived in Detroit for a long time.

Senator LEAHY. Well, you know what it's like in Detroit when it comes across the water and the snow hits, you know what it's like.

General MOSELEY. Sir, the other part of this that's lost, even in the AP report, is the community opened up and effectively adopted these folks, and so these folks now have surrogate moms and dads and brothers and sisters in a community that we can benefit from the Guard's outreach in those communities, and we can learn a whole lot more. So, this is a good thing.

Senator LEAHY. Our Guard is very well-appreciated in our State. I'll tell you two very brief vignettes in this.

During my campaign for re-election a couple of years ago, there was a concert, a lot of supporters come to it, I would guess that the large majority of people probably if polled disagreed with us being in Iraq, but here's what happened.

My wife was on the Guard support team, family support team, had suggested we give 150 tickets out to families of Guard members who were overseas, either in Iraq or Afghanistan. The performer announced that these Guard families were in the theater. The result was a longstanding ovation for them by the people there. I just, I cannot think of a time in Vermont that anybody—certainly myself included—has ever gotten a standing ovation like that.

The other was, as I told the Guard up there, about 3 weeks after 9/11, I got a call, my office in Burlington from someone who said, "Do you remember that letter I wrote complaining about the noise of the F-16s taking off at the Burlington Airport, I wrote it to you in August?" And somebody said, "Yes, we have that right here, and Senator's going to answer," they said, "No, no, no, please destroy the letter. I think they sound pretty darn good."

Thank you, Mr. Chairman.

Senator INOUE. Thank you very much.

Gentlemen, I just have a few questions.

One of the best-kept secrets, I believe, is the age of our fleet. We talk about it in this room in the subcommittee, but I doubt if fellow Americans realize that we have World War II aircraft, you know, active fleet, that our average age is 24 years old, and I heard the stunning news, Mr. Secretary that Brazil is now prohibiting the landing of C-5s?

Mr. WYNNE. Argentina.

Senator INOUE. Argentina.

Mr. WYNNE. And we're refused overflight rights into our diplomatic Embassy and landing rights. This was on the presidential South American mission.

Senator INOUE. That being the case, I would anticipate that both of you are seriously, seriously considering a bomber replacement for our fleet.

Mr. WYNNE. Yes, sir. You're right on.

Senator INOUE. And what the subcommittee would like to know would be the qualities and the characteristics of the new aircraft? What the time schedule is? What are the costs involved? I would anticipate just R&D exceeding \$50 billion or so. And what, how much a copy? I don't expect you to give us the answer here, but I think this subcommittee should be prepared to sit down with you and assist you in this venture, because I still feel the scars of the B-2 challenge. Those were difficult times. And so, if you could share that information with us, it would be extremely helpful.

I note that in your budget request, you have decreased the flying hour time by 10 percent. I'm not an airman, but I know that our men and women need training, know how to handle the gadgets that are on the planes—what risks are you taking by reducing the time?

AIR FORCE BUDGET PRIORITIES

General MOSELEY. Sir, the challenge is, as we spent the 2.2 million man-hours balancing this budget, as we forwarded it to the Office of the Secretary of Defense, which became the President's budget, in there we had to take some risks to protect the investment accounts in our people, our personnel accounts. We took some risk in the infrastructure, and we took some risk in O&M, and that's where the 10 percent of the flying hours are.

But, I'll tell you, as the Service Chief, I'm less comfortable with additional risk in the flying hours. We're a country at war, we're an Air Force at war. We have to train, we have to generate sorties, and we have to fly. At about 7.5 percent reduction in flying hours, we're still at low risk, but the difference—as you get closer to 10 percent, I'm becoming increasingly uncomfortable with that, and I've asked our operators and our programmers to look at ways to give me the money and put it back, so I can restore those flying hours.

There's only so many things you can do in a simulator before you have to fly. And, I'm sounding like an antique fighter pilot here, but there's just certain things you have to do airborne. And so the simulator/flying mix, I think we're at about the right balance on that, and I'm not willing to go much further. And so, I'm asking to find the money to put it back to restore the flying hours.

Senator INOUE. How much money would you need?

General MOSELEY. Sir, I can—it's a rough order, if you'll let me take that for the record, I'll get that back to you quickly.

Senator INOUE. Because I'd like to share that with the subcommittee.

[The information follows:]

FLYING HOURS

The cost to buy back the 10 percent flying hour reduction in fiscal year 2008 is \$763 million.

General MOSELEY. Yes, sir. Thank you, Mr. Chairman.

Senator INOUE. Because, the last thing that we want to do is to put our men and women who are going in harm's way at risk, unnecessarily.

ADDITIONAL COMMITTEE QUESTIONS

Well, I have many questions which I'd like to submit to you for your responses. But, I'd like to thank you very much for your presence here, and your candid responses. I'd also like to commend and congratulate and thank the five great airmen and women, we appreciate your service very much. I salute you.

Senator STEVENS. Mr. Chairman, can we arrange to take a photo with those people, please?

Senator INOUE. Oh, love to. Can we?

General MOSELEY. Absolutely, you bet, sir.

[The following questions were not asked at the hearing, but were submitted to the Department for response subsequent to the hearing:]

QUESTIONS SUBMITTED TO HON. MICHAEL W. WYNNE

QUESTIONS SUBMITTED BY SENATOR DANIEL K. INOUE

END STRENGTH

Question. Secretary Wynne, the Air Force is in the process of reducing its end strength by 40,000 airmen. Has a recent Department of Defense decision to add 92,000 Army and Marine Corps troops led the Air Force to rethink these reductions? If you determine that additional Air Force personnel are required, how would you address this within the constraints of the fiscal year 2008 budget request?

Answer. The Air Force has been engaged in combat for the past 16 years while transforming into a smaller, leaner and more capable force. This transformation was highlighted in the fiscal year 2007 President's budget request, where the Air Force reduced 40,000 full time equivalent Active Duty, Guard, Reserve and Civilian positions to help pay for one of the Service's top priorities, the recapitalization and modernization of its aging aircraft and spacecraft inventories.

The reason the Air Force reduced manpower in the fiscal year 2007 President's budget request was insufficient budget to execute the entire spectrum of Air Force taskings and still bring in a balanced program. Rather than assume risk in our recapitalization accounts, which we have perilously put at risk for many years, we shifted risk to the personnel accounts. While painful, these reductions provided a catalyst for significant positive transformational changes to the way we meet mission challenges.

The Air Force is clearly linked to Joint ground force operations, so a plus up of Army and Marine forces will require an increase in Air Force capabilities to support it. For example, Air Mobility units are intrinsically tied to supporting the Army and Marines with logistical reach to go and be supplied anywhere in the world. This support goes beyond aircrews and aircraft, to include maintainers, logisticians, and supply technicians to name a few. Additionally, weather teams, tactical air control, and other forces are imbedded with or closely tied with the ground forces, so there will be an increased demand in these career fields.

The 2006 Quadrennial Defense Review called for an Air Force comprised of 86 modern combat wings to fulfill its role in the 1-4-2-1 strategic plan. The fiscal year 2007 President's budget request, in which the Air Force was compelled to take the 40,000 full-time equivalent reduction to preserve essential modernization and recapitalization efforts, was well into development and already finalized at the time the QDR Report was released. Knowing what we know today, the Air Force clearly needs additional dollars and end strength to halt manpower reductions and remain at the projected fiscal year 2008 level of near 330,000 and to ensure that added risk in manpower is to resource essential future bomber, Intelligence, Surveillance, and Reconnaissance, combat airmen, and other emerging joint war fighting capabilities is minimized.

STRATEGIC LIFT

Question. Secretary Wynne, there is some uncertainty about the Department's strategic lift plans. The C-5 reliability and re-engining program has reported a Nunn-McCurdy cost overrun, while the fiscal year 2008 budget request funds to begin shutting down the C-17 Globemaster production line. At the same time, both the Army and the Marine Corps are planning significant increases in end strength. What action is the Air Force taking to define requirements, assess risk, and refine or develop its strategic lift strategy?

Answer. The Air Force is taking a hard look at its C-5 inventory, specifically the economic and operational feasibility of modernizing this aging fleet. Study is ongoing to evaluate the impacts and benefits associated with recapitalization and modernization decisions. In order to maintain the minimum sized fleet of strategic airlifters as defined by the 2005 Mobility Capabilities Study (292 aircraft) and the 2007 National Defense Authorization Act mandate (299 aircraft), any reduction in the current fleet size would result in a need for procurement of additional aircraft. Increases in land forces are currently under review and may impact strategic lift requirements. Toward this end, the Air Staff and the lead major command, Air Mobility Command, are working together to analyze the associated current and future total strategic lift requirements.

Question. Secretary Wynne, do I have your assurance that the Air Force will consult with the Senate as you work through the strategic lift issues?

Answer. We are committed to an open and transparent process to ensure America has the assets it needs to protect itself and its allies. Strategic lift is an Air Force core competency that projects global reach and we are keeping Congress fully informed of our progress in determining the right mix of strategic lift assets to fulfill that mission.

C-40 AIRCRAFT

Question. Secretary Wynne, the fiscal year 2008 budget includes \$48.6 million to purchase two C-40 aircraft that are currently leased by the Air National Guard at Andrews Air Force Base. The aircraft were leased for a six-year term in 2002 and it expires in 2009, at which time the Air Force plans to purchase the aircraft. What is the total projected Air Force inventory and basing plan for C-40 aircraft?

Answer. The program of record calls for a total inventory of ten C-40 aircraft. The basing plan for C-40 aircraft is as follows:

- Andrews AFB MD—5;
- Scott AFB IL—3;
- Hickam AFB HI—1; and
- Ramstein AB GE—1.

Question. Is the purchase after lease plan for the two C-40 aircraft at Andrews the best alternative for the Air Force from a cost perspective? Was it part of the original contract?

Answer. Purchase is the best cost and operational alternative when the six-year lease term expires. The option to purchase the aircraft at the negotiated residual value of \$24 million each is part of the original lease contract.

Question. Does the Air Force plan to retire the C-9s and procure more C-40s for the unit at Scott Air Force Base? If so, when will those purchases occur?

Answer. The fiscal year 2008 President's budget funds the C-9C through fiscal year 2011. The program of record retires the C-9Cs at the end of fiscal year 2011. The fiscal year 2008 President's budget does not include funding to procure additional C-40s for the unit at Scott Air Force Base, IL.

SATELLITE ACQUISITION

Question. Mr. Secretary, the Air Force has yet to demonstrate that it has schedule, costs, and quality under control when building satellite systems. When systems seem on the verge of recovering from years of challenges, DOD reduces the number of satellites and begins a new more high tech satellite as a replacement system to a system that hasn't launched yet. In this environment, how can the Air Force bring stability to space programs and the industrial base?

Answer. To stabilize its space programs the Air Force is implementing a Block Approach wherever practical. This approach is based on delivering capability through discrete value-added increments and is consistent with current Department of Defense policy that specifies "evolutionary acquisition as the preferred strategy" for its acquisition. Each capability increment balances capability, budget, schedule, and technology maturity. The use of a Block Approach will enable a constant, ongoing rhythm of design, build, launch, and operations that will ultimately reduce

the acquisition cycle time, foster stability in the industrial base and workforce, and allow the Air Force to field better systems over time, all while increasing confidence in our production schedule and cost. Ultimately, the warfighter should receive a rhythm of needed, timely, affordable capability.

JOINT STRIKE FIGHTER

Question. Secretary Wynne, the fiscal year 2008 budget includes funding to procure six conventional take-off and landing Joint Strike Fighters. The Defense Acquisition Board is scheduled to meet next month to review the program and approve the low-rate initial production of aircraft. Would you bring us up to date on the status of this program?

Answer. The F-35 program is in the 6th year of a 12 year development program. The F-35 program is on track for Low Rate Initial Production (LRIP) I contract award. The Program Executive Officer for F-35 briefed the Defense Acquisition Board on April 11, 2007 to garner approval for full-award of two Conventional Take Off and Landing (CTOL) aircraft and long-lead item purchase for six CTOLs in LRIP II. The F135 Pratt and Whitney engine has completed over 7,300 hours of testing on 12 engines and continues to meet performance parameters. The F-35 AA-1 (first CTOL aircraft) has flown nine times for 8.9 hours as of March 26, 2007 powered by an F135 engine. This aircraft is validating design, manufacturing, test processes and vehicle performance. Eleven additional developmental aircraft are being built. All eight partner countries signed the Production, Sustainment, and Follow-on Development Memorandum of Understanding.

Question. Secretary Wynne, last year, the Congress directed the Department to conduct an analysis of the potential savings and costs for developing two engine sources for the Joint Strike Fighter to enable competition. The study is due this month. In the interim, the Department is required to continue funding the alternative engine development program. The Air Force has not complied with that direction. Could you give us the Air Force views on this program?

Answer. Congress appropriated an additional \$340 million in fiscal year 2007 to continue development of the F136 Engine. The Department is continuing the development of the F136 engine in fiscal year 2007 as directed by Congress. In accordance with the fiscal year 2007 John Warner National Defense Authorization Act, three studies were conducted by the Government Accountability Office, the Institute for Defense Analysis, and the Cost Analysis Improvement Group to re-examine the procurement and lifecycle cost impacts of terminating the alternate engine program. Initial out-briefs were given to Congress on March 22, 2007. Final reports are being written and should be finished by June 2007. The Air Force stands by the Department of Defense's decision to cancel F136 development due to acceptable risk and constrained budgets, but sees the potential benefit of a second engine source if funding were available. The Department of Defense is awaiting the final reports of the studies that are re-evaluating the costs and benefits of an alternate engine.

JOINT CARGO AIRCRAFT

Question. Secretary Wynne, the Joint Cargo Aircraft is viewed by some as a key program needed to supply ground troops who are deployed to areas that cannot be served by larger aircraft. Is the Air Force committed to purchasing whichever version of the Joint Cargo Aircraft that wins the source selection scheduled for this summer?

Answer. The Army and Air Force Vice Chiefs signed an agreement in June 2006 documenting our commitment to the program and outlining each Service's roles and responsibilities. The Joint Cargo Aircraft would be added to the Air Force's intra-theater airlift and Homeland Security missions.

Question. Secretary Wynne, has the Air Force determined how many Joint Cargo Aircraft it requires? Are these requirements changing in light of the proposed growth of the Army and Marine Corps?

Answer. The Air Force has not determined how many Joint Cargo Aircraft (JCA) it requires. The Air Force will know its requirements by the time the JCA Defense Acquisition Board meets on May 30, 2007. The JCA requirements are not currently expected to change in light of the proposed growth of the Army and Marine Corps.

JOINT STRIKE FIGHTER

Question. What funding amount would be required in fiscal year 2008 to continue the alternative engine project for the Joint Strike Fighter?

Answer. Continued development of the F136 engine would require approximately \$500 million in fiscal year 2008. The Air Force portion of that cost would be approximately \$250 million.

QUESTIONS SUBMITTED BY SENATOR ROBERT C. BYRD

C-5 FLEET

Question. Mr. Secretary, I sent you a letter last week relaying extreme concern about statements attributed to U.S. Department of Air Force (USAF) officials about retiring some or all of the C-5A Aircraft. I look forward to your response and possibly meeting with you sometime in the near future about this matter.

Mr. Secretary, I am advised that the USAF Program of Record supports modernization of the entire C-5 fleet. Likewise, I understand that the 2006 Quadrennial Defense Review and the 2005 Mobility Capabilities Study validated the requirement and support modernization of the entire C-5 fleet. Further, the President's fiscal year 2008 budget request for the Air Force supports C-5 aircraft modernization through the Avionics Modernization and the Reliability Enhancement and Re-Engining Programs.

With all of these official milestone C-5 modernization decisions in place, what has changed and why is the Air Force publicly discussing the retirement of C-5As at this time, conflicting with its own studies and analysis?

Answer. C-5 modernization, specifically the Reliability and Re-Engining Program (RERP), is facing increasing cost pressures bringing into question the cost effectiveness of the program for a fleet of 111 aircraft. It is also my desire to continue the recapitalization of Air Force aircraft. Additionally, the C-5A fleet is showing some significant metal corrosion and stress cracking adding to the investment required to maintain viability of this fleet. The average age of the current Air Force fleet is 26 years per aircraft. The C-5A portion of the fleet is, on average, over 35 years old. Continuing the retirement of legacy aircraft facilitates the equipping of an Air Force able to maintain the required airlift capability for combatant commanders in both peacetime and contingency operations.

Question. Is this the official position of the Air Force on the matter? If so, what criteria is the Air Force using to determine "worst performing" aircraft?

Answer. The Air Force official position is that I would like the ability, with the Chief of Staff of the Air Force, to manage the Air Force fleet without congressional restriction and mandate. Air Force professionals are the best educated and equipped to make force structure decisions with regard to air and space power. With that being said, we are exploring every option to find the most effective and fiscally responsible answer to meet the strategic airlift needs of the Air Force of today and tomorrow.

If the decision is made to retire some number of C-5A aircraft, the Air Force would use mission capable rate, maintenance man-hour/flying hour, cumulative flight hours, total outstanding structural repair and modification costs, total landings, and next programmed depot maintenance input dates as factors to stratify the fleet.

Question. Under what timeline is the Air Force planning to act and to inform Congress and the impacted bases of such retirements?

Answer. There is no current plan to retire specific aircraft or from specific bases. The proper fleet mix of strategic airlift aircraft is currently under review. Current legislation does not allow the Air Force to retire any C-5 aircraft until the Operational Test and Evaluation report of the C-5A aircraft, currently in flight test, is delivered. The report will not deliver until fiscal year 2010, 2 full years after the shutdown of the C-17 production line has begun. If relieved of legislative restrictions, the Air Force would be able to effectively manage the mix of various aircraft fleets. Preliminary options under review include replacing retiring strategic airlift aircraft with new C-17s or backfilling with newer C-5Bs from within the Air Force. No new units are anticipated. Likewise, closures of existing units are not planned. The Air Force will be open and transparent with regard to basing plans.

Question. Are any of the C-5As that are scheduled to arrive at the 167th Airlift Wing over the next two years among the worst performers noted by the Air Force Chief of Staff?

Answer. The Air Force has not determined which specific C-5A aircraft will go to Martinsburg, West Virginia. The Air Force must conduct further analysis to finalize the specific aircraft involved and when they will be available for transfer to the 167th Airlift Wing.

Question. Is it true that the Air Force's Fleet Viability Board found the C-5A fleet to be healthy and with decades of service life remaining? Is it also true that the C-5s have about 70 percent service life remaining and can serve through 2040?

Answer. The Fleet Viability Board found the C-5A fleet could be kept viable at least until 2029 (25 years from 2004 assessment) with the addition of the Avionics Modernization Program and Reliability Enhancement and Re-engine Program modi-

fications. In addition, the Board projected the C-5A will likely need an avionics upgrade on the scale of today's Avionics Modernization Program around fiscal year 2020 to deal with technology obsolescence and future operational requirements. According to testing and analyses, from a structural fatigue standpoint, it is true the C-5A has at least a 70 percent service life remaining. The Board has not performed any further analysis projecting beyond 2029.

Question. Is it true that during IRAQI FREEDOM operations, the C-5 flew 23 percent of the missions and delivered nearly 47 percent of the cargo; carried 63 percent more cargo per mission than the C-17; and delivered more cargo than any other aircraft?

Answer. The following mission data collected by Air Mobility Command shows the most current figures:

- The C-5 flew 16 percent of the missions (C-17 flew 29.8 percent).
- The C-5 delivered 25.3 percent of the cargo (C-17 delivered 36.4 percent).
- The C-5 carried 25 percent more cargo per mission than the C-17 (Average of 50 short tons per mission for C-5; 38 short tons per mission for C-17).
- The C-5 ranked third in delivered cargo amongst aircraft types (#1. Commercial: 427,769 short tons, #2. C-17: 433,421 short tons, #3. C-5: 301,202 short tons).

Excluding commercial aircraft from the analysis, and only counting military aircraft, the percentages are:

- The C-5 flew 26.4 percent of the missions (C-17 flew 50.5 percent).
- The C-5 delivered 39.5 percent of the cargo (C-17 delivered 56.8 percent).
- The C-5 carried 25 percent more cargo per mission than the C-17 (Average of 50 short tons per mission for C-5; 38 short tons per mission for C-17).
- The C-5 ranked second in delivered cargo amongst aircraft types (#1. C-17: 433,421 short tons, #2. C-5: 301,202 short tons).

OPERATION IRAQI FREEDOM DEPLOY/SUSTAINMENT/REDEPLOY TOTALS

Aircraft Type	Missions	Sorties	Pax	STons	Offloads	Flying Hours	Percent Missions	Percent Sorties	Percent STons	STons/Mission
Aircraft Type										
C-5	6,016	32,277	156,526	301,202	13,395	172,481	15.6	19.6	25.3	50.07
C-17	11,514	54,056	232,812	433,421	25,044	216,697	29.8	32.8	36.4	37.64
C-130	1,440	7,432	6,002	2,253	779	36,811	3.7	4.5	0.2	1.56
C-141	1,426	8,317	33,356	16,780	3,553	40,042	3.7	5.1	1.4	11.77
Commercial	15,856	56,084	2,127,858	427,769	24,649	299,686	41.0	34.1	35.9	26.98
KC-10	521	2,283	10,403	7,699	1,115	13,609	1.3	1.4	0.6	14.78
KC-135	1,690	3,560	16,986	1,491	1,477	27,939	4.4	2.2	0.1	0.88
OTHER	185	567	185	2	60	912	0.5	0.3	0.0	0.01
Total	38,648	164,576	2,584,128	1,190,617	70,072	808,177	.....	.....	.....	.....
Excluding Commercial										
C-5	6,016	32,277	156,526	301,202	13,395	172,481	26.4	29.8	39.5	50.07
C-17	11,514	54,056	232,812	433,421	25,044	216,697	50.5	49.8	56.8	37.64
C-130	1,440	7,432	6,002	2,253	779	36,811	6.3	6.9	0.3	1.56
C-141	1,426	8,317	33,356	16,780	3,553	40,042	6.3	7.7	2.2	11.77
KC-10	521	2,283	10,403	7,699	1,115	13,609	2.3	2.1	1.0	14.78
KC-135	1,690	3,560	16,986	1,491	1,477	27,939	7.4	3.3	0.2	0.88
OTHER	185	567	185	2	60	912	0.8	0.5	0.0	0.01
Total	22,792	108,492	456,270	762,848	45,423	508,491	.....	.....	.....	.....

Question. Please explain why a modernized fleet of 111 C-5s and 190 C-17s, a ratio that has been validated by the U.S. Air Force and other military organizations and studies, is now no longer an adequate solution to meet the nation's strategic airlift requirements.

Answer. The current programs of record and the resulting 301 strategic airlift aircraft meet current and projected requirements at the "bare minimum" of acceptable risk. The question at hand is the future viability of the Air Force strategic airlift fleet. As the C-5A fleet continues to age beyond an average of 35 years, the increased investment required to modernize and replace portions of the airframe facing stress cracks and corrosion makes this the opportune time to shape the future fleet.

Question. Are there other aircraft in the U.S. inventory, beyond the C-5, that are capable of moving 100 percent of the Department of Defense airlift requirements?

Answer. The Air Transportability Test Loading Agency (ATTLA) is the Department of Defense agency responsible for the approval of airlift cargo. The C-5 is the only aircraft capable of moving 100 percent of the ATTLA approved items. Air Mobility Command identified seven critical, time-sensitive items or National Security Sensitive items that are only airlifted via the C-5. This being said, a robust, modernized C-5 fleet is a force multiplier, carrying roughly twice the palletized payload of a C-17. This enables the C-17 fleet to fully exploit its unique multi-role, aeromedical, airdrop, special-operations and austere airfield capabilities (short/unimproved airfields, direct delivery). The programmed strategic airlift fleet, when fully mobilized and augmented by the Civil Reserve Airlift Fleet, provides sufficient airlift capability to support U.S. strategic and operational objectives during large-scale deployments, while concurrently supporting other high priority operations and sustainment of forward deployed forces.

Question. Mr. Secretary, let me state for the record that I would be very opposed to efforts to prematurely retire C-5A aircraft with out a firm commitment from the Air Force that C-5B aircraft will alternatively be assigned to the 167th Airlift Wing in Martinsburg, West Virginia. We need to ensure that the significant military construction investment that has been made at the Martinsburg Air National Guard Base in recent years will be fully realized by the U.S. military and the U.S. taxpayers. I look forward to your response to my letter of March 14, 2007, and to these questions for the record.

Mr. Secretary, I also understand that at the same hearing, the Air Force Chief of Staff made comments about the extensive maintenance requirements associated with the C-5 aircraft. As you are aware, the Air Force is launching a new regionalized approach to standardizing and reducing the time of Isochronal (ISO) Inspections for C-5 Aircraft. In fact, the 167th Airlift Wing at the Martinsburg Air National Guard Base has recently been selected as one of three regional sites that will conduct these inspections. ISO inspections are conducted on C-5 aircraft every 420 days in accordance with Air Force regulations, and include hundreds of inspections covering the airframe, propulsion, and all systems of the C-5 aircraft. Under regionalized ISOs on the 420 day schedule, inspections will only require 15 days per inspection, rather than the current forty-day endeavor.

Do you believe that this new streamlined process developed by the Air Force, which will be in place next year, will help with the C-5 reliability issues that have been raised by the Air Force?

Answer. The primary benefit of regionalized Isochronal Inspections will be increased aircraft availability through reduced inspection and repair time, but it would not address the reliability issues plaguing the C-5A.

Question. Mr Secretary, I have also heard that the Air Force is concerned about possible cost overruns associated with the Reliability Enhancement and Re-Engining Program (RERP) for the C-5 fleet, which is leading the Air Force to consider the premature retirement of C-5A aircraft. In reviewing the planned modification schedules for RERP, it appears that the Air Force has stretched this program out to the point where the Air Force itself has contributed much to the overall program cost growth that is currently under discussion.

Is it possible that the Air Force's desire to slow down the program drives inefficiencies, which drives up costs? What would it take to accelerate the C-5 RERP program and create greater efficiencies in production? Does the C-5 RERP pay for itself and generate substantial additional savings over the projected service life of this aircraft?

Answer. The Air Force does not desire to slow down C-5 RERP. Rather, the delays and "stretch" to the RERP schedule are due primarily to upward cost pressures for RERP production associated with GE engines, Goodrich pylons and Lockheed Martin touch labor. A detailed Air Force cost estimating effort is underway (projected to be complete by July 2007) that will determine the extent of the cost

growth and result in a service cost position for the C-5 RERP. Given a constrained program budget across the Future Years Defense Program (FYDP), any RERP production cost growth will translate into reductions to the planned annual kit quantities and delays to the RERP schedule and projected completion dates.

To keep RERP on its previous schedule (and limit the inefficiencies due to reduced production quantities), it would likely take significant RERP funding increases across the FYDP and beyond. The exact amount will not be known until the ongoing cost estimating effort is completed in July 2007. Adding significant funding within the FYDP above what has been previously programmed for RERP will be extremely challenging given the current fiscally constrained environment.

Ongoing evaluation of C-5 RERP has brought previous estimates of cost savings into question. The assumptions that led to predictions of substantial cost savings through 2040 did not account for the recently identified cost pressures associated with engines, pylons, and touch labor. Analysis of overall RERP cost savings is part of the cost estimating effort projected to complete in July 2007.

Question. What is the interpretation of the Air Force of Section 132 of the fiscal year 2004 National Defense Authorization Act that precludes the retirement of any number of C-5As that would bring the total C-5A/B/C fleet below 112 aircraft until an operational evaluation and assessment was performed on a RERPped-modified C5A?

Answer. The language of Section 132, fiscal year 2004 Defense Authorization Act, Limitation on Retiring C-5 Aircraft, provides: "The Air Force may not proceed with a decision to retire C-5A aircraft from the active Air Force inventory that will reduce the active C-5 fleet below 112 aircraft until two conditions are satisfied: (1) the Air Force has modified a C-5A aircraft to the RERP configuration as planned under the program as of May 1, 2003, and (2) the DOD Director of Operational Test and Evaluation conducts an operational evaluation of the RERPped aircraft and provides an operational assessment to the Secretary of Defense and Congressional Defense Committees."

The operational evaluation referred to above requires an evaluation conducted during operational testing and evaluation of the RERPped aircraft that addresses the performance of the aircraft concerning reliability, maintainability, and availability with respect to critical operational issues. The operational assessment referred to above is a operational assessment of the C-5 RERP program to determine the overall strengths and weaknesses of the program to improve performance of the RERPped C-5 aircraft relative to requirements and specifications in effect May, 1, 2003, for reliability, maintainability, and availability of the RERPped C-5 aircraft.

QUESTIONS SUBMITTED BY SENATOR DIANNE FEINSTEIN

FISCAL YEAR 2008 UNFUNDED REQUEST FOR C-17S

Question. In its Fiscal Year 2008 Unfunded Priorities List, the Air Force requests funding for 2 additional C-17s. How was this number determined? Did this determination include a consideration of potential requirement emitting from a 92,000 increase in troop endstrength? Did this determination include a consideration of a potential requirement emitting from the Army's Combat System.

Answer. The Air Force determined that 2 additional C-17 aircraft above the programmed 190 are required to meet Backup Aircraft Inventory (BAI) and GWOT overfly requirements. The planned 180 C-17 aircraft fleet was assessed to be deficient by 7 BAI aircraft and 5 aircraft short due to higher than planned utilization supporting the GWOT. The 10 aircraft added by Congress in fiscal year 2007 solved the BAI deficiency and some of the GWOT overfly requirements. Two additional aircraft are needed to meet the GWOT deficiency. The decision to identify two C-17 aircraft on the fiscal year 2008 unfunded priorities list did not consider emerging requirements such as the increased Army and Marine Corps endstrength or the Army's Future Combat System.

C-17

Question. In its fiscal year 2008 budget request, the Air Force once again requests funding to terminate the C-17 program. If the C-17 line were to close down, how do you anticipate the Air Force would respond if the official strategic airlift requirements moved beyond 299 or in the case of the C-17, 180? If the C-17 program was terminated, are there other military transport aircraft currently manufactured in the United States that could be used to address an increase in the strategic airlift requirement?

Answer. In the event the strategic airlift requirement increases, the Air Force would need to address this requirement with existing civilian airlift production lines, procure non-U.S. airlift platforms, or procure other existing military aircraft (e.g., C-130J).

STRATEGIC AIRLIFT REQUIREMENTS

Question. In my view, the future drivers of airlift include the continuing Global War on Terrorism, the return of forces from forward deployed locations to the United States, 92,000 additional soldiers and Marines and the planned increase of six Brigade Combat Teams and 33 Multifunctional brigades in the Army. All of these future drivers point to the need for more lift to deploy and sustain them.

When do you anticipate the Air Force will receive direction regarding an updated airlift requirement based on a troop endstrength of 92,000? What steps must be completed before the Air Force can inform Congress of an updated airlift requirements based on increased military endstrength?

Answer. Please let me address these as two separate questions. The Air Force Chief of Staff has directed Air Mobility Command to make an initial assessment and provide him with preliminary results by June 2007. Official direction regarding an updated airlift requirement based on a troop end strength increase of 92,000 should emerge during an updated mobility study that is scheduled to begin in the Spring of 2008. At that time, overall deployment and employment requirements will be set and the airlift requirements to support those demands can be assessed.

In answer to your second question, the employment timeline for new units created as a result of increased military end strength must be determined before an updated airlift requirement can be developed.

Question. Outside any requirements emitting from an increase in Army and Marine endstrength, what other factors do you anticipate will have a strong influence on strategic airlift requirements over the next decade?

Answer. The Army's Future Force Capstone Concept outlines the requirement for operational maneuver from strategic distances, Intra-theater operational maneuver, and distributed maneuver support and sustainment of brigade combat teams equipped with Future Combat Systems and Stryker class vehicles. Based on this outline, it can be concluded that this future Army maneuver scheme will have a strong influence on strategic airlift requirements over the next decade.

MOBILITY CAPABILITIES STUDY

Question. There has been tremendous criticism within the Congress regarding the recommendations in the Mobility Capabilities Study (MCS). Moreover, the Government Accountability Office (GAO) has questioned many of the assumptions of the MCS.

Outside of the findings of the MCS, what evidence do you have that 180 C-17s will be sufficient to meet our military's future airlift requirements?

Answer. There are no current studies outside of the Mobility Capabilities Study upon which to base an assessment of the military's future airlift requirements.

Question. When will the Air Force complete the comprehensive Mobility Requirements Study required by the fiscal year 2007 John Warner National Defense Authorization Act?

Answer. The fiscal year 2007 John Warner National Defense Authorization Act required the Secretary of Defense to determine Department of Defense mobility requirements and submit a report on those requirements to the congressional defense committees. The Air Force, while not responsible for completing this report, has coordinated on a draft of the required report. The status of the report's completion rests with the Defense Department staff.

Question. Was the 180 requirement number in the MCS a "static" figure, or did it come within a broader range of recommended airlift? If it came within a range, what was that range?

Answer. The 180 number, mentioned in the Mobility Capability Study, refers to the C-17 component of the then-current program of 292 strategic airlift aircraft, which was judged adequate to support the National Military Strategy (NMS) with acceptable risk. (The remaining 112 aircraft in the 292-aircraft program consisted of C-5s.) While 292 strategic airlift aircraft support the capability required to meet the NMS with acceptable operational risk, the MCS did discuss a range of strategic airlift aircraft. The 292 number reflects the lower end of that range. The upper end of the range was stated as 383 strategic airlift aircraft. The greater number yields reduced operational risk in some areas, along with generally improved flexibility.

QUESTIONS SUBMITTED BY SENATOR BARBARA A. MIKULSKI

MP-RTIP

Question. The Air Force put a funding request in the fiscal year 2008 GWOT Supplemental and in the Unfunded Priorities List for the large MP-RTIP; however, OSD and the Air Force are taking steps to terminate the large MP-RTIP prior to Congress having an opportunity to make a decision on continuing the large MP-RTIP. What is OSD and the Air Force's plan to protect the large radar's technology until the Congress has made a decision?

Answer. SECAF-OSD and the Air Force are working closely to preserve the options for the MP-RTIP technology, but are also working hard to keep the costs down during the current fiscal year. The Air Force, in coordination with OSD, has taken initial steps in starting to ramp down the large MP-RTIP radar development based on the fiscal year 2008 submission and are working the overall impacts to the fiscal year 2008 funding elimination on the E-10 program. The timing of congressional activities for the fiscal year 2008 budget is being factored into the planning currently being done and final direction on fiscal year 2007 activities has not been given by OSD to the Air Force.

E-10 PROGRAM

Question. In the fiscal year 2008 budget the Air Force stopped development of the E-10 program including the development of the large radar. What happened to the operational requirement for the program?

Answer. The operational requirement for the program has not changed because of the cancelling of the E-10 program. The Air Force is mitigating what the Multi Platform-Radar Technology Insertion Program (MP-RTIP) Wide Area Surveillance (WAS) radar would have provided by procuring three additional Global Hawk (GH) Block 40 for a total of 15 GH Block 40s. The GH Block 40 will provide a ground moving target indicator and synthetic aperture radar imaging, but with reduced coverage area compared to the E-10. The cruise missile defense capability the E-10 was bringing to the warfighter will be an unfilled capability gap.

On December 13, 2006, the Office of the Secretary of Defense directed "United States Strategic Command (USSTRATCOM) and USD (AT&L), in coordination with the Services, to lead a study to assess the likely effectiveness of the United States air and cruise missile defense architecture and systems in fiscal year 2015." Additionally, USSTRATCOM will leverage the results completed on the Sensor Weapon Pairing Task Force Study and the ongoing integrated Air and Missile Evaluation of Alternatives to provide more complete coverage for air and missile defense. If warranted, USSTRATCOM will provide recommendations for suggested improvement in capabilities and present the results by August 15, 2007 to the Deputy Secretary of Defense.

MP-RTIP

Question. Do you believe the large radar is still needed for force protection, including against cruise missiles? If not, what has changes? If so, how are you meeting the operational requirement?

Answer. Yes, the Air Force still believes the large radar is needed for force protection including the capability to defend against cruise missiles. Component commanders still have a valid requirement to see low-observable low-altitude activities, today and in the future. With the exception of cruise missile defense, Joint STARS is providing ground moving target indicator (GMTI) and synthetic aperture radar (SAR) for the warfighter. The capability the Global Hawk Block 40 will bring adds to the GMTI and SAR range/coverage beyond Joint STARS' capability. For cruise missile defense, there will be a capability gap that will not be met and the Department is accepting the risk based on fiscal constraints.

Question. Have you considered moving the mission to the Joint STARS aircraft by installing the new radar on the fleet of the already operational aircraft?

Answer. Yes, the Air Force has assessed the value to migrate the Cruise Missile Defense mission to Joint STARS. However, in light of budget considerations, the ongoing Air and Cruise Missile Defense architecture study, and the assessed Cruise Missile Defense capability with MP-RTIP on Joint STARS, it was not deemed critical to replace the Joint STARS radar at this time. However, if a decision were made to replace the Joint STARS radar, it would be replaced with the MP-RTIP.

Question. Since you are re-engineering Joint STARS, why haven't you transferred the MP-RTIP radar to the Joint STARS platform? You placed the MP-RTIP in your top 20 programs in the Unfunded Requirements List. What platform were you planning on using to flight test the radar since you terminated the E-10 program?

Answer. Re-engining Joint STARS was needed to allow that aircraft to better perform its mission and meet operational requirements. While the re-engine effort provides for a more capable platform, replacing the current radar system on Joint STARS is unaffordable at this time.

If funding were made available, the unfunded priority list request for MP-RTIP would continue the Wide Area Surveillance large radar variant for an additional year of development headed towards a flight test program. Additional funding would be required to reach a flight test.

Question. In the GWOT Supplemental, you requested funding for upgrading the backend of Joint STAS to handle MP-RTIP data, and you requested funding for further development of the large MP-RTIP; however, you requested funding for the E-10. If you already cancelled the E-10, why didn't you request this additional funding to move the radar to Joint STARS, instead of continuing on the E-10?

Answer. The fiscal year 2008 President's budget request included funding to complete the development and flight testing of the MP-RTIP variant for Global Hawk Block 40, not to continue the E-10 program itself. This activity is on schedule to be operational in 2011. We evaluated transitioning the MP-RTIP technology to Joint STARS. However, the GWOT funding requested to address the diminishing manufacturing sources related to the Joint STARS mission equipment is only a small fraction of the funding required to transition the MP-RTIP to Joint STARS. The notion of keeping the large radar technology alive and potentially putting it on the Joint STARS in the future is why it was placed on the Air Force's unfunded priority list as the number 15 priority.

QUESTION SUBMITTED BY SENATOR THAD COCHRAN

JOINT CARGO AIRCRAFT

Question. Secretary Wynne, I understand the Air Force is working in conjunction with the Army on the development of the Joint Cargo Aircraft. And I have been informed that the Air Force requirements for this aircraft are being developed and should be defined by the fiscal year for future procurement starting in fiscal year 2010. I commend the Army and Air Force for working together to meet requirements while saving resources.

Could you provide us with the current status of this program?

Answer. The Army and Air Force are on track to complete the documentation required to support a Milestone C decision for low rate initial production in May 2007. Additionally, the source selection evaluations are nearing completion. We expect the winner to be announced very shortly after a successful Milestone C decision.

QUESTIONS SUBMITTED BY SENATOR PETE V. DOMENICI

F-22 BEDDOWN

Question. As you know, Holloman Air Force Base has some amazing assets to offer the Air Force, including air space and nearby training capabilities at White Sands Missile Range. Your budget proposes retiring the remaining Holloman F-117s in fiscal year 2008, but I understand that a transition plan is in place to bring F-22s to the base. I am excited about working with the Air Force on this transition have a few questions about it.

What total amount does the Air Force need for the F-22 beddown at Holloman, and when will those funds be budgeted for?

Answer. The Air Force needs a total of \$40 million in renovation and Military Construction projects for F-22A beddown at Holloman, Air Force Base, NM. In fiscal year 2006, Holloman executed \$10.8 million on renovation projects. The fiscal year 2008 President's budget request lays out a further \$26.625 million for Planning and Design and Military Construction projects spanning fiscal years 2008 through 2010. The remaining \$2.5 million of the \$40 million total is one project (squadron operations building) which is currently unfunded. The Air Force will reallocate funding internally to fund this project.

Question. I've heard about differences in the number of authorized jobs at Holloman as a result of this transition, but what will the end difference be between the number of actual jobs at Holloman now and after the F-22s are fully operational?

Answer. Two-hundred and seventy-four positions will be lost as a result of the transition from F-117s to F-22s. An additional 221 positions will leave due to all

other actions impacting Holloman Air Force Base. These numbers do not include any changes to the contractor workforce.

NEW MISSIONS FOR HOLLOMAN AIR FORCE BASE, NEW MEXICO

Question. Is the Air Force looking at other missions that could benefit from Holloman's air space and other assets, including working with other Services on joint missions?

Answer. Yes, the Air Force is working closely with the Army to expand the use of White Sands Missile Range (WSMR)—Holloman airspace for future F-22 training. This training will be integrated with existing Joint Air and Missile Defense training of PATRIOT crews and multi-Service command and control staffs. The Air Force plans to conduct extensive supersonic training and will fly defensive missions in support of multi-Service air-ground operations as well as air-to-air missions in support of unilateral and joint training events. In the future, the Air Force will also be looking to leverage Special Operations Force forces stationed at Cannon Air Force Base for conventional-special operations forces integration training in the WSMR—Holloman training complex.

46TH TEST WING

Question. What is in the budget for the 46th Test Wing, including the Central Inertial Guidance Test Facility at Holloman?

Answer. The following table represents the current budget picture for the 46th Test Wing at Holloman Air Force Base, NM:

[In thousands of dollars]

Fiscal year 2008	46 Test Wing Total	46 Test Group ¹	CIGTF ²
Institutional and Military Personnel Funding	259,605	36,091	8,969
Base Operations Support	394	394	100
Facility Sustainment, Restoration & Modernization	4,588	1,588	200
Military Construction	9,100	.....	.....
Improvement & Modernization	23,844	4,079	1,289
Total	297,531	42,152	10,558

¹ Values in the 3rd and 4th columns are broken out of the 2nd column.

² Values in the 4th column are broken out of the 3rd column.

NEW MISSIONS FOR CANNON AFB

Question. As you know, Cannon Air Force Base was placed in enclave status as a result of the 2005 BRAC process, and the Department of Defense was instructed to seek a new mission for Cannon. Last June, the Department decided Cannon will be home to a new Air Force Special Operations Command wing. I look forward to working with the Air Force and Special Operations Command on this new mission and making this transition go as smooth as possible. From an Air Force perspective, how is the transition process going thus far?

Answer. In accordance with BRAC 2005, F-16s began departing Cannon Air Force Base in January 2007 with all F-16 aircraft reassigned by the end of March 2008. Cannon Air Force Base will stand up the 16th Special Operations Wing as the new mission in October 2007, with the 73rd Special Operations Squadron as the first flying organization. This transition is proceeding on the programmed timeline.

SPECIAL OPERATIONS ASSETS FOR CANNON AFB

Question. What is the time-line for moving F-16s from Cannon and bringing Special Operations assets to Cannon?

Answer. All F-16s will depart Cannon Air Force Base, New Mexico by the 2nd quarter of fiscal year 2008 as follows:

- Fiscal year 2007/3—last jet leaves from 523rd Fighter Squadron, F-16 Block 30.
- Fiscal year 2007/4—last jet leaves from 524th Fighter Squadron, F-16 Block 40.
- Fiscal year 2008/2—last jet leaves from 522nd Fighter Squadron, F-16 Block 50.

Cannon Air Force Base will transfer from Air Combat Command to Air Force Special Operations Command (AFSOC) effective October 2007. The AFSOC Detachment 1 has been established and pending completion of the ongoing environmental impact statement, AFSOC will move the 73rd Special Operations Squadron to Cannon Air

Force Base in October 2007. The remaining forces will flow to Cannon Air Force Base between fiscal years 2008 and 2010.

MILITARY CONSTRUCTION FOR CANNON AFB

Question. What MILCON projects will the Air Force build at Cannon as a result of this new mission, and when will these projects be completed?

Answer. Below is a list of Air Force Military Construction infrastructure projects programmed to support the new mission at Cannon Air Force Base, NM. These projects will typically be completed within two years of being authorized and appropriated.

[In millions of dollars]

Fiscal year	Project Title	Projected Cost
08	Add/Alter Hangar 109 for C-130	\$1.7
10	Consolidated Communications Facility	15.0
11	96-Person Dormitory	7.5
11	Child Development Center	7.8
11	Add/Alter Waste Water Treatment Plant	5.0
12	96-Person Dormitory	7.5
12	Library Education Center	8.0
12	96-Person Dormitory	7.5
12	Library Education Center	8.0
13	Add/Alter Fitness Center	5.0

BRAC FUNDS FOR TRANSITION OF AFRL TO KIRTLAND

Question. New Mexico has a third Air Force base that is well known for much of its work. Among other things, Kirtland Air Force Base is home to the Nuclear Weapons Center, 58th Special Operations Wing, and two Air Force Research Laboratories. How much has the Air Force budgeted for in BRAC funds to transition AFRL's Space Weather work to Kirtland?

Answer. Under Base Realignment and Closure recommendation number 187, the Air Force Research Laboratory Battlespace Environment Space Vehicles Division at Hanscom Air Force Base, MA, which includes the space weather satellite programs, is scheduled to move to Kirtland Air Force Base, NM. The Air Force BRAC program budgeted a total of \$57.4 million—\$11.9 million to relocate personnel and equipment from Hanscom AFB, \$42.7 million for construction of a new lab at Kirtland AFB, and \$2.8 million for related expenses at Kirtland Air Force Base.

PARARESCUE/COMBAT RESCUE TRAINING CENTER

Question. Last year the Senate included \$11.4 million in its MILCON bill for a new pararescue/combat rescue training center at Kirtland because attendance at the school is increasing dramatically as a result of the Global War on Terror. Can you tell us a little about the school's needs?

Answer. Combat Search and Rescue (CSAR) is an important Air Force core competency. Our CSAR forces have been in a low density/high demand (LD/HD) situation since Operations DESERT SHIELD/DESERT STORM and this has been exacerbated by the Global War on Terrorism. To fix this we have made CSAR-X and our Guardian Angel force, which includes our Pararescue Airmen (PJ) and Combat Rescue Officers (CRO), high priorities. In addition to CSAR-X, Air Combat Command is growing 143 additional PJs and CROs over the Future Years Defense Program. This will result in removing these valuable forces from LD/HD status. At Kirtland Air Force Base this requires us to increase the capacity to produce PJs and CROs from 113 to 174 annually. This is going to take additional facilities (a rescue and recovery training center, a logistics building, and a surgical lab), instructors, equipment, as well as the expansion of contracts for paramedic and military freefall training.

Description	Type	Fiscal year—			Remarks
		2007	2008	2009	
Equipment					
5th class TDY Augmentation Costs	O&M	\$365,000			
ARC Man days to support 5th class	O&M	128,000	\$128,000		Outfit additional 32-man class
	O&M	(1)	(1)		1,260 man days p/yr for seven ARC augmentees
Paramedic Contract	O&M		2,600,000	\$3,500,000	Interim until fiscal year 2010 POM cycle
Navy MFF Contract	O&M		1,000,000	1,500,000	Interim until fiscal year 2010 POM cycle
Total O&M		500,000	3,700,000	5,000,000	
PJ RRTC Design	MILCON	1,100,000			
PJ RRTC Build	MILCON		11,400,000		
PJ Logistics	MILCON		3,700,000		
PJ Surgical Laboratory	MILCON			4,700,000	

JOINT TRAINING AND TESTING INITIATIVES

Question. Clearly New Mexico offers a number of assets of critical importance to the Department of Defense, and I'm pleased the Department is taking advantage of those assets by locating F-22s at Holloman, Special Operations Forces at Cannon, research and space work at Kirtland, and a variety of test and evaluation work at White Sands Missile Range. Additionally, Fort Bliss often does work in New Mexico, either on its own land or on WSMR land. What are you doing to coordinate joint training and testing initiatives among these groups?

Answer. The Air Force coordinates joint training and testing whenever possible. For instance, the Defense Planning Guidance established the Joint National Training Capability (JNTC) in 2002. JNTC's mission is to provide dynamic, capabilities-based training for the Department of Defense in support of national security requirements across the full spectrum of service, joint, interagency, intergovernmental, and multinational operations. Fort Bliss, TX based Patriot missiles/crews have routinely participated in air centric exercises like RED FLAG-NELLIS. These same Patriot missile battalions participated in a variety of virtual, distributed exercises through the Distributed Mission Operations Center (DMOC) facility at Kirtland AFB, NM. Army Air and Missile Defense units have become habitual training partners at our RED FLAG-NELLIS and BLUE FLAG staff training exercises. Air Force JNTC funds pay for the sustainment costs for the scenario generation server at the DMOC, which provides rapid generation of scenarios for exercises and mission rehearsal for personnel from all Services and the U.S. Special Operations Command. Additionally, shared opportunities for joint test and training in Western Texas and Southern New Mexico are actively being explored. As a matter of fact, Mr. Manclark (Director of Air Force Test and Evaluation) tentatively plans to visit the region in May of this year for that purpose.

ARMY AND AIR FORCE COORDINATION

Question. Will you work with the Secretary of the Army to ensure that the Army's and the Air Force's work on New Mexico and Texas are coordinated and cooperative whenever possible?

Answer. Yes. The routine participation of the Fort Bliss, TX Army Patriot missile battalions is an example of Army and Air Force cooperation. Through the facilities of the Distributed Mission Operations Center facility at Kirtland Air Force Base, NM, the Army and Air Force conduct a variety of joint, live and virtual exercises and is indicative of the integration we seek. Air Force RED FLAG, VIRTUAL FLAG, and BLUE FLAG exercises also provide a robust event schedule for joint live, virtual, and constructive unit and staff training opportunities. We will continue to conduct such cooperate training whenever possible.

JOINT ARMY AND AIR FORCE TRAINING

Question. Have you ever considered doing joint Air Force/Army Red Team/Blue Team exercises using the diverse groups at New Mexico and West Texas military facilities?

Answer. Yes, Air Force considered using New Mexico/West Texas military facilities to meet Red Team/Blue Team training requirements between the Army and the Air Force. The primary west coast Red Team/Blue Team exercise venues are the Army's National Training Center at Fort Irwin, CA and the Air Force at Nellis Air Force Base, NV. The east coast venue is the Army's Joint Readiness Training Center at Fort Polk, LA and the Air Force at Barksdale Air Force Base, LA and Little Rock Air Force Base, AR. Additionally, the Army/Air Force routinely conduct Red Team/Blue Team staff exercises at the Battle Command Training Program at Fort Leavenworth, KS and BLUE FLAG at Hurlburt Air Force Base, FL. Fort Bliss provides both Red and Blue air defense participation in joint training exercises, primarily RED FLAG-NELLIS and VIRTUAL FLAG, as well as to numerous Joint Forces Command sponsored joint exercises/events. The Air Force will continue to explore new ways to further integrate and connect the other Services' diverse war fighters who require this type training. New Mexico's Distributed Mission Operations Center at Kirtland AFB will remain the hub for connecting not only Air Force but also other Service participants to joint training exercises/events.

150TH FIGHTER WING F-16S

Question. The 150th Fighter Wing at Kirtland Air Force Base has a proud heritage as part of the Air National Guard. The 150th used to fly Block 40 F-16s, but gave them to the Active Duty force to assist in meeting mission priorities. Now the 150th flies Block 30 F-16s, which are at risk as a result of BRAC. What is the Air

Force doing to develop a new mission for the Air National Guard at Kirtland Air Force Base?

Answer. The 150th Fighter Wing have made great contributions to the national defense. They have volunteered to participate in numerous Air Expeditionary Force deployments to support wartime taskings. As a result of the Base Realignment and Closure 2006 decisions, the 150th Fighter Wing increased from a 15 Primary Aircraft Authorized Block 30 F-16 unit to an 18 PAA Block 30 F-16 unit. As the Air Force moves from older generation aircraft to fifth generation aircraft, the Air Reserve Component will be a full participant. The current Air Force aircraft roadmap has reserve units receiving low time fourth generation fighters and fifth generation fighters to keep the units relevant and ready to participate in the Air Expeditionary Force.

Question. Has the Air Force considered giving Block 40 or 50 F-16s to the 150th to enable them to continue providing their outstanding service to New Mexico and the United States?

Answer. The current Air Force aircraft roadmap has a modernization plan for Air Reserve Component units to recapitalize legacy airframes and migrate to fifth generation aircraft. The 150th will be considered for new platforms and/or missions as part of the Air Force roadmap.

NEW MISSIONS AT CANNON AND HOLLOMAN AFBS

Question. Can you tell us about the potential Air National Guard work with the new missions at Cannon and Holloman?

Answer. The Air Force Total Force Integration (TFI) initiative forms a classic associate F-22 unit with the New Mexico Air National Guard and the 49th Fighter Wing at Holloman Air Force Base, New Mexico. This association will begin in fiscal year 2008 with the first aircraft arriving during fiscal year 2009. The Air National Guard and the Air Force continue to explore other TFI initiatives to maximize efficiencies and increase combat capability.

QUESTIONS SUBMITTED TO GENERAL T. MICHAEL MOSELEY

QUESTIONS SUBMITTED BY SENATOR DANIEL K. INOUE

AIR FORCE EXECUTIVE AGENCY FOR UNMANNED AERIAL VEHICLES

Question. General Moseley, have the other Services expressed opinions on the Air Force serving as executive agent for unmanned aerial vehicles? What have been the major comments or critiques?

Answer. We have received no formal correspondence; however, we are aware of many concerns, expressed primarily by Army representatives. The Deputy Secretary of Defense received a letter dated March 22, 2007 from the Alabama Congressional Delegation which expresses their "serious concerns" and which, we believe, sum up the Army issues.

Their concerns center on the delineation of UAV missions as "tactical" (Army) and "strategic" (Air Force) and presumed derivative capabilities, such as aircraft size (thus expense), flight profiles, response times; and, ultimately, competencies, concluding that the Air Force ". . . has little expertise in tactical UAVs . . ." and designating it as Executive Agent would be "counterintuitive."

They also state the Army conducts nearly 80 percent of the current UAV operations with less than 20 percent of the DOD budget.

The following facts diminish these concerns:

—The Air Force is currently flying 75 percent of the medium-altitude UAV sorties and 100 percent of the high-altitude UAV sorties.

—In 2006, the Army flew 93 percent of the 70,000 low-altitude UAV hours or about 65,000 hours.

—In 2006, the Air Force flew 75 percent of the 80,000 medium-altitude UAV hours or about 60,000 hours, and 100 percent of the 3,500 high-altitude UAV hours.

—It is of the utmost importance to understand that the delineation of UAVs as "tactical" or "strategic" is to misunderstand the attributes of airpower.

—Aircraft are not inherently strategic or tactical—how aircraft are used will determine whether they achieve strategic or tactical effects.

—As airpower doctrine evolved along with advances in technology, the Air Force came to understand that it is limiting to consign an extremely flexible system to a limited mission set: A B-52 can do close air support, an F-16 can do strategic attack.

- Because of their persistence, range, sensor flexibility, and responsiveness, UAVs defy categorization regarding the effects they have the potential to achieve.
- A Global Hawk can support a “tactical” commander or a special ops team in a remote location while fulfilling requirements for “strategic” imaging of 40,000 square miles, over the rest of its 40-hour mission,
- A Predator, during one 24-hour mission, can support missions at all levels of war.
- A Shadow UAV can support a mission of strategic scope and importance.

The Air Force is committed to maximizing the effectiveness of UAVs to support the Joint warfighter and minimizing wasted resources on inefficient or redundant UAV acquisition.

Question. General Moseley, I understand that you recently sent a memorandum to the Deputy Secretary of Defense and the senior military leadership recommending that the Air Force assume an “executive agent” role for medium and high-altitude unmanned aerial vehicles. What problems are occurring due to the current decentralized approach and how does having an executive agent help solve them?

Answer. One problem lies in the current decentralized control of Intelligence, Surveillance, and Reconnaissance (ISR) assets in the theater—particularly the aircraft operating in the very crowded airspace above 3,500 feet, that the Services, notably the Army, term “organic.” This organic assignment or “ownership” of critically needed ISR aircraft by individual units severely limits otherwise very flexible aircraft from responding quickly to changing battlefield situations across the entire theater. All ISR assets are in constant demand; yet, under decentralized control, one unit’s “organic” ISR UAVs may be idle when they could be supporting another unit’s mission. This concept is not only wasteful and inefficient, but is contrary to DOD Directive 5100.1, Functions of the DOD and Its Major Components, which assigns the Air Force, as a primary function to “. . . provide forces for . . . tactical air reconnaissance.” This approach is also in conflict with established Joint Doctrine.

The existing role of the Air Force in conducting warfare from the air, through space, and in cyberspace—as well as the assigned missions of the Air Force—make assignment of Executive Agent to the Air Force for medium- and high-altitude UAVs the right decision for acquiring, integrating UAVs to achieve optimal joint warfighting effects, and interdependency among the Services.

Recognizing that UAVs must be treated like any other aircraft from an operational and acquisition perspective is key:

- Aviation is a core competency of the Air Force.
- From their beginning, the Air Force has treated UAVs as aircraft and integrated them as full participants in joint air operations.
- The Air Force knows how to optimize utility of aircraft to achieve jointness, efficiency, and warfighting effectiveness.

The benefits of the Chief of Staff’s proposal to mid- and high-altitude UAVs fall in three major categories:

- Achieving efficiencies in acquisition.
- Enhanced interoperability by directing common, synchronized architectures, data links, radios, etc.
- Increasing warfighting effectiveness in designing an optimal medium-/high-altitude UAV concept of operations.

Achieving efficiencies in acquisition.—The Department of Defense (DOD) could save considerable resources in the current Future Years Defense Program with an integrated approach to the acquisition of medium- and high-altitude UAVs:

- Combining the MQ-1 Predator, MQ-1C Warrior, RQ-4 Global Hawk, BAMS (whether the Navy’s Mariner or a maritime Global Hawk variant), and MQ-9 Reaper programs could achieve significant savings through purchase economies of scale, production efficiencies, and integrated priorities.
- Army MQ-1C Warrior fiscal year 2008 President’s budget request is \$312 million in Research, Development, Testing, and Evaluation (RDT&E) and \$1,231 million in production.
- Navy BAMS fiscal year 2008 President’s budget request is \$2,318 million RDT&E and \$743 million in production.
- DOD has to pay twice for duplicative cost categories if separate contracts are maintained for the MQ-1 Predator and MQ-1C Warrior programs, as well as RQ-4 Global Hawk and BAMS.
- The Air Force can leverage its core competencies to streamline medium- and high-altitude UAV acquisition, programming, and operational concepts to minimize or eliminate most of these inefficiencies.
- The Air Force is rapidly fielding as much Predator, Global Hawk, and Reaper capability as possible.

- The Air Force’s fiscal year 2007 budget submission reprogrammed \$2.3 billion to nearly double UAV coverage by accelerating Predator acquisitions.
- The Air Force’s fiscal year 2008 budget includes nearly \$13 billion to buy 241 UAVs—a 265 percent increase in UAVs and ground support equipment over the previous baseline to equip 12 Total Force Predator squadrons (battalion equivalents) and better meet warfighter needs.
- By April 2007, the Air Force will have fielded a total of 12 Predator UAV Combat Air Patrols.
- By 2010, the Air Force will field a total of 21 Predator Combat Air Patrols.
- Enhanced interoperability by directing common, synchronized architectures, data links, radios, etc.*—The Executive Agent (EA) could be empowered to ensure all DOD medium- and high-altitude UAVs operating above the coordination altitude are equipped with standardized/interoperable equipment (transponders, radios, etc.).
- The Air Force has extensive, relevant experience as a DOD EA. The Air Force is already the EA for Space and Common Data Link. These activities are directly applicable to supporting the infrastructures and architectures required for UAV employment.
- The Air Force can leverage its extensive investments in developing medium- and high-altitude UAVs and appropriate architectures. Unique Service solutions waste valuable resources through duplication of effort; stove-piped collection, processing, and dissemination architectures; unsynchronized command and control; and unnecessary competition for bandwidth and spectrum.
- Increasing warfighting effectiveness in designing an optimal medium / high-altitude UAV concept of operations.*—A joint theater ISR strategy can best be achieved through mission responsiveness, and command and control architectures directed by the commander responsible to the Joint Force Commander for that purpose—the Combined/Joint Force Air Component Commander (C/JFACC).
- Some critics tend to confuse a sufficiency problem for a lack of responsiveness. There will remain insufficient UAV capacity to satisfy every desire for the information those UAVs provide. Accordingly, optimal efficiency is gained by prioritizing UAV allocation based on Joint Force Commander (JFC) guidance to task them where they are needed most.
- Per Joint Publication 2.0, Doctrine for Intelligence Support to Joint Operations, “Because intelligence needs will always exceed intelligence capabilities, prioritization of efforts and ISR resource allocation are vital aspects of intelligence planning.” This argues for “centralized control and decentralized execution” to optimize ISR assets with respect to the JFC’s highest priorities. It argues against organically assigning medium/high altitude UAVs to units that will preclude their benefit to the entire theater joint fight.
- All operational Air Force Predators are currently operating in the U.S. Central Command. The appropriate theater/Joint Task Force (JTF) commanders (Army Generals) allocate those—not the Air Force. If the Army has a problem with allocation, it has an issue with the Army theater/JTF Commanders.
- DOD needs joint solutions that support the JFC; ensuring information dissemination across an entire theater of operations is a key enabler. Each Service operates UAVs with their own limited architectures that only provide products to a specified number of users. On the other hand, the Air Force architecture provides information to all joint users including the individual soldier through the use of ROVER. It is critical to joint warfighting effectiveness that DOD field systems with interoperable architectures that provide information to all joint users.
- The Air Force has an established reachback, distributed architecture that leverages the total force in order to deliver capability to the warfighter. Through using our mature Distributed Common Ground System coupled with our reachback technologies for operating medium- and high-altitude UAVs, we reduce the forward deployed footprint and expedite responsiveness to crisis or contingency.
- Predator is a very responsive system which can deliver effects from tactical to strategic. In many instances, a tactical commander is given direct command and control of the asset. Predator’s long loiter time provides a tactical commander an entire kill chain (from find/fix to strike and bomb damage assessment) with no breaks in coverage.
- A key element of CFACC-control of medium- and high-altitude UAVs is the ability to rapidly re-task and respond across the Area of Responsibility to meet emerging shifts in the JFC’s priorities.
- The 3,500 foot delineation in the CSAF EA proposal is used to introduce a nominal demarcation of UAV activities between UAVs organic to small unit command and control, and C/JFACC command and control. EA will provide the con-

cept of operations for UAVs operating above the coordination altitude to ensure effective airspace control, area air defense, and optimal employment of those systems for the joint force commander.

- In terms of airspace control and coordination, the Army recognizes the growing issue with the proliferation of UAVs. Per the Joint Airspace Command and Control Joint Feasibility Study sponsored by the Army (November 2006), “An ever increasing proliferation of multi-role unmanned systems which are difficult to track and have no eyes’ to support onboard deconfliction are competing for airspace traditionally occupied by manned aircraft are adding to the joint airspace command and control challenge. This results in sub-optimized use of airspace. Inability to rapidly deconflict and provide airspace clearance has resulted in the failure to engage attacking forces or insurgents, permitting them to leave the area unscathed with weapons to be used again on United States, Coalition and civilian targets.”
- Per DOD Directive 5100.1, Functions of DOD and its Major Components, November 21, 2003: The Air Force is directed to “organize, train and equip and provide forces for CAS and . . . tactical air reconnaissance”

E-10 MULTI-SENSOR COMMAND AND CONTROL AIRCRAFT (MC2A)

Question. General Moseley, in the fiscal year 2008 budget submission, the Air Force has cancelled the E-10 aircraft program. However, funds are still requested for the Multi-Platform radar program. What are the termination costs associated with this decision? How much funding is required to complete the radar development?

Answer. The funds associated with Multi-Platform Radar Technology Insertion Program (MP-RTIP) in the fiscal year 2008 President’s budget request are for the continued development and testing of the Global Hawk MP-RTIP variant, which was unaffected by the cancellation of the E-10 program. No additional funds have been requested to pay for the cancellation decision. The cancellation costs associated with the E-10 program are anticipated to come from the remaining fiscal year 2007 funding. However, the final cost estimates for cancellation will not be complete until after contractual discussions with the prime contractor and direction from the Office of the Secretary of Defense for Acquisition, Technology, and Logistics.

In addition to the President’s budget for Global Hawk MP-RTIP Development, a total of approximately \$410 million between fiscal years 2008 to 2011 is required to complete the radar development for the MP-RTIP Wide Area Surveillance (WAS) large variant associated with the E-10 program. This funding, however, does not include the funding necessary to complete a technology development program for a weapon system platform, including integration into a wide body test bed and a flight demonstration of the WAS capability.

ROLE OF THE AIR FORCE IN GWOT

Question. General Moseley, as I said in my opening statement, Iraq and Afghanistan are seen by the public as Army and Marine Corps operations. Please explain the Air Force’s current role in supporting operations in the Global War on Terror. What sort of vital roles are the Air Force undertaking?

Answer. The Air Force is fully engaged 24/7 with our sister services in the Global War on Terror, executing full spectrum missions to achieve Coalition objectives. Beyond our traditional roles of airlift and Close Air Support (CAS), current Air Force missions range from Airmen performing non-traditional convoy security operations to Air Force Joint Tactical Air Controllers embedded in Army and Marine units calling in satellite-guided airstrikes on enemy positions. Roughly 21,000 In-Lieu-Of Airmen are currently doing, have done, or are preparing to do, jobs typically done by Soldiers and Marines. We continue to maintain our steady state rotation of 23,000 Airmen into U.S. Central Command (USCENTCOM) supporting Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF) from 56 locations located within the USCENTCOM Area of Responsibility. Additionally, another 191,000 Airmen provide global strategic support to USCENTCOM and all of the Combatant Commanders in roles such as mobility, mid-air refueling, homeland defense, space operations (including global positioning satellites), weather, secure communications, persistent C4ISR, and so forth.

Since 2001, the Air Force has flown 430,000 combat sorties in support of OIF and OEF representing 82 percent of coalition sorties in OIF and 78 percent of coalition sorties in OEF. Additionally, our Total Force construct of Active Duty, Air National Guard and Air Force Reserve has flown over 47,000 Operation Noble Eagle sorties from home stations in the United States in support of GWOT homeland defense.

Since 2003, just in support of OIF, we've airlifted over 455,000 personnel, roughly equivalent to moving the entire population of Kansas City, Missouri by air; 763,000 short-tons of goods; and completed over 18,000 aeromedical evacuation missions back to the United States.

In the past, to resupply troops on the ground in OEF, we could only generate the accuracy to airdrop supplies in an area one mile wide by half mile wide, while the aircrew put itself and the survival of the aircraft at risk. Through precision airdrop methods such as the Joint Precision Airdrop System (JPADS), we now airdrop ammo and critical supplies to troops engaged in firefights with the enemy, with the cargo delivered to an area the size of a football field, and from an altitude where the aircraft can operate with an increased margin of safety.

Since 2001, in support of Army, Marine, Air Force and Coalition personnel on the ground, the Air Force has employed 20,000 precision guided munitions, and expended 675,289 rounds of ammunition against enemy targets, supporting troops in contact with the enemy with on-call CAS. The average response to a call for support to bombs on target is measured in scant minutes. The combined efforts of the Coalition, Army and Air Force working as a team were able to rapidly find, fix, and kill Al Zarqawi, Al Qaeda's top operative in Iraq with airpower.

AGING AIRCRAFT

Question. General Moseley, this Subcommittee recognizes the challenges of finding the right balance between recapitalization, purchasing new aircraft, and modernization of existing aircraft. How do you determine tradeoffs between meeting today's needs while at the same time ensuring the Air Force is prepared to face potential threats in the future?

Answer. As the Service Chief you are counting on me to organize, train and equip the United States Air Force to be able to fly, fight and win our Nation's wars as a member of the Joint Warfighting team. The U.S. Air Force has been engaged in combat for over 16 consecutive years. The U.S. Air Force is doing everything in its power to become more effective and efficient while simultaneously preparing for the long-term. Unfortunately, despite our best efforts, we have declining readiness and our recapitalization rates are up to 50 years. Our 50 year recapitalization rate is like planning to use P-51s in Vietnam or F-86s in Iraq. To meet the needs of our Nation at war now and in the future, we must build an Air Force fully capable of executing its mission in air, space and cyberspace as outlined in the fully recapitalized and modernized planning force. We have been making tradeoffs every year through the iterative budgeting process, which is ultimately focused on pushing resources to the warfighter. To ensure America and our future Airmen inherit an Air Force that is ready, capable and sustainable with acceptable risk is problematic without additional resources and tough strategic choices by the Nation. I look forward to detailing these concerns and Air Force plans to reverse these trends in the coming weeks.

COMBAT SEARCH AND RESCUE HELICOPTER

Question. General Moseley, you have consistently stated that a replacement for the Pave Hawk combat search and rescue helicopter is a top priority for the Air Force. Last month, GAO upheld a protest against the Air Force's selection. What is the current status of the protest, and when do you expect a resolution of the issue?

Answer. In its March 29, 2007 decision, the GAO denied all of the additional arguments raised by Sikorsky and Lockheed Martin Systems Integration, "finding that none furnished an additional basis for sustaining the protests." In response to the GAO's recommendation in their February 26, 2007 decision, the Air Force intends to amend the Request for Proposals to clarify its intent with respect to the evaluation of operations and support costs, reopen discussions with offerors, and request revised proposals. If the evaluation of the revised proposals results in a change to the CSAR-X Best Value Source Selection decision, the Air Force will make any necessary changes in the contract award decision.

QUESTIONS SUBMITTED BY SENATOR DIANNE FEINSTEIN

C-17

Question. I understand that the C-17 is performing remarkably well in Iraq and Afghanistan as a medivac, personnel, and cargo transport. Could you describe the intra-theater utilization rate of the C-17 in support of contingency operations since September 2001? Assuming these rates remain consistent over the next several

years, what affect do you believe attrition could have on the Air Force's projected strategic airlift requirements?

Answer. Please let me address these as two separate questions. Due to C-130 fleet limitations, C-17s are utilized to augment intra-theater operations. This method of employment—Theater Direct Delivery (TDD)—utilizes approximately 12 C-17s (and a smaller number of other aircraft) to sustain passenger and cargo movement in theater for the warfighter. In addition to extra lift capacity, these C-17s have two inherent advantages: First, the number of C-130s required in theater is reduced by roughly one-third and second, this has prevented 35,977 trucks and 15,380 buses from being exposed to potential insurgent attack. This course of action has provided much success but it has come at an increased “cost” to our C-17 fleet.

While aircraft status, as well as all other maintenance indicators for intra-theater C-17 utilization usage, was not tracked until June 2005, we've determined this method of employment has created additional operational stresses to the C-17 fleet. Although not solely attributable to TDD missions, across the Air Force, hourly use rates have decreased from 2003 to present but the number of annual sorties has more than doubled from 2001 to 2006 (22,392 to 52,135). We are flying more sorties of shorter duration (fitting the profile of the TDD mission) which creates more stress to the system (i.e. cycles on the engines, landing gear, and flight controls). A quantifiable example of the operational stress to the C-17 is found in the upper wing skin which is almost two times the baseline usage. The increased damage is driven by take offs and landings and landing fuel weights higher than design assumptions. This existed prior to OEF, but OEF/OIF has exacerbated the issue.

In answer to your second question, from 2001–2006, the C-17 fleet has over flown its service life by over 159,000 hours. The overfly can be attributed to the GWOT and the lack of proper Basic Aircraft Inventory resulting in additional aircraft wear and tear. Congress added 10 additional C-17s to the established 180 purchase, of which 7 will be used to correct the shortfall and 3 will go towards recovering the wear and tear caused by GWOT. An additional 2 C-17s are required to recover the remaining capability lost due to wear and tear caused by GWOT for a total of 12 additional C-17s.

Question. As you know, General Handy—the U.S. TRANSCOM Combatant Commander until mid-2005—repeatedly and publicly stated that a minimum of 42 additional C-17s (past the 180) were necessary to meet the Air Force's mobility needs. Outside the findings of the Mobility Capabilities Study (MCS)—a study that many believe fails to consider a number of critical factors related to airlift requirements post-9/11—what evidence do you have that 180 C-17s will be sufficient to meet our military's future airlift requirements?

Answer. The C-17 has been supporting Global War on Terror inter-theater and intra-theater airlift missions. There are no current inter-theater specific studies outside of the Mobility Capabilities Study upon which to base an assessment that 180 C-17s will be sufficient for the military's future airlift requirements. The C-17 will be evaluated as part of the Intra-theater Lift Capabilities Study to determine the preferred mix of capabilities needed to accomplish Intra-theater lift. Additionally, the MCS identified a range of strategic airlift aircraft of 292–383. With the current fleet of 111 C-5s and 190 C-17s (164 of 190 C-17s have been delivered) the Air Force will have 301 strategic airlifters.

Question. Based on what you know today—considering the recent changes in operational requirements and airlift missions—are you able to confidently tell the Committee that the Mobility Capabilities Study (MCS) projections will adequately meet our military's lift requirements for the so-called “long war”?

Answer. The Mobility Capability Study (MCS), as reported in 2005, set a baseline for mobility forces to meet the demands of the National Military Strategy. The MCS, by design, was constructed as a “warm” database from which further study could be accomplished as factors and/or conditions changed. Some of that additional study is ongoing. What we have seen is that we are using our mobility aircraft at greater rates than envisioned in the MCS. As such, the Air Force has requested additional assets in both our supplemental and unfunded requirements list to offset this increased usage rate. In the way ahead, the Air Force is committed to recapitalizing of the airlift fleet. The MCS substantiated the need to continue airlift recapitalization in order to meet the capability demands on the inventory. Hence, our efforts to offset increased utilization, modernize the C-5, recapitalize the C-130, and explore options for a future Joint Cargo Aircraft (JCA) are very consistent with the MCS and necessary to meet the demands of the long war. Ongoing study of the JCA requirements, as well as the progress of the C-5 modernization program, will no doubt shape the requisite choices to maintain our airlift capability. Further, we are assessing the impact of changes to our ground forces. The 92,000 increase in the Army and Marine forces could eventually require our lift assets to support a larger,

more diverse force in the field. In the near term we do not see a major change in support to the rotational forces. However, understanding the size, composition, and mission sets of our future ground force is something we must consider in planning. We look to the Army and the Marines to assess their programmed growth and changes in operational planning, and then identify requirements so that we can quickly refocus our lift capabilities to meet the emergent demands. We are meeting the demands of the long war but recapitalization is a mandate we must stay ahead of or we will fall below the capabilities required. Your continued support of future ground force requirements is key to posture our forces correctly in the future.

Question. The Mobility Capabilities Study (MCS) validated a program of record to procure 180 C-17s. However, the MCS assumed that 112 of the older C-5 transports would remain in the fleet, due to Congressional restrictions barring the retirement of those aircraft. If the Congress eased the retirement restrictions placed on the 111 C-5s, how might you manage the strategic fleet differently?

Answer. Without congressional restrictions, we, the Air Force senior leadership would be empowered to manage the fleet in the most effective manner. The Secretary and I feel it is our responsibility to recapitalize an Air Force fleet that averages 26 years old per aircraft. The average C-5A is over 35 years old. We, as Air Force leaders, are obligated to build an Air Force today, capable of meeting the challenges of tomorrow. We are investigating every option in order to identify and procure the most effective strategic airlift mix.

Question. What if the C-5 modernization program is unsuccessful and you've already proceeded with closing the C-17 line? What would the Air Force do at that point? Doesn't it make more sense to preserve the C-17 line until you can unequivocally confirm that upgrading the C-5 is a viable option? Are you concerned about the cost increases in the C-5 modernization program? If so, when do you plan to inform Congress of any cost "breaches" in the program?

Answer. The Air Force continues to evaluate all options as to how to meet strategic airlift requirements with the most suitable airlift asset. Significant cost growth of the C-5 Reliability Enhancement and Re-Engining Program (RERP), combined with the costs associated with the shut-down of the current C-17 line and the potential start-up of a new aircraft line may indicate the need to re-evaluate the business case of using RERP on older C-5As versus the efficiencies and long-term benefits of procuring additional C-17s.

A detailed Air Force cost estimating effort is underway (projected to be complete in July 2007) that will determine the cost position for the C-5 RERP. The Air Force will notify Congress if an actual cost breach is identified.

Question. If you retire some C-5s, how many C-5As would you retire? How many C-5Bs?

Answer. We are investigating every option in order to identify the most effective strategic airlift mix. Preliminary options being evaluated include retiring approximately 30 C-5A aircraft. There are currently no plans to retire C-5Bs.

Question. Would the Air Force work with Congress to implement a transition plan to replace any retired C-5s?

Answer. There is currently no plan to retire specific aircraft from specific bases. The proper fleet mix of strategic airlift aircraft is currently under review. Current legislation does not allow the Air Force to retire any C-5 aircraft until the Operational Test and Evaluation report of the C-5A aircraft, currently in flight test, is completed. The report will not be completed until fiscal year 2010, two full years after the shutdown of the C-17 production line has begun. If relieved of legislative restrictions, the Air Force would be able to manage effectively the fleet mix of various aircraft fleets. The options under review include replacing the strategic airlift aircraft identified for retirement with new C-17s or backfilling with newer C-5Bs from within the Air Force. No new units are anticipated and no closures of existing units are planned.

MOBILITY CAPABILITIES STUDY

Question. It is my understanding that the Air Force has at least 5 ongoing studies—following up from the MCS—looking at the issue of future airlift requirements. Can you provide an overview of each study related to airlift that the Air Force is currently working on? Do you anticipate that any of these studies will provide guidance on future airlift requirements? When do you anticipate you will complete each study and when will they become available to Congress?

Answer. The Mobility Capabilities Study 2006 (MCS-06) is the follow-on to the original MCS completed in 2005. The Air Force is a participant in MCS-06, which is actually a Department of Defense and Joint Staff led effort that includes the following three sub-studies:

Intra Theater Lift Capabilities Study

Purpose—Determine the preferred mix of capabilities needed to accomplish intra theater lift to support the defense strategy.

DOD Sponsor/OPR—JS J4, OSD PA&E.

Suspense—Complete, awaiting OSD release.

Global Responsiveness: Prepositioning

Purpose—Facilitate development of an integrated Department-wide prepositioning strategy that supports U.S. strategic objectives in the context of the evolving global defense posture.

DOD Sponsor/OPR—OSD PA&E.

Suspense—Estimated completion Summer 2007.

Tanker Operations

Purpose—Add to the body of knowledge regarding air refueling. Direct outgrowth of the original MCS that identified tanker mission sharing and alternate mission concepts for additional study.

DOD Sponsor/OPR—JS J8, OSD PA&E.

Suspense—Complete, awaiting final General Officer Steering Group review.

In addition to the MCS-06 studies, the Air Force is also participating in two Joint-led efforts involving airlift issues and related to discussion in the MCS:

Joint Intra Theater Distribution Assessment

Purpose—Assess tactical distribution capabilities and shortfalls from air and sea points of debarkation to the lowest distribution point (“the last tactical mile”).

DOD Sponsor/OPR—JCS J4.

Suspense—Estimated completion Summer 2007 for Major Combat Operations-1 analysis.

Joint Future Theater Airlift Capabilities Analysis

Purpose—Analyze future Joint Force theater airlift requirements in light of distribution processes, examining non-material and material solutions for the 2015–2024 timeframe.

DOD Sponsor/OPR—U.S. Transportation Command.

Suspense—Estimated completion Spring 2007.

Although each of these studies will contribute to the discussion on future airlift force structure requirements, none of them alone will provide a comprehensive answer.

Actual study completion dates and determination on the availability of these studies to Congress resides with the Department of Defense and the Joint Staff.

 QUESTIONS SUBMITTED BY SENATOR THAD COCHRAN

CIVIL AIR PATROL

Question. General Moseley, I noticed the fiscal year 2008 Operations & Maintenance budget proposed for the Civil Air Patrol is less than what was funded for fiscal year 2007. The Civil Air Patrol performs a wide variety of mission ranging from supporting disaster relief to playing the role of hostile forces during training exercises. Can you tell the subcommittee how the Civil Air Patrol will maintain the same level of effort in fiscal year 2008 as they do today with the proposed budget reduction?

Answer. The Air Force truly appreciates the contributions the Civil Air Patrol makes to our Nation and our Air Force. These professionals contribute to the defense support of civil authorities and the non-combat programs and missions of the Air Force. However, as with all members of the Air Force team, the Civil Air Patrol operates in a constrained budget environment. Due to fiscal constraints, the Air Force reduced the Operations and Training budget request for the Civil Air Patrol by 4.2 percent or \$1.05 million. This reduction is in line with reductions we have made across the entire Air Force. To prepare for these potential reductions the Civil Air Patrol has streamlined its headquarters staff and reduced personnel by 25 percent. Additionally, the Civil Air Patrol is prepared to transition wing administrators, who are corporate employees, to part-time, if further costs savings are required. These actions should allow the Civil Air Patrol to continue to conduct its missions in the excellent manner which we have all come to expect.

With that said, Congress might consider a measure that would mitigate the impact of these cuts. The Congress could remove language in the DOD appropriations bill (Section 8025, paragraph (b)) that prevents the Secretary from seeking reim-

bursement for counter-drug missions in support of Federal, State and local government agencies.

AESA RADAR

Question. It is my understanding that starting in 2010 the Air Force will be procuring Active Electronically Scanned Array (AESA) radar systems for a number of your F-15E's. I understand this type of radar is presently being used on a number of other fighter aircraft as well and significantly enhances the radar capability of these aircraft and helps our pilots detect and engage enemy threats.

I have been informed there is some effort underway to also upgrade the radar systems for Air National Guard F-15s with this system. General Moseley, can you elaborate on the importance of the AESA radar system and can you tell us about the need for such systems, to conclude the Air National Guard F-15 fleet?

Answer. The Air National Guard (ANG) does not possess F-15E Strike Eagles and cannot speak for that program. For the F-15C, the APG-63 (V3) AESA radar is an Air Force Total Force effort, initially led by the ANG, through recent Congressional adds. The Air Force has now programmed follow-on funds for their F-15Cs in the Future Years Defense Program.

The ANG needs the AESA for the F-15C fleet for reliability, maintainability, and enhanced capability. The APG-63 (V)3 AESA radar will replace the current ANG F-15 APG-63(V)0 mechanically scanned radar that is increasingly more difficult to maintain due to parts obsolescence and diminishing manufacturer support. The APG-63 (V)3 offers greatly enhanced capability required by the combatant commanders for both deployed and homeland operations. Leveraging the use of a stationary radar antenna covered with an array of over one thousand transmitter-receiver modules, the (V)3 AESA combines added signal power and performs greatly enhanced detection, tracking, communication, and jamming functions in multiple directions simultaneously. AESA provides significant increases in precision to detect, track, and eliminate multiple threats faster and with greater efficiency than the current mechanically scanned radars. In the traditional air superiority mission areas, the ANG F-15C's primary advantage in air-to-air combat needs to dominate the beyond-visual-range arena, detecting both current and future generation airborne threats and retaining the first shot, first kill capability vital for mission effectiveness. For the Air Sovereignty Alert mission, the F-15Cs need a greatly enhanced capability to detect challenging targets (small aircraft, cruise missile defense, asymmetric threats, etc.) in a very dense air traffic area normally found around the major airports in the United States. With the current funding, the first delivery of the APG-63 (V)3 for the ANG F-15Cs is scheduled for mid 2009.

HOME STATION SIMULATORS FOR ANG

Question. General Moseley, we appreciate the Air Force's continued contributions to homeland defense and to supporting operation in Iraq and Afghanistan. Particularly noteworthy is the statement contained in the Air National Guard's 2007 posture statement that the Air National Guard fulfills 34 percent of Air Force missions with 7 percent of the budget. Combined with a recruiting shortfall last month, Air National Guardsmen are contributing significantly to this joint fight. Despite these heroic efforts, challenges to sustain adequate training at home station continue to exist mainly due to equipment shortages. Does the Air Force's fiscal year 2008 budget request adequately funding to make full use of simulations to augment limitations in home station training programs for the Air National Guard?

Answer. A 10 percent reduction in flying hours can be somewhat mitigated by increased use of simulators for training purposes. However, the reality is that the Air National Guard has very few simulators at its flying wing installations. The Air National Guard plans to fully utilize simulators at home station where available. Travel and other related costs necessary for wings without simulators will be an "out-of-hide" execution year bill in an already challenging budget environment. The 2008 budget request does not specify funding to cover the added expense to the Air National Guard home station straining resulting from the 10 percent reduction in flying hours.

SUBCOMMITTEE RECESS

Senator INOUE. If there is nothing further, the subcommittee will stand in recess.

[Whereupon, at 12:10 p.m., Wednesday, March 21, the subcommittee was recessed, to reconvene subject to the call of the Chair.]