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HEARING
ON
NATIONAL DEFENSE AUTHORIZATION ACT
FOR FISCAL YEAR 2015
AND
OVERSIGHT OF PREVIOUSLY AUTHORIZED
PROGRAMS
BEFORE THE
COMMITTEE ON ARMED SERVICES
HOUSE OF REPRESENTATIVES
ONE HUNDRED THIRTEENTH CONGRESS
SECOND SESSION

FULL COMMITTEE HEARING
ON
FISCAL YEAR 2015 NATIONAL DEFENSE
AUTHORIZATION BUDGET REQUEST
FROM THE DEPARTMENT OF
THE AIR FORCE

HEARING HELD
MARCH 14, 2014



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FISCAL YEAR 2015 NATIONAL DEFENSE AUTHORIZATION BUDGET REQUEST FROM THE DEPARTMENT OF THE AIR FORCE

HOUSE OF REPRESENTATIVES,
COMMITTEE ON ARMED SERVICES,
Washington, DC, Friday, March 14, 2014.

The committee met, pursuant to call, at 9:03 a.m., in room 2118, Rayburn House Office Building, Hon. Howard P. “Buck” McKeon (chairman of the committee) presiding.

**OPENING STATEMENT OF HON. HOWARD P. “BUCK” MCKEON,
A REPRESENTATIVE FROM CALIFORNIA, CHAIRMAN, COMMITTEE ON ARMED SERVICES**

The CHAIRMAN. The committee will come to order.

I want to thank you all for joining us here today as we consider the fiscal year 2015 budget request for the Department of the Air Force. I appreciate our witness testimony, and their support of our airmen.

Joining us today are the Honorable Deborah Lee James, Secretary of the Air Force, and General Mark A. Welsh, Chief of Staff of the Air Force. And he has brightened up the room a little bit by inviting his wife, Betty, and his daughter, Liz, to be with us. Thank you for joining us.

I want to especially welcome Secretary James, the 23rd Secretary of the Air Force, as this is her first posture hearing before our committee. We are also delighted that she is a former HASC [House Armed Services Committee] staff member. In fact, we were talking just before we came in here, and she pointed out to us where one of her offices was in her 10-year tenure on the staff. Happy to have you back. Welcome back.

While this committee and you, General Welsh, have warned about the consequences of cuts to our defense budget, I don’t think policymakers in Washington or the American people really understand how much has been cut, and what it means.

For the Air Force, what it means is that although the budget request highlights reinvestments in readiness, the Air Force still cannot meet its readiness needs until 2023. Let me read that again, 2023; 10 years almost from now. That is how big the readiness deficit is.

The cuts that we made over the last couple of years are so deep, and the budget forecast into the future with—what is our problem? Sequestration. How soon we forget. But that has basically flattened out into the future, so to try to refill the hole with the limited resources in the future, 10 years just to get us back to where we need to be in readiness.

And second, the Air Force is now faced with making difficult force structure tradeoffs. In this year's budget alone, the Air Force is retiring two pretty good aircraft just because we don't have the resources to maintain them. And these aircraft have unique capabilities that the combatant commanders that we have already had in the hearing process to this point need that aircraft. It is interesting.

People before you, General, have said that you were an A-10 pilot, and then kind of indicated that you suggested getting rid of the A-10. It is amazing how things work. But I think the ones that we should probably be asking about the A-10s are the ground forces that have their lives saved because of the A-10 and the pilots that have flown them; and I understand the dilemma we are facing.

General Welsh, you said it best when you posed the question: Do we want a ready force today or a modern force tomorrow? I know the Air Force is trying to make the best of a bad situation, as all the services are. But I fear that the way we are heading we will have neither.

Our Nation expects our air forces to be superior and to be ready. We don't want to go into any fair fights. Whether to deploy to reassure our eastern European allies, to monitor missile launches around the world, to provide close air support and intelligence to our troops in Afghanistan, which of those missions would we like to eliminate? Yet, our technological superiority is eroding in the airspace and cyberspace. Our forces are already strained in just meeting the day-to-day requirements, much less crisis or conflict.

I said this on Wednesday to the Navy and Marine Corps and I will say it again today, is this the Air Force we want for our Nation? Lastly, while we continue to debate funding and force structure, we cannot forget the values and standards to which we hold our military. Integrity matters, leadership matters. The vast majority of our service members embody those values daily.

Unfortunately, we have read too many stories recently that reveal behavioral and cultural problems that have permeated the nuclear enterprise. Manning our Nation's nuclear deterrent is an immense responsibility and I know there are many airmen who bear this duty with the utmost skill and professionalism. However, a few bad eggs put at risk the mission and taint the record of the rest of the Air Force. That cannot be allowed to happen.

I hope these sobering remarks remind us not to lose sight of our shared values and the vital importance of reversing the dangerous budget trajectory. And I look forward to your testimony here today.

[The prepared statement of Mr. McKeon can be found in the Appendix on page 63.]

The CHAIRMAN. Ms. Sanchez.

**STATEMENT OF HON. LORETTA SANCHEZ, A REPRESENTATIVE
FROM CALIFORNIA, COMMITTEE ON ARMED SERVICES**

Ms. SANCHEZ. Thank you, Mr. Chairman, and both to the Secretary and to the General, it is a pleasure to have you before us today.

General, I often use your speech at USAF[†] to my leadership classes back home, so I am grateful to have you here today.

I will be submitting Ranking Member Smith's opening statement for the record, Mr. Chairman.

The CHAIRMAN. Without objection, so ordered.

[The prepared statement of Mr. Smith can be found in the Appendix on page 65.]

Ms. SANCHEZ. Before we have the witnesses give their testimonies, I just want to let you know that I am looking for in particular two areas today of discussion.

The first, I continue to be extremely concerned with respect to the leadership and personnel within the ICBM [intercontinental ballistic missile] nuclear cases of misconduct, low morale, missileers cheating on tests, air commanders not conducting themselves in a manner that lives up to the standards of the Air Force, and I think this committee will agree with me that this is totally unacceptable, and that this issue needs to be addressed. So I would like to hear what you are doing with respect to that.

And the second, I have been closely monitoring the lack of competition in the Air Force's space launch program and unfortunately, I just learned in the last day that the Air Force has made a decision to continue this trend by reducing the competitive opportunities by 50 percent. And I think that is a very unfortunate outcome because I believe that competition drives down prices and brings up talent. And so those are two areas I would like you to address as you move forward.

So thank you, Mr. Chairman, I look forward to the testimony.

The CHAIRMAN. Thank you.

Madam Secretary.

STATEMENT OF HON. DEBORAH LEE JAMES, SECRETARY OF THE AIR FORCE

Secretary JAMES. Thank you so much, Mr. Chairman, members of the committee.

Congresswoman Sanchez, it truly is an honor for me to be here this morning.

And thank you, Mr. Chairman, for your kind opening. As you said, this is kind of like coming home for me. And I will admit that I had more experience sitting in the chairs in the back of this room than sitting in the chairs on this side of the table, but it is great to be back here, and it is particularly apropos as a graduate of the Military Personnel and Compensation Subcommittee to have this be my first posture hearing.

General Welsh and I do have prepared remarks which I would ask be submitted for the record, and we will just summarize, with your concurrence. I also just want to take a moment.

The CHAIRMAN. Without objection, your written statements will be totally entered in the record.

Secretary JAMES. Thank you.

I would also just like to take a moment to say that there is a lot of people who are mourning right now in the Pentagon, Mr. Chairman, due to your announcement that you will be retiring

[†]Ms. Sanchez is referring to the U.S. Air Force Academy (USAF).

from the Congress, and so I just want to say, I don't think it is too late to reverse that decision, in case you are interested. I don't know that you will, but we are very grateful for all of the work you have done over the years for our men and women in uniform, and we will surely miss you a great deal.

The biggest honor and privilege for me in this new job, and I am 11 weeks old in this job now, is to be a part of this terrific, very best Air Force on the entire planet. And that is 690,000, more or less, Active Duty, National Guard, Reserve, and civilian airmen and women, as well as their families. That is the total team and I am part of that team now and it is a huge honor and a privilege.

During my first 11 weeks I have been very, very busy not only studying up on all of these budgetary matters and all of our programs and trying to get on top of that as best as possible, but I have also tried to hit the ground running and I have been out and about to see our Air Force in action.

So 18 bases in 13 States, that is where I have been so far and they have been quick trips, but they have been enormously helpful. And in a nutshell, here are three things that I have noted. First of all, I have noted leaders at all levels, and these are our officer leaders as well as our enlisted leaders, and they are taking on tough issues in a tough budgetary environment, but they are doing it with a can-do spirit and they are getting things done, despite difficulties.

Secondly, I have seen superb total force teamwork and here I am talking particularly with our National Guard, Reserve forces operating with our Active Duty Air Force, and this is from headquarters right on down to the unit level. I have seen them get the job done.

And number three, across the board, just amazing, amazing airmen who are enthusiastic about what they are doing in service to our Nation. Everywhere I go, I do town hall meetings, but with that enthusiasm they also are looking to us, they are looking to you, they are looking to our Nation's leaders for decisions, some greater stability, if we can give it to them, and leadership in these very challenging times.

And indeed, these are very challenging times, both in terms of our security environment, and the declining budgets that you talked about, Mr. Chairman. And in the submission that we have before you, we have done our very best to tackle these challenges head on, head on, in a thoughtful and deliberate and a very inclusive way.

In the fiscal year 2015 budget, we do have a strategy-driven budget, but let's face facts, we are severely, severely limited by the fiscal choices that are contained in the Budget Control Act, and the Bipartisan Budget Act [BBA]. For 2015, as you know, we do hit the dollar targets that are in the BBA, but we also have contained therein what we call the Opportunity, Growth, and Security Initiative. This is a \$26 billion initiative across DOD [Department of Defense]. For us in the Air Force it is about \$7 billion, and we will, if we are granted these additional funds, spend them principally on readiness and other key investments to get us back closer to where we want and need to be.

I hope we will get a chance to talk more about that during Q and A [question and answer]. So that is fiscal year 2015. For 2016 and beyond we similarly have difficult choices that we make and we will talk a little bit more about that as we get further into it.

The key thing is that this is a budget in which we are rebalancing, and Mr. Chairman, you said it is readiness, and it is the future, and it is really not an either-or, because we very, very much, we need to have both. I am pretty sure as we get into this, we are not going to make everybody happy. As a matter of fact, I am pretty sure there is going to be a fair amount of unhappiness. And when we get into Q and A, our preamble to many answers to your questions will be: While faced with the difficult choices, and the budgetary situation, we made these choices. Don't mean to sound like a broken record on that, but it really is the truth. There were no elements of low-hanging fruit in this budget.

So just a few words on strategy, there are strategy imperatives for today. SecDef [Secretary of Defense] has laid it out. This is the first budget coming off of 13 years of war where we are beginning to transition. We need to defend the homeland against all strategic threats. We need to build security globally by protecting U.S. influence and deterring aggression. And we need to remain prepared to win decisively against any adversary should deterrence fail. And your Air Force is critically important to all of those elements and that is today. But there is also tomorrow. There is the strategy imperatives of tomorrow. New technologies, new centers of power, particularly the Pacific, a more volatile and unpredictable world, a world in which we can no longer accept that American dominance of the skies and of space will be preeminent.

We have to get ready. We have to have abilities to operate in a contested environment. Again, your Air Force is critical as well in the future. So we have to have both, the today, and the tomorrow piece.

Now, if we turn to the budget realities, we are very grateful for the greater stability and the additional bump-up in fiscal year 2014, the additional stability in fiscal year 2015. It doesn't solve all of the ills, but it was a great help. So we are grateful for the BBA, the fiscal year 2014 appropriations, and the many decisions contained in the NDAA [National Defense Authorization Act].

But again, even with those bump-ups, there were difficult trade-offs that had to be made because the 2015 top line and beyond is a whole lot less than we ever thought possible just a few short years ago.

So I have been in and around this business as an observer on the scene, you might say, for more than 30 years, and I think you all will agree with me that there is always a strategy and there is always budgets, and they never match exactly. There is always a certain degree of mismatch and when that happens, that is when you have to make these decisions, and the decisions are based on the best military judgment and what we think are prudent risks, where we can assume those risks. So that is the story this year as well, albeit I think this is a more complex and difficult year than most. As I said, there was no low-hanging fruit as best as I can tell.

So in general, our decisions reduce capacity in order to gain capability. So that means we chose, when necessary, reductions in manpower and force structure to sustain readiness and guarantee technological superiority. We slowed the growth in military compensation in order to free up money to plow back into today's readiness as well as recapitalization. We chose to delay or terminate some programs to protect higher priority programs, at least what we thought were higher priorities. And we sought cost savings in a number of ways, reducing headquarters, putting us on a glide path to greater reliance on the Guard and Reserve. We sought reductions in a number of ways in order to try to balance all of this out as best as we could.

Now, I would like to give you some of the key decisions but give it to you within the context of the three priorities that I have laid out for the Air Force. And those three priorities are taking care of people, balancing today's readiness with tomorrow's readiness, and number three, ensuring that we have the very best Air Force that we possibly can have at the best value for the taxpayer. So basically, everything I work on I try to work on the prism of those three priorities.

So taking care of people. That means a lot to me. Everything comes down to people as far as I am concerned, and it is a multifaceted area. So taking care of people means recruiting the right people, retaining the best people, developing them once we have them in the force, having diversity of thought and background at the table as we make our decisions, protecting the most important family programs. It means dignity and respect for all and making sure that everybody is on top of and leading and living our core values as you talked about the importance of integrity, Mr. Chairman.

It means fair compensation going forward. It means a lot of things. It is all about taking care of people. And let me zero in on two areas in particular, which have some controversy associated with them. First of all, based on where we believe we are going, we are going to be a smaller Air Force in the future. We will be coming down on all of our components, Active, Guard, Reserve, and civilians. So we will get smaller. We will rely more on our Guard and Reserve but as we get smaller, we also need to shape our Air Force. So particularly on the Active Duty side what we have right now we have certain imbalances.

We have certain categories and specialty areas where we have too many people, and then we have other categories in specialty areas where we have too few people. So in addition to bringing numbers down somewhat we need to rebalance and get into sync. So we have a series of programs that we are offering, some to retrain people into other categories. Some are voluntary incentives for people to leave us going forward. And then if we can't get the numbers and the balance, there are involuntary programs as well. So this is very much on the minds of our airmen and I wanted to bring it to your attention as well.

Another area of controversy is compensation, slowing the growth in military compensation. This was one of those hard decisions that nobody is totally happy with, but we felt that given the fact that military compensation has risen quite a bit, particularly in the last

decade, and as we look at comparability with the civilian sector, we felt that somewhat slowing that growth was a reasonable approach in the next several years as we attempt to plow money back into readiness. So again, hard decisions. Those are two particular areas that are on the minds of our people quite a bit now.

This all leads me to my second priority, and that is balancing the readiness of today with the readiness of tomorrow. So as you point out, it is going to take us a while to get back to the readiness level, quite a while that we wish to have, where we can do the full range of capabilities.

We took a big hit with the sequestration last year, so for fiscal year 2015, we need to get back on the glide path to get it up. We need to fully fund the flying hours which we have done, and other high priority readiness issues, and we will see gradual improvements if we can secure these resources.

But I have to also say there is the readiness of tomorrow, right? There is today and tomorrow. So in addition to the readiness of today, we remain committed to our programs of tomorrow. The three top ones, of course, are the Joint Strike Fighter F-35, the new tanker program, and the Long Range Strike Bomber.

We also remain committed to the nuclear triad, that is the ICBMs and the bombers for the Air Force, and I look forward to talking about the ICBMs as we get into Q and A because that I have spent a fair amount of time in my first 11 weeks on that issue. And there are other things in the budget as well, starting to rebuild our combat rescue helicopter force.

We have moneys in our 5-year plan for next generation JSTARS [Joint Surveillance Target Attack Radar System] aircraft, and a replacement for our aging T-38 trainer aircraft. There is \$1 billion in there for new energy technology, also critical advances in our space capabilities. So these are all of the things that we chose to invest in, in some cases doubling down in our investments.

But of course, in order to do the readiness of today and these key investments for tomorrow, that is where we came down to, what are we going to reduce? Where can we take some of what we think are the most prudent risks? So here are some of the highlights of some of the reductions that we are proposing to take.

First of all, the retirement of the A-10 fleet. That is, I know, an extremely controversial area. And we will talk about that, I am sure, as we get into the Q and A. But I want you to know, we are absolutely committed to the close air support mission. We will not let it drop. I, too, have tried to talk to commanders on the ground from the ground forces. General Welsh knows far more than I do about it, but we are going to cover it and we can cover it with other aircraft, and we commit that we will.

Retirement of the U-2 fleet and we will keep the Global Hawk Block 30. Having both fleets together would be terrific, but it is not affordable that we feel under the circumstances, and there are requirements which when you add those two together, we are above the validated requirements for high-altitude reconnaissance. So once again in a tough budget environment, this was a choice where we felt we could assume some risk.

We will have limited growth in our combat air patrols [CAPS]. This is the Reapers and the Predators. So we had originally said

a couple of years back we were going to go to 65 of these so-called CAPs. Under our proposal we are going to go to 55. By the way, today we are at 50, so we are still growing; we are just not growing as much. And over time we will retire the MQ-1s, which are the Predators, in favor of having an entire fleet of MQ-9s. So we will be retiring one in favor of the other.

By making these tough choices today, again, we think we are going to preserve our combat capability and make each taxpayer dollar count better for the future, which leads me to the third priority, and that is value for the taxpayer, and how are we going to ensure that going forward. There is a whole host of areas here. We have got to keep those acquisition programs on budget and on schedule. We have got to work toward auditability, and I need to join with our Secretary of Defense and ask you please for another round of base closure authority beginning in 2017.

So there are a lot of initiatives that we have got ongoing to make every dollar count for the taxpayer. Just to give you a couple, we will be cutting our headquarters; SecDef has asked us to cut by 20 percent. He gave us the goal of getting that done over 5 years, and this is 20 percent of the money, by the way. It is not necessarily 20 percent of the people, but it is 20 percent of the money. And we have said, well, we are going to try to get that done more quickly. And so I will predict to you we are going to get that done in 1 year, not 5, and hopefully we will do even a little bit better than 20 percent, giving us an opportunity to stand back and review how we do things, and we are going to do things a little bit differently and do better than that 20 percent. So that is one area that I wanted to bring to your attention.

Now, let me also turn and then I will begin to wrap up. Sequestration, if we return to the sequestration levels in fiscal year 2016 and beyond, first of all, if there is one key takeaway from this hearing is we feel that would not be the way to go. We ask you to not go that way in your final decisions. We feel that it would simply be too much of a compromise for our national security. But if we have to return to those levels, we have tried to think through how we would manage. So let me just give you a few of those highlights.

If we have to return to sequestration, this would mean the retirement of up to 80 more aircraft including the KC-10 tanker fleet. We would choose to defer upgrades to the Global Hawk that we would need to make otherwise to make it more on parity with the U-2. We would have to defer those.

We would have to retire the Global Hawk Block 40. Now, this is a long-endurance look-down radar to detect and track moving targets. We want to do this because it will minimize our risk during transition to next gen JSTARS, but we feel we can't afford it if we have to go back to sequestration.

We would slow the purchases of the F-35. We would have 45 of these CAPs with our Reapers and Predators that I told you about, rather than 55. We couldn't do that next generation engine program I told you about. And we would have to probably reevaluate the combat rescue helicopter and a whole host of other things. So that sequestration level is not a good deal for us. It is not a good deal for the country. And we would ask you to please try to support those higher areas.

So in conclusion, Mr. Chairman, we are going to be a smaller Air Force in the future, but we are committed to making sure that we are capable, and innovative, and ready. We are committed to being a good value for the taxpayer making every dollar that we spend count; able to respond overseas as well as here at home when disaster strikes us. We will be more reliant, not less, but more reliant on our National Guard and Reserve and we will be fuelled by the very best airmen, airmen on the planet.

So I thank you so much for what all of you do for all of us, and I now will yield to the General Welsh.

[The joint prepared statement of Secretary James and General Welsh can be found in the Appendix on page 67.]

The CHAIRMAN. General.

**STATEMENT OF GEN MARK A. WELSH III, USAF, CHIEF OF
STAFF, UNITED STATES AIR FORCE**

General WELSH. Thank you, Mr. Chairman, and distinguished members of the committee.

It is always an honor to be here with you.

Mr. Chairman, thank you also for introducing my wife and daughter.

I haven't had the pleasure to introduce Betty to you, but my wife is magic. She is just magic. And I am really glad you are getting a chance to meet her. And my daughter is just smarter and more talented than both of us, so she just embarrasses me. But it is really wonderful to have them here.

It is also really wonderful to be sitting here next to my new boss, who is going to do great things for our Air Force, and I believe you will find that this will be a great, great thing for our relationship with this committee as well. And so I am looking forward to having her school me on the right way to do this job and the right way to communicate with this body.

Chairman McKeon, I would like to add my special thanks for your tireless support of our national defense, all of our services, our Air Force in particular, and our airmen for your 20-plus years in the Congress. You are a remarkable public servant, sir, and we thank you for your example.

Ladies and gentlemen, your Air Force is the finest in the world and we need to keep it that way. We built this budget to ensure Air Force combat power remains unequalled. That does not mean it will remain unaffected.

Every major decision reflected in our fiscal year 2015 budget proposal hurts. Each of them reduces capability that our combatant commanders would love to have and believe they need. There are no more easy cuts. That is just where we are. And we cannot ignore the fact that the law says we will return to sequestered funding levels in fiscal year 2016.

To prepare for that, the Air Force must cut people in force structure now to create a force that is balanced enough that we can afford to train and operate it in 2016 and beyond. We started our budget planning by making two significant assumptions.

First, is that the Air Force must be capable of fighting and winning a full-spectrum fight against a well-armed, well-equipped, well-trained enemy.

Second, is it ready today versus modern tomorrow cannot be an either-or decision. We must be both. We also knew the overwhelming majority of reductions in our budget would have to come from readiness, force structure, and modernization. That is where the money is that we can affect. Understanding that, we tried to create the best balance possible between readiness, capability, and capacity across our five mission areas.

The appropriations bill you passed allowed us to fully fund our readiness accounts in fiscal year 2015, and I will add my thank you to the boss'. But even with continued funding at that level, as the chairman mentioned, it will take us 10 years to return to full readiness. It is a complicated equation. There are lots of things we have let slide to fund activity over the last 14 years.

Because we needed to reduce our planned spending in other areas by billions of dollars a year, trimming around the edges just wasn't going to get it done. So we looked at cutting fleets of aircraft as a way to create the significant savings required. In the air superiority mission area we already had reductions to aircraft in our proposal, but eliminating an entire fleet would leave us unable to provide air superiority for a full theater of operations. And no other service can do that.

ISR [intelligence, surveillance, and reconnaissance] is the number one shortfall our combatant commanders identify year after year after year. They would never support even more cuts than we have already had to put in our plan.

We have several fleets in the global mobility mission area. I spoke with Chief of Staff of the Army Ray Odierno to ask what he thought about reductions in the airlift fleet, for example. His view was that a smaller Army would need to be more responsive and be able to move more quickly. He did not think further reduction of airlift assets was a good idea.

We looked at air refueling fleets, and we did consider divesting the KC-10 as an option, but the analysis showed us that mission impact was too significant; at the PB [President's Budget] rates we could afford to keep it. However, as the boss said, if we do return to sequestered funding levels in 2016, this option must be back on the table. We would have to cut many more KC-135s than KC-10s to achieve the same savings; and with that many KC-135s out of the fleet, we would not be able to meet our mission requirements.

In the strike mission area, we looked at cutting the A-10s. We also looked at the F-16s, and the F-15Es. As the chairman mentioned, I am an A-10 pilot by trade. That is where I grew up in this business. And Betty and I have a son who is a Marine Corps infantry officer. Close air support is not an afterthought to me. It is not going to be a secondary mission in the United States Air Force. But close air support is not an aircraft. It is a mission, and we do it very, very well with a number of airplanes today.

The reason we looked at the A-10 is because we can save \$3.7 billion across the FYDP [Future Years Defense Program] by divesting the fleet, and another \$500 million in cost avoidance for planned upgrades that wouldn't be required. To achieve the same savings would require a much higher number of either F-16s or F-15Es, but we also looked at those options. We ran a detailed operational analysis comparing divestiture of the A-10 fleet to divesti-

ture of the B-1 fleet, reducing the F-16 fleet, deferring procurement of a number of F-35s, or decreasing readiness further by standing down a number of fighter squadrons.

We used the standard DOD planning scenarios, and the results showed that cutting the A-10 fleet was the lowest risk operation—excuse me, the lowest risk option from an operational perspective. And while no one, especially me, is happy about recommending divestiture of this great old friend, it is the right decision from a military perspective, and it is representative of the extremely difficult choices that we are being forced to make.

The funding levels we can reasonably expect over the next 10 years dictate that for America to have a capable, credible, and viable Air Force in the mid-2020s, we must get smaller now. We must modernize parts of our force, but we can't modernize as much as we planned and we must maintain the proper balance across our core mission areas.

Thank you for your continued support of our Air Force, and my personal thanks for your unending support of our airmen and their families. The Secretary and I look forward to your questions.

[The joint prepared statement of General Welsh and Secretary James can be found in the Appendix on page 67.]

The CHAIRMAN. Thank you very much.

Just a little bit on the lay of the land. We understand we are going to have votes about 10:15. We will try to get as many questions in before that as we can, and I will watch the time very closely, but we will come back after the votes.

If the Secretary and General, if you can stay, we would really appreciate it because we have many Members that will have questions.

So immediately after votes those who can return, please come back as quickly as possible. We will get right back to the votes.

General Welsh, in my statement I acknowledge that the Air Force is being forced to choose between a number of bad options. It isn't like we have got a good thing and a bad thing. Those are easy choices. Those were made a long time ago. It is between good and good, and needed and needed. Divesting force structure to balance readiness and modernization is a tough thing. What elements of the force structure proposed for divestiture would you recommend retaining if you had the budget authority to do so?

For example, ISR is, we all acknowledge, a mission of great concern. What others have similarly impactful consequences?

General WELSH. I am sorry, Mr. Chairman. The greatest shortfalls we have related to the combatant commander requirements every year are ISR and fighter squadrons. Those are the two things that we can't meet the demand on more frequently than anything else. By the way, in the ISR category, I would include command and control platforms like the AWACs [Airborne Warning and Control System] and the JSTARS. The JSTARS, of course, does both for us.

So ISR, I believe, is clearly the first category that I would maintain capability in. We do not meet the combatant commanders' requirements today and as we divest more, we will not meet them by a wider margin. And then we have to be careful about divesting our fighter fleet too much because we are at our requirement today.

We are going to go seven squadrons below our requirement with this budget, and anything further just puts us farther away from what we have agreed, as a Department, is required to meet the standing war plans of our combatant commanders and their standing annual demand.

The CHAIRMAN. I was talking to General Amos a few months ago and he was telling me he was a wing commander during Desert Storm, I believe it was, and how many planes we had.

And then I was talking to General Hostage and how many planes we could provide now if we had a similar need. And it is drastic, the difference, like 10 percent now compared to what we had then.

So when we say the Air Force is getting smaller, I think people need to understand, it will be the smallest it has been since its inception.

And Madam Secretary, you made the comment of sequestration is a problem. It is a huge problem, but it is the law of the land. And while we got a short reprieve with this budget that was arrived at in December, it becomes back in full force in 2016, and I think it is incumbent upon us to use those numbers, because until there is a change, that will be the law of the land. And I think probably everybody on this committee realizes the dangers that we are facing because of it, but I think the American people need to know that the Air Force will be the smallest it has ever been.

The Navy is going back to the size it was in World War I. The Army and the Marines are going back to—the Army back to smallest it has been since World War II, and the Marines are going down to 175,000 force. That is the trajectory we are on right now, so these are dire situations that we are dealing with, and I am not sure that the American people really understand how serious it is.

So much of the time when we have talked about cuts back here it has really been—we have slowed the growth rate. These are real cuts year over year over year. So thank you for the work that you are doing.

Ms. Sanchez.

Ms. SANCHEZ. Thank you, Mr. Chairman.

I have two questions. The first is to Secretary James. Welcome back, by the way. Maintaining the military flexibility to adequately size the nuclear force is crucial to ensure that we have an optimal nuclear deterrent, and I hope you agree with that.

Secretary JAMES. I do.

Ms. SANCHEZ. What is the impact of the Air Force not having started the environmental assessment that would allow an evaluation of a reduction of ICBM silos as part of the military decision on an optimal nuclear force structure for the New START [Strategic Arms Reduction Treaty] Treaty, and does the Air Force plan to initiate that environmental assessment, and if so, why, or why not?

Secretary JAMES. So, of course, the New START Treaty contains a variety of numbers that we have to hit in terms of our total nuclear capability over a certain period of time, and it doesn't tell us how to do it. So in other words, there are choices that could be made either in the ICBM force, the bomber force, or the submarine force, or a combination thereof. So the Department of Defense has been looking at this for some time, and I think within a couple of

weeks, 2 or 3 weeks, we will have a sort of a better feeling of where this is headed.

So at the moment, we have not started an environmental assessment. We have gotten different bodies of law about what to do on that environmental assessment, and then of course, within the Department of Defense we have been in discussions about what to do about that environmental assessment.

So again, I think within the next few weeks we will have a better path forward and more information to share.

Ms. SANCHEZ. Right. Well, if you could go back and work with your people and get some answers as to are you going to do it, when do you think you are going to start to do it, et cetera, et cetera, I would appreciate it because that is one of the areas where I watch quite a bit, and where I think, given all of the problems that we have had, and you know, what we really need to do, we really need to assess what is going on there.

Secretary JAMES. We will.

Ms. SANCHEZ. Not to eliminate the triad, but to figure out what we really need in order to continue that deterrent that we are capable of having.

Secretary JAMES. Yes.

Ms. SANCHEZ. My next question for you is about the space launch program, which I mentioned earlier. The issue of rising costs in the Air Force's space launch program continues to be of great concern to many of us on this committee, and I have always believed that one of the ways to get more talent, and to get smarter about this, and to get more competitive on this, as you know, we have had a one-source situation for a long, long time, is to have competition, which is why in 2012 Under Secretary of Defense Frank Kendall directed the Air Force to, and I quote, "Aggressively reintroduce a competitive procurement environment."

So in 2012, the Air Force briefed my office and the Strategic Forces Subcommittee that it would be opening 14 opportunities for new entrants into the national security space launches. But now, the Air Force has indicated that it plans to reduce this to only seven, so it has cut it by 50 percent, and that no Air Force mission available for competition in fiscal year 2015 aside from just one NRO [National Reconnaissance Office] mission.

So why did you do this? Does it contradict the Air Force's commitment to reintroducing the competitive procurement process, and what will be the impact on sustaining competition? And, you know, I am a Californian. There are several companies who are working to compete against these sole source, and again, you guys just issued another sole source to that company. I am not against that company, but I believe that with competition we can bring down the cost of these launches significantly; maybe to 50 or 25 percent of what it is costing us now.

So you know, if you could please speak to that. Thank you.

Secretary JAMES. Yes. No, I will. In one of my visits, I mentioned that I had been on certain visits. I have been out to Colorado Springs and I did spend some time with the space command out there. So first of all, I agree with everything you said on competition, and I am a big believer in competition and I have asked, I suspect, some of the same questions that you have been asking.

Since we all believe in competition, why does it take as long as it is taking?

So here is the way I would describe the current state of play on the EELV [Evolved Expendable Launch Vehicle] program. Over time, it has been a very successful program. Over time it has probably cost our country way more than any of us would have wished or dreamed. In recent years, costs have been coming down. They are coming more under control, I will say, and even though we don't have that competition yet, I suspect just the threat of competition out there has helped us to bring down these costs. So again, good news for the taxpayer, and let's see if we can speed it up.

Now, why does it take as long as it takes? Well, these launches, of course, there is a variety of payloads and satellites that get launched and it is technically complex. There are different degrees of heaviness, that is one thing, and then there is different payloads. Some have almost catastrophic consequences if they weren't to go well. There would be huge military significance.

So that is sort of one type of satellite launch, and then there is other satellite launches which although they are important and you wouldn't want anything to go wrong there, you can, in effect, you can take a little bit more of a risk with new entrants and people who haven't quite demonstrated as much as the team who has been doing it a long time.

So, specifically, what has happened here, is the launches that are going to go forward in the most immediate years of the 5-year plan, these are the really heavy-duty militarily significant launches, and that is the contract that you just talked about where those launches will be done by the original team of ULA [United Launch Alliance] I think it is called.

The other launches where we hope these new entrants will qualify, those launches were deferred a bit. They are still going to happen. It is just going to happen later in the 5-year plan. And the reason for that, actually, again, is a bit of good news. The satellites which are referred to in those secondary launches, the existing satellites are doing better than we ever thought possible. They are lasting longer, so again, that is kind of a good news for the taxpayer. So we don't need to get those satellites up into orbit as quickly. We could defer. That is why those got deferred. It is actually more that reason than money.

So they are going to happen, and we do want—I want those new entrants qualified as soon as possible for all of the same reasons that you pointed out, Ms. Sanchez.

Ms. SANCHEZ. As you know, this takes quite a bit of money to be a new entrant into that field. And so when you close down those competitive pieces, those companies have a harder time to outlast what you are doing by deferring some of this. So I hope you understand that when I look at the cost, you may think that the numbers have come down with this original launch team, but I can go back and I can show you on a graph just how much this is costing the taxpayer when I can see a French company that does it for half the price.

By the way, I am not suggesting that this isn't a core value and we shouldn't hold it here, but we do have competition that has proven and will continue to prove if we open up those possibilities.

And the more competition we have, just by having two companies, will bring down that cost to the American taxpayer. So I will continue with you on this theme. Thank you.

General WELSH. Ma'am, can I clarify one thing?

Ms. SANCHEZ. Yes, General.

General WELSH. Over the next 5-year period, there are eight qualifying launches, assuming we get new entrants certified, which I think we probably will. Seven of those will be competed.

Ms. SANCHEZ. Yes. That is 50 percent of what I was told just a year and a half ago.

General WELSH. Yes, ma'am, for those reasons.

Ms. SANCHEZ. Thank you, Mr. Chairman.

The CHAIRMAN. Thank you.

Mr. Forbes.

Mr. FORBES. Thank you, Mr. Chairman, and Madam Secretary, General, thank you for being here.

General, it is my understanding from previous discussions we have had, that these cuts and all of the budget uncertainty is taking a bit of an impact on your morale and your ability for retention, is that accurate?

General WELSH. Sir, we have not really seen a problem with retention to this point. I am worried about a problem with retention over time, especially as the uncertainty continues, and that is why we need to have a firm way forward, a number we can count on, and then aim toward the Air Force of the end of sequestration, and make it the best it can be, starting now.

Mr. FORBES. And I agree with you because all of the platforms we have come down to personnel sometime, and Madam Secretary, you are shaking your head.

Let me tell you an item though that is of major concern to me. Recently we read this week where a cadet at the Air Force was forced to take a Bible verse off of a private whiteboard in his room. The facts that I have received from the Air Force, so these aren't hypotheticals, is that this cadet had no intention to offend anyone or any group. Number two, that the private whiteboards have long been used to display items reflecting their personality, and from which they draw personal inspiration. Number three, they have long been used for citing inspirational quotes. And fourth, this is perhaps the most offensive, the Air Force said this was a teaching moment that the cadet's action in putting the Bible verse on was inappropriate based upon leadership principles.

General, and Madam Secretary, that cadet's family, the other cadets who are now putting up Bible verses and verses from the Quran, can't stand in front of you today, but I can.

And here is the question I have for you. Can you tell me any other inspirational quote that cadets have been forced to remove from their personal whiteboards other than verses from the Bible, one; and second, I want to point out this to you: General, when you come in my office, I chair the Seapower Subcommittee, over the door you walk through, I have our national motto: In God We Trust.

Mr. McIntyre, the ranking member of this committee has that same motto over his door. Mr. Miller, who chairs the VA [Veterans Affairs] Committee has "In God We Trust" up in his office; Mr. Conaway chairs the Ethics Committee has it up in his office. Mr. Wittman who chairs the Readiness Subcommittee has it up in his office. Dr. Fleming has it up in his office; the chairman of the Government Reform Committee is putting it up in his office; the chairman of the Ways and Means Committee in his office; the Speaker of the House in his office.

And here is the question I ask for both of you two today: Give us that teaching moment of, one, how that is any different than this cadet putting his own personal verse on his own personal whiteboard; and number two, how is that offensive to leadership principles?

Secretary JAMES. So perhaps I will start if it is all right, Mr. Forbes.

Mr. FORBES. Sure.

Secretary JAMES. And Chief, you jump in.

I read this in the press as well, and I did have a chance to talk to General Johnson yesterday to say kind of, what is going on with this? So, I want to share with you what she shared with me in terms of how this incident actually unfolded.

So I will get to that in just a second, but first, if I may, I just want to read the policy of our Air Force about the religious freedom. "Leaders at levels must balance constitutional protections for an individual's free exercise of religion and other personal beliefs and its prohibition against governmental establishment of religion. For example, they must avoid the actual or apparent use of their position—"

Mr. FORBES. Madam Secretary, I don't want to cut you off, but I only have 1 minute and 15 seconds.

Secretary JAMES. Okay.

Mr. FORBES. Can you answer the question for me, what other quotes have been—have cadets been forced to pull off of their whiteboards that were not Bible verses?

Secretary JAMES. So I don't know, but the real point I wanted to just, if I may. Apparently, a cadet went to this other cadet, who—and said this makes me uncomfortable. And that cadet voluntarily took it down.

Mr. FORBES. Now, that is not true. By your own facts, Madam Secretary, if you will read what your liaison officer has given to me, the entire Air Force chain of command in that particular situation—that is what he says. Maybe it was inaccurate—and the Air Force Commander, is what I am given by fax from your office, went to that cadet, and then they say when all of them come to him, he voluntarily did it.

Can you imagine a young cadet when he is forced with the entire chain of command coming in there and telling him basically this is inappropriate? That is what your folks are citing to me, that it was inappropriate based on leadership principles.

And at some point in time, Madam Secretary, and General, I am just telling you, we need to stand up for these cadets' rights, too. Freedom of religion, and their exercise of that whether they are putting it from the Quran or the Bible, is not to make sure no per-

son on the planet is offended. It is to say that cadet ought to have the right in their own personal board to put that verse up there.

And help me with this: Why if he is wrong, are all of us wrong in putting "In God We Trust" up in our office?

Secretary JAMES. So my facts come from General Johnson, so I apologize. I have not seen the paper that you are looking at. What I just explained is the way that General—

Mr. FORBES. My time is up, but I hope you guys will come back to us on this and for once, the Air Force starts standing up for these cadets and their rights, instead of just constantly saying, if anybody at all opposes it, we are going to make them take these down.

And Mr. Chairman, I yield back.

[The information referred to can be found in the Appendix on page 106.]

General WELSH. Mr. Chairman, may I very briefly answer the question?

The CHAIRMAN. Yes.

General WELSH. I have been a commander of the cadet squadron at the Air Force Academy, I have been a Commandant at the Academy, and we remove hundreds of quotes from those boards, because they are not in their room, Congressman, they are in the hallway. They are used for personal and professional messaging, just to make sure we all understand that context.

What you said is absolutely true. Every cadet has a right to free religious expression. But if someone else comes to them and says, that bothers me, and they have that discussion, if that is what happened, I would compliment both of them. We have got to get the facts straight. General Johnson has been doing that, sir, and I will come and make sure—

Mr. FORBES. General, my time is up, but I want, since you had extra time, first of all, it is different if they just have a one-on-one discussion. That is not what happened. It says, the chain of command came to this cadet and, again, I am just going by what your office have given me, the facts. If the facts are wrong, I can't answer that.

The second thing is, you can't have it both ways. You can't say, we forced other people to take these quotes off. But yet, this was voluntarily done. And I think if you asked this cadet and the other cadets, they don't believe it was voluntarily done, but with that, Mr. Chairman, I yield back.

The CHAIRMAN. Thank you. Mr. Larsen.

Mr. LARSEN. General Welsh, I am also on the Strategic Forces Subcommittee, and I imagine as we have the last couple of years, we will have a debate about forward deployed nuclear weapons in Europe, and so to kick that off for the subcommittee at some point in the future when we have that hearing, can you, first off, discuss some of the costs of forward deploying nuclear weapons in Europe, and can you discuss what are our contingency plans if one or more NATO [North Atlantic Treaty Organization] countries do not procure nuclear-capable aircraft after their own aircraft are retired in the 2020s?

General WELSH. Yes, sir, the forward deployed nuclear force takes money to maintain, it takes money to upgrade, it takes

money to keep secure and to provide security, just like any other party of our nuclear enterprise does. You have to pay attention to it. It is not an insignificant cost. As you know, the actual specific costs are classified. I would be glad to come talk to you in detail about those.

As NATO nations, if they choose not to upgrade their own nuclear aircraft capabilities, then other NATO nations that have those capability from an operational perspective will pick up the load. That will be a NATO policy decision. The U.S. will be part of that discussion. We do have the capacity to pick up the load.

Mr. LARSEN. And then can you discuss whether the fiscal year 2015 request includes funds to make the 35-JSF [F-35 Joint Strike Fighter] dual capable?

General WELSH. Sir, the Department has committed to making the F-35 dual capable. There is a discussion ongoing now with NATO partners; they don't believe they can afford to do that with their own aircraft with without our support in making the airplane DCA [dual-capable aircraft] capable, and so that is the ongoing debate right now. That is not happening this year, but there is money in the 5-year plan to move us in that direction.

Mr. LARSEN. In which direction? To support—

General WELSH. To ensure that the aircraft can be made dual capable when it needs to be.

Mr. LARSEN. The 35, or the or NATO countries' aircraft?

General WELSH. The F-35 sir.

Mr. LARSEN. 35. And then did you say in that answer, though, that we may be called upon to pay for other countries to upgrade their aircraft?

General WELSH. No, sir. What I was referring to was the other NATO countries who will fly the F-35. But they are responsible for paying the cost to integrate capability on their own aircraft.

Mr. LARSEN. Yeah, thanks.

With regards to the KC-10, by the way, I am glad to see the KC-46, the Pegasus, is moving forward. We are all very pleased about that, in Washington State. But on the 10, what other programmatic options would you have if Congress either prohibited that retirement, KC-10, because by the way, as you might know, we are famous for telling you all the aircraft you can't retire and then making you pay for that.

So hopefully, we can move beyond that this year. But if Congress prohibited the retirement of the KC-10, what programmatic options would you have to execute if we did prohibit that retirement?

Secretary JAMES. So, again, sir, I will start, but I know the chief will also jump in. Before coming to the conclusion that the KC-10 would be retired if we have to go to the sequestration level, KC-135s were looked at very, very closely, and doing that operational analysis, it would have been far too many of those that would have to come out in order to come up with the same cost savings. It is about a \$2.6 billion savings for us over the 5-year plan if the KC-10s were to come out.

General WELSH. Congressman, all I will tell you is that there are no good options. Every decision we are making is going to hurt, so wherever we take that \$2.3 billion to \$2.5 billion is going to come out of another mission capability like the ones I described in my

opening statement. It is going to impact our capability and capacity.

Mr. LARSEN. Okay. One last question on this Opportunity, Growth, and Security Initiative. I am not quite sure what makes it different than just putting dollars into your readiness account and not calling it the Opportunity, Security, and Growth Initiative. Can you help me understand the difference between this initiative and just funding the Air Force?

Secretary JAMES. So this \$26 billion fund, of which the Air Force would have \$7 billion, is contingent upon coming up with some offset savings, and of course, the President's budget plan has proposals on how to do that, but if the offsets weren't there, then presumably the money could not be provided, so that is what makes it different.

Mr. LARSEN. Thank you. Yield back.

The CHAIRMAN. Thank you.

Mr. Wilson.

Mr. WILSON. Thank you, Mr. Chairman.

And Madam Secretary and General Welsh, thank you for being here today. I first want to join with Congressman Forbes, and I hope you will make every effort to promote and preserve religious freedom for our service members, and particularly, it is important to me. My dad served in the Flying Tigers, the 14th Air Force in India and China. I know of the capabilities and competence of our military, and I am very grateful to be the very grateful uncle of a person serving in the Air Force today, and I just know of your capabilities.

Secretary James, the primary U.S. national security launcher for satellites uses a Russian-made engine called RD-180. Defense Daily this week reported on this engine and stated that, quote, "It is rumored that Russia could cut off supplying the RD-180 to the U.S. in response to economic sanctions," end of quote.

I understand we have 2-year stockpile on these engines, but I also know that the Air Force just committed to a 5-year procurement of the Atlas launch vehicle. There are at least three American launch vehicles that utilize American-made engines that offer the full range of capabilities without relying on Russian components. I believe it is in the interest of our national security that we should shift to American-made engines.

What, Madam Secretary, is your counsel on this?

Secretary JAMES. So, I do want to take a look at that, Congressman. As you said, if there is good news here, and there is some good news, we do have this 2-year supply, so we have a little bit of breathing room. What I know about this engine association is we have had a fairly longstanding good relationship, but it is something we have to keep our eye on, and I do want to review it.

Mr. WILSON. And I appreciate you looking into that because certainly we had all hoped for a much more positive relationship with the Russian Federation, but there are consequences to aggression in Ukraine, aggression in the Republic of Georgia.

General Welsh, I understand that the Air Force has decided not to fund the Combat Avionics Programmed Extension Suite, CAPES, for the F-16s. With the F-35 not expected to be fully operational until the mid-2020s, are you concerned about the Air Force suf-

fering from a significantly—significant capability gap in the suppression and destruction of enemy air defense mission? Additionally, without CAPES, how is the Air Force planning to counter the growing sophistication of many countries' integrated air defense systems?

General WELSH. Sir, we have 10 integrated air defense systems that we would be concerned about today. We believe that by 2023 to 2024, that will expand to 25, so by that timeframe, we have to have a fleet fielded that can operate with capability to operate in and remove those threats if we should ever have to do that. That is the F-35. So, we have got to have that platform fielded. Everything that we have in our modernization accounts we went through over this past year. We have cut about 50 percent of our plan modernization programs because of the impact of the sequester level funding over time.

What we have done is funded the things that are absolutely required to make aircraft viable in the near- to mid-term against the threats that we know are there. Anything that is nice to have or should have is off the books for now. We will revisit this every year as we look at what the threat is doing and what we have to have to keep airplanes like the F-16 viable against the threat as it emerges. We simply don't have the money to do it all. This was a prioritization issue, not a desire.

Mr. WILSON. And I really appreciate you following through on this and to advance.

I want to conclude. In regard, again, I was so offended by what Congressman Forbes said, and you know, we can take political correctness to an extraordinary conclusion. As I—General, when I see you today, when I see those ribbons, I am inspired. It just—it is an inspiration, your service, but there are many places in our country that if they saw you in uniform, they would be repulsed. And so we have just got to stand up for what is right, and we need for you to stand up for all of—truly for religious freedom, for the standards of our country that have made this country great and provided for the greatest extension of freedom and democracy in the history of the world and with the victory in the Cold War. And so we shouldn't be ashamed, and we should be standing up for positive religious principles and push back on political correctness.

I yield.

The CHAIRMAN. Thank you.

Ms. Bordallo.

Ms. BORDALLO. Thank you very much, Mr. Chairman.

Secretary James and General Welsh, thank you for your testimony, and as one of the co-chairs of the Air Force and Long-Range Strike Bomber Caucus, I look forward to working with you in the future, and I appreciate your commitment to the rebalance of the Asia-Pacific region.

I notice that Secretary James said she has visited Air Force bases all over the Nation. I am wondering if she has ever been to our significant Air Force base in Guam, Andersen.

Secretary JAMES. Not yet, but I am looking forward to it.

Ms. BORDALLO. Good. I was going to extend an invitation to you.

My first question is for either one of you regarding the long-range strike bomber. The LRS will be vital in providing a bomber

presence in the Pacific as we work to update an aging B-52 fleet. Now, the budget proposes an increase for the LRS to \$914 million. Is \$914 million enough, given the existing aging bomber fleet, and also, how critical is a bomber presence?

Secretary JAMES. So I believe, yes, that \$914 million is the right amount of funding for this year. Of course, it is a long-term program, but that is the right amount of money for this year, and I think a bomber presence, the existence of our bombers is extremely important. The range, the persistence, the flexibility that it gives our national leaders; time after time in history it has helped to deter aggression and to actually control situations that otherwise would have escalated. So, very important.

Ms. BORDALLO. General, do you also feel the same way?

General WELSH. Yes, ma'am. The United States has used bomber presence to send messages since the Berlin blockade. That B-52 has been a symbol of American power for 60 years, and the B-2 is that symbol now. Last year, we used both to send a message to North Korea. We think it is incredibly important.

Ms. BORDALLO. Thank you.

I have a couple of questions, so I am going to have to make this quick. When I take CODELs [congressional delegations] out to Guam, we meet with the airmen who fly the B-52s. Now, they do a great job, as we have seen demonstrated with their quick response to the China ADIZ [Air Defense Identification Zone] issue. However, I am concerned about the B-52 radar capability. I understand that the current B-52 radar is experiencing a 20-, 30-hour mean time between failures and very expensive to maintain. What is the plan, and how can we mitigate the current risk that these air crews are experiencing with this 30-year-old radar?

General WELSH. Congresswoman, as you know, there was a plan in place for a radar replacement program. That program went the same direction as the F-16 CAPES program we just discussed. It fell on the cutting room floor as a result of the requirement to pay \$12.8 billion a year—to take \$12.8 billion a year out of our top line over the next 10 years. We just can't afford it.

Ms. BORDALLO. Well, thank you for that. And my third question is, I understand that Global Hawks operating out of Guam have been performing a number of critical missions in the Pacific. The current budget proposes an increase from \$120 million to \$245 million into reliability and sensor improvements of RQ-4. Can you provide us with an update about Global Hawk's use in the Pacific, including plans for expanded basing locations and sales to allied nations? Is this increase in funds in the RQ-4 capability sufficient to reduce ISR gaps, especially in the Asia-Pacific region?

Secretary JAMES. So, I would just begin by saying everything I know about the Global Hawks which are based in Guam, the Global Hawks in the Pacific, is they are going a great job day in and day out in a variety of missions, particularly helpful in the humanitarian assistance program that we helped in the Philippines after the major typhoon.

In terms of international sales, there is nothing absolutely firm yet, although I understand the Republic of Korea, we are getting close.

Ms. BORDALLO. General.

General WELSH. Yes, Congresswoman, we are working—we believe the sale of four Global Hawks to South Korea is imminent. We hope that is the case. We will have the first forward deployment of the Global Hawk to Japan later this year, and so I think we are doing more and more with our partners. The aircraft is performing very, very well. The money that you mention will be used this year to start the sensor transition from the U-2 onto the Global Hawk for some of their specialty sensors, like the SIRE [Synchronous Impulse Reconstruction] sensor and the Optical Bar Camera that is used to support treaty validation and verification in the Middle East.

The problem with that movement going forward will be if—if the law remains the law, that funding will not be there to fund those upgrades.

Ms. BORDALLO. And again, I just want to reiterate my second question about the B-52s. I am really sorry to see that we are not going to be able to do something about the problem they have.

And I thank you both for the answers to my questions.

And I yield back, Mr. Chair.

The CHAIRMAN. Thank you very much.

Mr. Turner.

Mr. TURNER. Thank you, Mr. Chairman.

I want to begin by associating myself with Mr. Forbes' comments of great concern about the issues that he has raised with religious freedom.

Secondly, both of you received several questions about—that are directed at the issue of disarming the United States nuclear capabilities and degrading them. I would ask the chairman to enter into the record the New York Times article that alleges that Russia is violating the INF [Intermediate-Range Nuclear Forces] treaty. Certainly any issues with respect to disarming the United States should be held in context to the threats that we have.

The CHAIRMAN. Without objection, so ordered.

[The information referred to can be found in the Appendix on page 93.]

Mr. TURNER. Thank you, Mr. Chairman.

Secretary James, I have Wright-Patterson Air Force Base in my district. Over 12,000 people were furloughed as a result of sequestration, significantly impacting morale. Although we understand you are doing a budget that is forcing you into bad decisions and into tough constraints, the reality is that the cuts that you are doing are devastating to the Air Force. They are wrong. They affect morale and capability. And although we have a discussion about whether or not you have made the right choices, I would like you to take just a minute or so to tell us how, why sequestration really is devastating for the Air Force.

We can't, as members of this committee, go out to the rest of Congress and say, "This is devastating, we shouldn't be doing this," if we can't have the leadership of the military articulate it.

Madam Secretary, will you tell us how this is affecting the Air Force negatively.

Secretary JAMES. So a return to sequestration would have big, big consequences on readiness. Not only would we not be able to get up to the minimum levels that we say are necessary, we would

also not be able to take it beyond to be able to practice the myriad of tasks which we need to be able to do if we go into a contested environment.

Afghanistan was a noncontested; it was permissive. Nobody was shooting at us. Nobody was jamming at us. But in the Pacific, for example, or in other scenarios, we would have all kinds of other things coming at us.

Not enough of our pilots have been able to practice it. So we would lose more people, we would lose more aircraft if we had to get into a situation without having those additional funds for readiness. That is one thing.

We would also have to retire all of those additional aircraft. That goes to real capability to be able to get the job done, and you heard the chief say we are already below what the combatant commanders say they want. We are also below the validated requirements. Remember what they say they want, they want to be able to do their job with the least amount of risk, and then there are validated requirements. In some cases, we go beyond both, and again, that puts the whole strategy at risk.

Mr. TURNER. Thank you.

I give the rest of my time to Mr. Bishop.

Mr. BISHOP. Madam Secretary, first of all, I want to thank you in your opening statement for reaffirming the nuclear triad and the commitment for land-based ICBM capabilities. I heard you correctly with that, right?

Secretary JAMES. Yes.

Mr. BISHOP. Thank you. Number two, I want to thank you for following the law, which seems unusual, but in our environment, that is something of which to be congratulated.

Section 1056(e) prohibited you from doing an environmental impact on decommissioning an ICBM wing. Specifically, you followed that. I appreciate that. But in your response to Representative Sanchez' question, I do have three specific questions. I would like some specific answers.

One, do you anticipate reducing the ICBM fleet of 450 missiles, reducing that?

Number two, will any of those silos be put in warm status?

Number three, do you really believe you can conduct an environmental statement without Congress changing the law that prohibits it?

Can you do those quickly for me?

Secretary JAMES. So, I am sorry, the numbers, I don't have memorized, but we are shooting for the new START numbers. That is what collectively we are shooting for.

The warm base status, that is something which, again, I think, within the next few weeks, we will have more to say about. That was the Air Force's recommendation.

And I am sorry, the third question, sir, one more time.

Mr. BISHOP. Do you actually believe you have the authority to do an environmental statement without Congress changing the law that prohibits it, specifically 1056(e)?

Secretary JAMES. There are different interpretations. I will just say that I am holding. I, as the Secretary of the Air Force, I am holding until and unless I get more guidance.

Mr. BISHOP. Holding for what?

Secretary JAMES. Holding until and unless I get more guidance, and I think in the next couple of weeks, this is going to become more clear on which way we are going to go.

Mr. BISHOP. I would like a follow-up answer for all of those if you have something more specific as to those numbers when it becomes available.

In follow-up to my colleague's questions, can I simply ask the question that if I am offended by your budget, will you take it down?

Yield back.

Secretary JAMES. Thank you.

The CHAIRMAN. Could you please answer back to him as soon as you get that, the information on those three specific questions?

Secretary JAMES. I will.

[The information referred to can be found in the Appendix on page 106.]

The CHAIRMAN. Thank you.

Ms. Tsongas.

Ms. TSONGAS. Thank you, Mr. Chairman, and thank you both for being here.

General Welsh, I particularly want to thank you for your visit to Hanscom Air Force Base. It was great to have your wife join you, too. It meant a great deal to our commonwealth, to the communities around Hanscom that value so much its presence as well as to the many very able and talented people serving at Hanscom.

I have heard a lot of feedback from how grateful people were for you both taking the time to come and visit, and also for us to be able to highlight the remarkable work that is being done there.

And Secretary James, great to have you on board. I, like Congresswoman Bordallo, would love to invite you to come to Hanscom when your schedule allows for it. Be great to have you come see the great work being done there, but welcome.

And so as you both have noted, these are just challenging times, marked by increasingly capable enemies in an era of very taut financial resources. And as the Department of Defense is adapting to these new realities, we in Congress, as you heard today, have to scrutinize the changes that you are proposing, but we welcome your analysis, your very welcome analysis of the tradeoffs you have made as you try to find a way forward.

I would like to focus on the need to make continued investments in research and development efforts in order to maintain our technological edge, given the very dynamic security environment that we live in. And coming from Massachusetts, it is something where we really take great pride in being part of that because we see that it is precisely because of the investments that are being made in defense-related R&D [research and development] that our service members are better protected, they have access to lifesaving technology, and we, as a country, have peerless technological advantages on the battlefield. Many of these advances also serve as force multipliers in the field, and they can lead to significant cost savings.

So, in a world where we do have to modernize constantly, the Air Force has to be well positioned to build and sustain an environment that promotes innovation. It is a reality of our times.

Such an environment will make sure that we are able to rapidly deliver the latest technological advances, and these, in turn, help to cut costs and protect our airmen and women. So, while the Department of Defense and Congress have partnered to undertake extensive acquisition reform efforts over the past decades, I am concerned that the unique type of rapid acquisition required to meet the needs of the Air Force's information technology [IT], cyber missions, that these pose unique challenges to the Department of Defense's acquisition system.

So, what is the Air Force doing to address the specialized IT and cyber acquisition needs of the force, and what are the service's long-term plans to make sure that the Air Force is in a position to rapidly assess needs and field systems to meet the renewed requirements?

Secretary JAMES. So, I will just begin with a philosophical comment. I totally agree with you that we have to focus on more rapidly delivering capability to the field. We did this during the urgency of the wartime environment, and I do not want to see us totally return to the ways of the past, where all of our programs take a, you know, a very deliberative and long-term period to get going.

We have pockets of this within the Department of Defense. These pockets have to compete for the scarce resources along with everything else, but I want you to know I am personally very interested in working on this issue and trying to get our S&T [science and technology] levels as a subset of that back up to where I think it is a more acceptable level.

Ms. TSONGAS. And I think you note a very important issue. Given the timeframe that some of this now requires, by the time you have gotten to a certain place, it is already obsolete, so it doesn't serve us as a country.

General Welsh, I don't know if you want to comment.

General WELSH. Congresswoman, the Secretary has also started a new conversation with industry at the CEO [Chief Executive Officer]-Secretary level to look at issues like this and figure out how we can do a better job by talking to people who do a great job of it in private industry today. The IT world, as you know, in the military, we have not had great success in developing systems over time in this arena. We have a lot to learn, and she will have people now advising her quarterly on the best way to look at some of these challenges and maybe come up with a better approach than the ones we have taken in the past. We have a lot of people working it very hard. We just have not been successful, which means I believe we have to change the process. The people are good. The process we are using isn't working.

Ms. TSONGAS. I would agree with that. I have seen some remarkably talented people who are really hamstrung by the process, and so I encourage you to continue, you know, working very, very diligently on making sure we bring the needed reforms to the effort.

Thank you both.

The CHAIRMAN. Thank you.

Mr. Conaway.

Mr. CONAWAY. Thank you, Mr. Chairman.

Madam Secretary, welcome.

And General Welsh, welcome as well.

I also want to associate with Mr. Forbes' comments. I worry that we have at a school that is training leaders to lead men and women into combat, that we have individuals who are so insecure and unsure of themselves, that they can't co-exist with the free expression of traditional religious views like that, that their lack of self—strength of purpose to be able to—to not be offended by something like that. I wonder if they are the right folks for that business.

Madam Secretary, in all likelihood, you will be the last Secretary of the Air Force for this Administration; 2017 is coming on us with an audit standpoint. I appreciate your mentioning audit readiness as a point in your opening statements. We finally reached that point where we now have the person that we can hold responsible for whether the Air Force succeeds or not on this very important issue, and I would appreciate your full-throated support for that initiative. It is going to be hard with all the other things you are trying to deal with, sequestration, uncertainties in budgets, CRs [continuing resolutions], all the nonsense that we put you guys through. The Air Force has the furthest to go—that is not a badge of honor—because the other folks are further ahead. I have got a page out of last November's fire report, which shows the planned deadlines for a variety of things that the Air Force needed to get done in order to get to audit readiness. Not one of them have been met. Every one of those deadlines have been moved to 2014 or further, and all of those deadlines were important to making—getting there, getting the Air Force's ready on time.

So, can you give us a—and General Welsh, you as well—can you give us your current status on where the Air Force is? Are you going to make it, and are you continuing the effort?

Secretary JAMES. So, I am having regular meetings on this, first of all. It is a top priority for me. Thank you for pointing out kind of we are where we are, and it is a daunting challenge, and I have also heard the comparison that we probably have the farthest to go of all of the military services. But I want you to know, we are both on it and we are both pressing and very aware of the deadlines in the law.

The other thing is, I am sort of also watching the experience of others, and it has become apparent to me that sometimes you may not feel you are 100 percent ready to go through that auditability, but if you are 75 to 80 percent, maybe it is better to try, even if you don't make it, because the following year, you will make it. So you learn sometimes, even though you go through it and you don't get it the first time around. So, I am watching that very closely as well. So all I can say to you, in my first 11 weeks, I have had several meetings on this already. I am trying to be on top of it. As you said, it is a daunting challenge.

Mr. CONAWAY. General Welsh, how far down the chain of command do you think this importance has been communicated?

General WELSH. Sir, when I was a commander of the U.S. Air Forces in Europe 3½ years ago, I was doing biweekly VTCs [video tele-conferencing] with every wing commander in my command to

talk about audit readiness. We have been working this hard. The problem is we don't have the tools to do it right, and I have seen the same sheet you have, sir, so I have nothing to add to what the Secretary said. We have got to keep grinding on this.

Mr. CONAWAY. Well, Madam Secretary, thank you for those comments about learning from the efforts of others. The Marine Corps have finally gotten at least one year of transactions auditable and audited, and they learned a lot by going at it and just trying it, as opposed to getting ready. So I do appreciate that pivot from getting ready to do it to just doing it and the issues that you will learn and make the—this is important stuff to be able to tell the American people that the entity that spends more taxpayer dollars than any other each year, each year in and year out is—can in fact audit its books and present that statement to the taxpayers. And you may very well know where every nickel has gone, but you can't prove it, and so that is really important to us.

So, again, I want to reiterate, and again, this is a rhetorical question, don't need a response, but if a young airman approached the chaplain and said, you know, you are wearing that cross on your uniform, that offends me, that makes me uncomfortable.

So I yield back, Mr. Chair.

The CHAIRMAN. Thank you.

Mr. Barber.

Mr. BARBER. Thank you, Mr. Chairman.

And thank you, Secretary James and General Welch, for being here this morning. Obviously, we all have some very serious concerns about the decisions or the proposals, at least, that you have made in response to sequestration and the other budget restrictions.

I am very concerned, and I think my colleagues here, in particular, are very concerned about the future ability that we have to protect the Nation and to secure our borders and to support our allies.

I do want to thank you, Madam Secretary, for—and congratulate you for taking on this important assignment and for being so hands-on so early. I mentioned to you before we started how impressed I think many of us were with you going out and actually meeting in person with our Air Force personnel who are involved with our nuclear defense program.

And General Welch, I want to thank you also for your service; you have given the Nation an incredible number of years of service. And also to recognize and thank you for bringing your wife and your daughter here today. I think they are a good reminder that while you serve in a uniform, they serve, too. Their sacrifices are incredible.

As a young man growing up, a boy growing up in the Air Force, Air Force family, I saw firsthand, experienced firsthand the sacrifices that my mother and my sister and myself made to support my dad. He was stationed at Davis-Monthan Air Force Base, so I have a particular affection for that base. I lived and grew up there as a kid, cut a lot of lawns earning pocket money there actually. But I also was there when the Cuban missile crisis struck, and I remember the base was locked down and Davis-Monthan Air Force

Base was right on the front line of the defense of the Nation and I believe it will hopefully continue to be so as we go into the future.

I am concerned, obviously, about the A-10. We have talked about in this hearing before. This morning, we have several A-10 pilots, former A-10 pilots, including yourself, General, in the room, including, I think she may have left, Colonel—retired Colonel McSally, who was an A-10 pilot flying out of Davis-Monthan, and I think their presence reminds us that this is not a partisan issue.

We have 31 colleagues here in the House and in the Senate, both parties represented, who have fought from the beginning to say, Let's take another look at this decision or proposal on the A-10s. And I hope we can still continue to look at that, even as we consider how we have to make these incredible budget reductions.

I really want to also point out that the concerns that have been raised here today about the American public's awareness or lack of awareness of what these sequestration numbers are doing or potentially doing to our national defense is something we all need to be concerned about. We need to educate our colleagues in the House. We need to educate the American public. They simply don't understand that the path we are on is a very grave problem and danger to our country.

With that preamble, I want to ask you this morning about the A-10. You know, when I talk to the Army personnel who I also represent at Fort Huachuca, they tell me, when that Warthog is overhead, best day they have had. I know we all agree, and you have said it in your statements, that providing close air support to our ground troops, combat troops, is a critical mission the Air Force should maintain. And I have also heard the argument that the Air Force has made that the advancement of guided weapons systems allows for many more types of aircraft to provide effective close air support, but there are critical elements of the close air support mission that multi-role fighters simply cannot make, cannot perform like the A-10.

So, General Welsh and Madam Secretary, if you could both respond to these questions.

If the A-10 is retired, what is the Air Force's plan to support our ground troops during the danger and close situations of enemy forces within 100 meters, and what plan are the U.S. troops going to have when engaging the enemy on the fluid battlefield with moving targets below 1,500 feet and weather ceilings. This is what the A-10 does best. Could you respond please to both questions?

Secretary JAMES. So, again, I will start, Mr. Barber, and thank you for your comments about me trying to be on top of things early on. And I also try to do quite a bit of my own due diligence on the matter of the A-10 because I, too, had heard it is a specialty capability and so forth and it does some of these missions in a unique way. And what I have learned along the way—by the way, briefings in the Pentagon, I have talked to General Odierno, Dempsey, I have been out, I have been to Moody Air Force Base, and I have seen the A-10 in a demonstration. I have talked to F-16 pilots at Shaw Air Force Base who also have done the A-10 mission.

What I have learned over time is although it is a great aircraft and it does do close air support superbly, these other aircraft can do it as well, and 80 percent of what we have done in close air sup-

port in Afghanistan has been by aircraft other than A-10. So, for example, the F-16s at Shaw, I talked to some of those pilots, they have been doing close air support as well, so 20 percent by the A-10s and 80 percent by other aircraft. So, again, the mission would be covered. You say, well, if you do away, how would you do these missions? It would be covered by other aircraft that might require other training for some other pilots, of course, to be able to get good at those particular areas, but we feel that it could be covered.

The CHAIRMAN. Gentleman's time is expired.

Mr. Lamborn.

Mr. LAMBORN. Thank you, Mr. Chairman.

Secretary James, thank you for coming to Colorado Springs last week. It was good to see you there, and you both know that the Air Force Academy is in my district, and like Representative Forbes, I am very disturbed about what happened with this cadet. I believe it was a suppression of his religious rights.

And I am going to ask you in a minute about funding cuts at Air Force Academy, and I want to defend the Academy, but my job, frankly, has been made a little bit harder because of that.

Before I get to that, let me talk about a different issue concerning—and this is purely of local interest to the folks who live around there—the flight paths. There has been some concern about changes in the flight patterns, and we have—I have expressed my concern to you and you said that you would work with me and you would work with the local residents on that, and I appreciate that. I just wanted to call that to your attention.

Now, on the funding issue, the Air Force Academy is cutting 10 majors and 100 positions because of budget considerations. Now, I don't see that happening, though, at the U.S. Naval Academy, at West Point, or at the Merchant Marine Academy. Why is there this, what appears to me, a discrepancy in how the service academies are treating budget cuts?

General WELSH. Thanks for the question, Congressman. This is a really important topic. One of the things I asked General Johnson to do when she first went to be the Superintendent at the Academy was to take an objective look at the Air Force Academy. After she figured out exactly what the programs were, how they were organized, I asked her to form a small group and design in private what the Air Force Academy would look like if she was building it today. Not architecturally but program-wise. What would the content be, what would the academic curriculum be, what would the sports program be, what would the military training program be, and then after she watched the way it is today at the end of her first year, this coming summer, then I wanted to sit down with her and have her tell me if it is different than the way we would design it today, where is it different, why is it different, and what should we change?

One of the things she has already done is created a paper called "The Essence of the U.S. Air Force Academy," which is her view and the view of a group she is working with of what is absolutely required for our young men and women to go through at the Academy so that we produce the best responsible lieutenants for the United States Air Force and for the Nation. As part of that, she is looking at everything from course content, number of majors of-

fered, all those things, and some of this is caught up in that effort. It is not all funding cuts. And so I tell you that up front.

Mr. LAMBORN. Okay. Thank you.

General WELSH. Yes, sir.

Mr. LAMBORN. Thank you for that explanation.

On an entirely different subject, with the 52nd Airlift Squadron losing airplanes, a related—an associated unit is the 302nd, and they have the—among other missions, the airborne fire fighting mission, or MAFFS [Modular Airborne Fire Fighting System], which is important in the west for fighting wildfires, being able to dump thousands of gallons of retardant and water on a wildfire. So, will those cuts in the 52nd Airlift Squadron hurt the capability of the 302nd, which is an associated unit, of being able to carry out its mission, especially its MAFFS mission, in particular.

General WELSH. Congressman, I will have to get back with you on the specifics after talking to General Frank Grass of the National Guard Bureau and our chief of the International Guard, but I guarantee you, General Grass is not interested in cutting MAFFS capability anywhere in the U.S. right now. In fact, we have been looking to expand it in any way we can, so I can't imagine we are going to impact that dramatically, but let me get the details back.

[The information referred to can be found in the Appendix on page 108.]

Mr. LAMBORN. Okay. That is a reassuring answer. I appreciate that, and I look forward to getting further specifics from you.

And lastly, I just want to call to your attention the unfortunate, the tragic Aviano F-16 crash last year, where, upon ejection, one of our best pilots lost his life, and are you familiar with the progress of ejection seats over the years now? Older ones don't really fit the—best fit the current needs, and what is the Air Force going to do to get a newer better generation of ejection seat? Can you answer that for me?

General WELSH. Congressman, there is a study under way now about the problems with performance of the airplane versus technological development in the seat. The seat is a very capable seat. It meets all the requirements that we set for the seat. The problem in the Aviano incident, specifically, when Luke Gruenther was killed, was that he ejected at a very high rate of speed, and no seat that we have today would protect you in that flight envelope. The question is, can we develop one that we can expand and fly in a larger flight envelope so it can handle ejection at a higher speed and at more G forces? We have a study under way to look at that now.

Mr. LAMBORN. Thank you very much.

The CHAIRMAN. Thank you.

Mr. Garamendi.

Mr. GARAMENDI. I have a series of questions, but first, let me congratulate you, Secretary James and General. The questions—and I think I will probably take these for the record because I have another issue that I want to take up. The air-launched cruise missile, what is the status of the new version of the long-range strike LRSO [long-range stand-off missile]? What is the cost of it? What is the cost of the new bomber beyond the \$913 million in the fiscal year 2015 budget? And could the new LRSO serve the same pur-

poses as the bomber? If not, why not? I would ask that for the record, unless you would like to go at it.

Secondly, if the NNSA [National Nuclear Security Administration] budget was part of the DOD budget, what reductions or increases would you recommend? The Air Force is now studying the next generation of the ICBM. What is the rationale for having the existing or future ICBM fleet, and is this part of the study? For the ICBM, what is the total all-inclusive cost of the land-based ICBM program? And then, when was the most recent comprehensive review or study of the Triad Nuclear Strategy? And given the tight budgets in the years ahead, do you believe it is wise and useful to conduct such a study? I think we will take those for the record, since they are comprehensive.

[The information referred to can be found in the Appendix beginning on page 106.]

Mr. GARAMENDI. But this is the question I have for now. Russian troops mass at the border in the Ukraine rift. What is the status of the Air Force in reaction to this situation?

General WELSH. Congressman, we have deployed 10 F-15s right now to Lithuania. They are doing a program called Baltic Air Policing. Usually we do that with four. We plussed it up with six additional ones. They are flying combat air patrol over the three Baltic nations. We have also just deployed six F-16s to Łask airfield in Poland to an aviation detachment we have there. We will add 6 more here in the near future, so there will be 12 U.S. F-16s flying in Poland. We are following that in April with a C-130 deployment for training with the Polish Air Force to another base in Poland. That is the extent of what we have done to this point along with flying the normal ISR activity that U.S. European Command manages in the theater.

Mr. GARAMENDI. Thank you.

I will yield back.

The CHAIRMAN. Thank you.

Mr. Wittman.

Mr. WITTMAN. Thank you, Mr. Chairman.

Secretary James, General Welsh, thank you so much for joining us today, and thanks for your service to our Nation.

General Welsh, I traveled to the Pacific Command a number of times, and as I have gone there and I met with our allies, I have talked to our combatant commanders and their staffs and talked about the challenges in the region. And one thing that comes up consistently is the Chinese threat and specifically A2/AD [anti-access/area denial]. Can you give me, from the Air Force's perspective about what you have as being able to counter that, where you see Air Force capability needing to go to make sure that we can adequately address A2/AD, and specifically in that region of the world, and we know the Chinese capability there and what it means as a threat to our forces?

General WELSH. Thank you, Congressman. I can. We started an effort awhile back called Air-Sea Battle. It began as Air Force and Navy. It now includes Army and Marine Corps. And the intent is to get after our future approach to countering this A2/AD, and all anti-access/area denial really means is that the enemy's ability to detect us is getting better and better, the ranges of their radar are

extending, and their ability to shoot things at us is getting longer and longer ranges. And so how do we counter that as a military force? And how do we do it together, because we will be fighting together? That is all this Air-Sea Battle effort is.

We have been doing exercises. We have been working on different command and control arrangements. We are actually doing technology excursions to figure out how do we better link Aegis radars with Air Force aircraft; what kind of data links will require us to be able to share situational awareness pictures quicker and easier. We have an airborne layer and a spaceborne layer of this effort. It applies equally in the Pacific as it would in the Arabian Gulf or in the Indian Ocean. It is just about range and information sharing and connectivity. And so we are trying to do everything we can to move this forward in a very measured and steady way.

Mr. WITTMAN. Okay. Very good. Are you comfortable then with our current state of readiness to be able to counter that threat?

General WELSH. Congressman, I am not comfortable at our current state of readiness to be able to do anything.

Mr. WITTMAN. Okay.

General WELSH. Right now, the United States Air Force's combat-coded squadrons are about 38 percent ready compared to our standard of fully combat ready. To me, that is unacceptable.

Mr. WITTMAN. Very good. Thank you.

Secretary James, I want to ask about F-35 sustainability. As you know, those concerns about affordability and sustainability of the F-35 platform itself; looking forward, there are concerns, too, that Lockheed has the contract to make sure the functions and services going forward are there for the F-35. There is concern, too, about a 5-hour lag time on sorties for the aircraft.

As we look at the challenges ahead, obviously needing that aircraft but also making sure that in this resource challenged environment we are making the right decisions and we have the right capability in that aircraft and we manage costs. And as things tend to get out of whack, the problem is costs go up, and we see we are back in the same situation we were with the F-22, much fewer aircraft and then not being able to do the things we need to do. Can you give me your perspective on both affordability and sustainability for the F-35 and where we are going with that and what is being done to make sure that it is indeed cost-effective and sustainable?

Secretary JAMES. So, I believe we are headed in the right direction, although I am going to concur with what I think you are saying. It is an enormously expensive program. It is enormously complex, a major leap ahead in terms of technology and capability. So, again, in my first 11 weeks, not only have I gotten the briefings in the Pentagon, I have been out to Eglin, I have been to Edwards to see the testing, to see some of the training that we are doing with our pilots. I have certainly met with our program manager a number of times, Mr. Kendall. I have met with the CEO of Lockheed to sort of report directly on some of what I saw, both at Eglin and Edwards, and to try to speed up certain things.

So I would say to you it is going in the right direction, but it is going to take persistent focus, persistent leadership at all the different levels. I think at the moment, we have got the right people

in the right jobs, and that persistent focus and leadership is happening. So we have got to watchdog it, though, every single day, and the sustainability and affordability, over time, is a huge area. It is one that is going to require a lot of thought. There might be—there is, I am sure, some creative strategies for that as well that we have to work on.

Mr. WITTMAN. This is a critical piece of the modernization of our fighter fleet, and the problem is we have everything put here, and the difficulty is, is if it continues to go above budget and doesn't get delivered on time, that just exacerbates an already challenging situation that is brought on, not just by budgets but by critical mission needs that are out there across our service branches. So I want to make sure that we are doing everything we can to address sustainability and affordability.

Thank you, Mr. Chairman.

I yield back.

The CHAIRMAN. Thank you very much.

They just called the votes. We are going to monitor—usually, you know, the first vote takes a long time, so we are going to try to get as much in as we can before we have to break for the votes.

Ms. Davis.

Mrs. DAVIS. Thank you, Mr. Chairman.

And Secretary James, General Welsh, thank you very much for your leadership, for your professionalism.

I want to talk about personnel issues. They are really the toughest ones we face, and I know that, Secretary James, this is something that you are very familiar with.

The Air Force is supporting DOD's effort to slow the rate of growth in overall military compensation, a tough issue. We were able to really sustain a number of increases over the last number of years, and I think we all feel very strongly that we want to support the men and women who serve our country and certainly their families, and yet we are faced with this dilemma. It is tough.

So if you could talk us through a little bit about your own thinking and the extent to which you think it may or may not affect recruitment retention in the future. We are also dealing with perhaps cutbacks in housing allowances. We are looking at possible increase in commissary prices. And in fact, the Air Force is sort of going ahead in what some might describe as a piecemeal fashion, without waiting for the commission to come forward with their recommendations.

Help us understand your thinking on this, and really how we can look at those changes that you are suggesting in light of other things that we might not be able to do if we don't move forward and do that.

Secretary JAMES. So you said it, Congresswoman. It is part of the package of the tough choices that were made, and of course, the compensation changes are DOD-wide. They are for all of our military, and I think it was at its core, it was a tough judgment call, but it related to, can we do this for a few years? I don't think anybody wants to do this kind of thing in perpetuity, but can we get by for a few years. So part of the data that everybody looked at was, are we competitive now, yes or no, in the aggregate with the private sector? And I think people said, yes, we are.

Then the further judgment call had to do with, you know, would we plow the savings back into important readiness and modernization, and of course, we are very much committed to that.

The other thing is, as you heard the chief say, we are not seeing retention problems at the moment. As a matter of fact, we are offering incentives to encourage at least some of our airmen to leave the service. So, at the moment, retention is very high.

Recruitment, again, we are getting high-quality recruits. We are having to turn people away at the front door. So, at the moment, our numbers are good, and so, it was a judgment call; could we slow this growth, watch it, really watchdog it now because we can't let it get out of control, of course, but can we get by a year or two? And we are taking this, obviously, kind of a year at a time, and I think the judgment call was a hard one, but yes, we can.

Mrs. DAVIS. Uh-huh.

General Welsh.

General WELSH. Ma'am, I guess I would look at it as the United States Congress—and I am not blowing smoke at anybody here—has been exceptional over the last 12 to 15 years at taking care of pay entitlements, benefits for members of the United States military. It has been remarkable. And you have all seen the growth curves. Average pay raise scales are up 40 percent. The cost of an airman has gone from \$60,000 per year total investment cost to \$90,000 total investment cost because you have done a fantastic job of taking care of our people, but that curve is growing like this now. We cannot sustain it. The Government can't sustain it. We have to put it onto a path that we can sustain. We are not talking about taking money out of people's pockets. We are slowing growth, and I think that is the effort that the Department is making.

I believe everyone understands that the commission report out next year and having a comprehensive look will be of great benefit.

Mrs. DAVIS. Uh-huh.

If we ask airmen, certainly, and their families, they would suggest that, you know, they don't want to see any cuts, but I wonder when you assess that, when you query in evaluations or whatever tools you use, and I know all the services use some, are we really giving them, I think, a true picture of the cost of these cuts versus other things that they would not be able to do in terms of even training or readiness? How are you kind of really working with them to have them prioritize as well what is best for them?

Secretary JAMES. So, first, I would just say, as I have done my beginnings of my tour of the Air Force and walk around workspaces—I do town halls everywhere I go and talk to airmen—the number one thing they will bring up to me is, boy, during that period of sequestration, I couldn't get spare parts, I couldn't do my job, my training got canceled, things like this. And those are the things that we would call in this committee readiness types of issues. They typically haven't brought up, believe it or not, the compensation issues to me until I bring it up in a town hall, and then, of course, as you say, everybody is interested, everybody—you know, I haven't met a person yet that wouldn't rather be paid a little bit more than a little bit less, so, naturally, they feel that way, too. But interesting, when they bring up what is on their minds, it tends to be their work environment. It tends to be—

The CHAIRMAN. Gentledady's time is expired.

Mrs. DAVIS. Thank you.

The CHAIRMAN. Mr.—or Dr. Fleming.

Dr. FLEMING. Thank you, Mr. Chairman.

And I want to welcome our panel today.

And Ms. James, you and I recently had a sit-down conversation, and it did include religious liberty. Again, a big concern. I join my colleagues here as we are all concerned about that, and one of the major pieces of this is that we are worried that this idea in the law that good order and discipline is now becoming the excuse for political correctness. And I think that is—that very quickly tramples the First Amendment rights of our certainly our airmen because it seems that we are seeing this in the Air Force far more than the other services.

Now, you heard about the recent incident with the cadet. Well, we have another report. Todd Starnes of Fox News says that 2 weeks ago, it has been reported at Gunter Annex, at Maxwell Air Force Base in Alabama, the Gideons came to distribute Bibles to anyone who wished to voluntarily have one. As you may recall, Gideons have been distributing Bibles at military bases since FDR [Franklin Delano Roosevelt], since World War II, so that is a long-held tradition. They were turned away, and as of this time, 2 weeks later, really this situation has not been resolved. They have not been able to do something they have been able to do for decades now. I would love to have your reaction.

Secretary JAMES. So, I am not familiar with that one at all. We will have to get back on those specifics.

[The information referred to can be found in the Appendix beginning on page 109.]

Secretary JAMES. My overall reaction is, this is—under the policy, and I apologize if I got a little too wordy about the policy, but it is a balancing act. It is balancing that free expression of religion with the needs of the military and not giving the appearance or an actuality of forcing anything or appearing to force anything.

Dr. FLEMING. Madam Secretary, this has worked well for centuries since the days of George Washington. We had chaplains. I served in the military. This was not an issue then. It has only been an issue recently, and so things that have been done, traditions that have been long held, where military members have been able to express themselves and their religious beliefs, we have a wide swath in the First Amendment on this. So what has changed is the behavior of the military services, particularly the Air Force in this, and that is the reason why, you know, we have had religious people long before we had a Nation. Well, what has changed, it appears, is the attitude and the behavior of the military services.

General, would you like to—

General WELSH. I would love to, Congressman.

Dr. FLEMING. Yes.

General WELSH. My wife and I, when we worked at the Air Force Academy in the mid-1980s, and again, when we served there as Commandant, we ran the Teens Encounter Christ Program, which is a religious retreat program for Catholic and Christian cadets. I know all kinds of people at the Air Force Academy then and now who would disagree with your assessment of there being a problem

with religious persecution at the Air Force Academy. I would invite you——

Dr. FLEMING. General, excuse me for interrupting. Let me just ask you this in response to that. So are you saying that people are more religious in expressing their religious beliefs more now than they did then?

General WELSH. What I am saying, sir, is that you have to get the facts right on every one of these cases and try and stay unemotional until you know what happened. I would not believe an article from Mr. Starnes, for starters.

Dr. FLEMING. So you feel like Mr. Starnes is lying?

General WELSH. Let us get the facts.

Dr. FLEMING. You feel like Mr. Starnes is lying?

General WELSH. I know there are cases where he has not had his facts right in articles. I will be happy to explain them to you with him in the room if you would like.

Dr. FLEMING. Well, I don't have the time for you to go through all that. What I would ask you to do, sir, is to provide written answers and explanations and examples where Mr. Starnes or others have been reporting this inaccurately.

[The information referred to can be found in the Appendix on page 110.]

General WELSH. Sir, I would be happy to come talk to you and the caucus. I will be happy to do anything you would like, and I will tell you what we have been doing on this area since I got into the job, the single biggest frustration I have had in this job is the perception that somehow there is religious persecution inside the United States Air Force. It is not true. We have incidents, like everybody has incidents. We investigate every one of them. We have asked every chaplain in our Air Force if they know of these cases. They say no. I am telling you, sir, that there is a perception here that we are in the middle of a battle because we have two sets of advocacy groups.

Dr. FLEMING. Again, I am running out of time here. I have spoken with your chaplain, and I think he has some of the same concerns I do, and I would invite you to talk with him. Are you familiar with the——

General WELSH. Chaplain Stendahl, sir?

Dr. FLEMING. Yes.

General WELSH. Okay. Sir, I will bring him to sit with you because I don't think that is a correct assessment.

Dr. FLEMING. I would love for you to do that. Are you familiar with the "Clear and Present Danger" publication by the FRC [Family Research Council] that suggested this?

General WELSH. Yes, sir, I have read it.

Dr. FLEMING. Many, many items have been listed there, and Secretary James and I have talked about Staff Sergeant Monk, and apparently the Air Force's position has changed with him as well. So, again, these problems are getting worse, not better.

The CHAIRMAN. Gentleman's time is——

Dr. FLEMING. I yield back.

The CHAIRMAN [continuing]. Expired. There are 4 minutes left on the vote; 324 people have not voted yet. I think we have time for Mr. Enyart, and then there are two votes. By the time we get there

for this vote, we should be getting close to the next vote, and you can hurry back, and I think we can get everybody that returns very quickly having the opportunity to ask their questions.

Mr. Enyart.

Mr. ENYART. Thank you, Mr. Chairman.

And it is unfortunate that so many of our members are leaving. I wish they were here to hear some of my questions and your responses.

Madam Secretary and General Welsh, after having appointed some—been honored with being allowed to select some folks for appointment to the Air Force Academy, I believe, as I am sure you do, that the Air Force Academy has our very best and our very brightest of our Nation, and it encompasses, the folks there encompass the very broad religious diversity of our great Nation. Wouldn't you agree with me on that?

General WELSH. Yes.

Mr. ENYART. Thank you.

You know, also, having served for more than a few years in the military, the Air Force Academy for the students is a very, very confined and close environment. Isn't that also true?

General WELSH. Yes, sir.

Mr. ENYART. Yeah. Thank you. You know, during—during my—

The CHAIRMAN. Mr. Enyart, to get this in the record, probably give a verbal response instead of just a nod because it won't—it won't reflect in the record. Mr. Enyart.

Mr. ENYART. Thank you, Mr. Chairman.

The Air Force Academy, as indicated, as you indicated yes to, is a very constrained and close environment for the cadets. Is it not?

General WELSH. Yes, sir, it is.

Mr. ENYART. All right. Thank you. You know, in my previous career before I had decided to come to Congress, I had the honor of commanding 13,000 soldiers and airmen. Of that number, I had 35 chaplains in my command and 15 chaplain candidates, so 50 folks who provided for the spiritual needs of that 13,000 soldiers and airmen. And it appears to me that among our religious freedoms that are guaranteed by our constitution is not only the freedom to practice religion but the freedom not to practice if one so chooses.

And in fact, also, I believe that it is one of our freedoms not to be proselytized by one of another faith if one has a different faith or no faith at all. Would you agree with me, General, that that is your understanding of the Constitution also?

General WELSH. Yes, sir, the way I tell airmen, the way I would explain this to airmen, is that you have every right to your beliefs, and to practice your faith freely. If someone asks you about your faith, tell them everything about it. If they don't ask you, don't assume they want or need to know.

Mr. ENYART. Thank you, General. So I would really like to see this particular issue laid to rest so that we could deal with more important issues, frankly, in terms of strategy and tactics.

Now, the National Commission on the Structure of the Air Force has talked about a concept called continuum of service, and as someone who has served on Active Duty in the Air Force, and the Air Force Reserve, and the Army National Guard and the Army

Reserve, I am very interested in continuum of service. Now, in that concept, airmen have a much greater flexibility to leave and reenter Active and Reserve Components throughout their careers which would enable more effective and efficient—excuse me, efficient utilization of an integrated total force.

Now, I know that some of those barriers are contained in law, but others really are more a culture, and regulatory, and policy issue for the Air Force. Would you support the concept of continuum of service for airmen?

General WELSH. Yes, sir, absolutely. We are working hard in that direction.

Mr. ENYART. Great. Great, thank you.

So in addition to removing the barriers to transitioning between components, Congress and the DOD should modify the laws and regulations that create these unnecessary limitations. Do you believe that by doing this, it would allow the Air Force to more fully capitalize on the costs of training these airmen?

General WELSH. Sir, I think anything that keeps common sense in the discussion and removes burdens to doing things in a way that makes common sense, would be helpful.

Mr. ENYART. Great. General, I look forward to welcoming you to Scott Air Force Base next Friday. I understand that you are going to be visiting us, and I am really glad to hear that, and I will take this answer off the record or in writing, but I would like to get an update on the KC-46 alpha program, the new tankers, and how the fiscal constraints are impacting the delivery of those aircraft.

And also, I am particularly interested, since Scott Air Force Base houses the 126th Air National Guard Refueling Wing, which currently fly 135s that are older than the young airmen flying them, I would like to know where Scott falls in the process and how we might ensure that we continue that great mission at Scott Air Force Base.

General WELSH. Sure.

[The information referred to can be found in the Appendix beginning on page 111.]

The CHAIRMAN. The gentleman's time is expired.

I would encourage you to hurry quickly to the floor.

We will stand adjourned until the end of the votes.

[Recess.]

Mr. PALAZZO [presiding]. This hearing will now come back to order.

I recognize Mr. McIntyre for 5 minutes.

Mr. MCINTYRE. Thank you so much, Mr. Chairman.

Madam Secretary, I know we spoke briefly as I came back from votes, but let me just say as a Carolina graduate from Chapel Hill speaking to a Duke graduate, I know we both are excited about the ACC [Atlantic Coast Conference] tournament going on as we speak, and also March Madness, but let me say congratulations to you on your selection as Secretary of the Air Force. We are very proud of you and appreciate your commitment and service to our country.

Let me mention briefly before I ask a specific question about something in North Carolina. Let me just say a lot has been said today about concerns about religious freedom. As cochairman of the Air Force Caucus, I agree with my cochairman Mike Turner who

spoke earlier, both of whom he and I associated ourselves, and I do now, with the remarks by Representative Forbes and the concerns he raised.

I served for 8 years on the Naval Academy board on behalf of this full committee, and never seemed to run into these kinds of issues, or intimidation factor that some have referred to about the concern of religious freedom. And I think probably what would be helpful is, if you and General Welsh, if you all would—would you be willing to submit a detailed explanation within the next 10 days? I think it would help all of us, of the event that occurred, regarding this incident, because all I have seen are news reports. I would like to hear it straight from you all what the official version is.

Secondly, what the Air Force Academy policy is, and then third, how that policy was applied in this situation so each of us can have a better understanding in light of our concerns. And they are serious concerns, and we do want, of course, our men and women in uniform to have that freedom of expression. So if you could—would you be willing to supply that to us in the next 10 days?

Secretary JAMES. We absolutely will, and I was concerned, too. That is why I picked up the phone and called General Johnson. But let us provide all of that to you.

Mr. MCINTYRE. Okay, I think that would help all of us and thank you. We will look forward to receiving that.

[The information referred to can be found in the Appendix on page 105.]

Mr. MCINTYRE. An important issue that has drawn concern on a bipartisan, bicameral basis in North Carolina, in particular, Senator Burr, Senator Hagan, Representative Ellmers, and Representative Price and myself have all raised questions about the possibility that the Air Force has indicated it may deactivate the 440th Airlift Wing at Pope Army Air Field that would send all 11 of its C-130s to other bases.

And here I just want to give credit to and quote from the Raleigh News and Observer article. As it says, I think this simplifies it. "The 440th provides airlift, air drop and medical support from Fort Bragg and all of the airmen training just this past week when the newspaper spent time with those airmen and reported on this, all of those had been deployed overseas at least once. Last year the 440th, moved more than 500,000 pounds of cargo, 3,400 passengers, and 13,000 paratroopers working with a combination of active duty and Reserve personnel."

Of course, the concern there at Pope Army Airfield is that there is concern about jobs being lost, but also lost expertise and lost capability. And as the newspaper wrote, if the 440th goes, who will fill its role? There has been a stated possibility by a spokeswoman for the 440th that new C-130Js would be sent to Pope, but the uncertainty remains.

Are these C-130s just going to leave and then where is the support factor that we need at Fort Bragg? As you know under BRAC [Base Closure and Realignment], Pope Air Force Base became Pope Army Airfield, and it is under BRAC's jurisdiction, yet we have both Active Air Force, and Air Force Reserve Components there.

So it is quite a serious concern, and as I said, it has risen to the level of the attention in both Houses of the Congress and we would like to see what your response is.

General WELSH. Congressman, the unit is an Air Force Reserve unit that would be leaving. The intent is to take the C-130Js and not put them at Fort Bragg, but move them to Little Rock, Arkansas.

The chief of the Air Force Reserve, Lieutenant General Jackson, would tell you that there is a problem with recruiting for that unit in that area, in his Reserve unit. He would also tell you, as I said before, that every decision we are making right now hurts. They have to downsize as well.

This move would save them about \$23 million a year. It would save them about 600 bodies, because the wing that leaves would become a group at Little Rock. All of the overhead infrastructure is already there, and it allows them to save a \$10 million a year interservice support agreement that he pays to the Army.

The Active Air Force Component would leave the air mobility operations group there to run the green ramp, to schedule and to oversee the airlift that comes in today to help do a lot of the training for the 82nd Airborne. Actually, a higher percentage of the training there today, I believe is done by aircraft that come in to support the 82nd Airborne as opposed to just the airplanes that are stationed there. Especially the larger airplanes that are required to train on the C-17s, et cetera.

So the training will not be affected. We will support it, as we have in the past. But this is an effort by the Air Force Reserve to save some money, to downsize their people. They have to take cuts as do we.

Mr. MCINTYRE. Thank you, and I know my time is expired.

Thank you very much.

Mr. PALAZZO. At this time I recognize Mr. Coffman for 5 minutes.

Mr. COFFMAN. Thank you, Mr. Chairman, and thank you Secretary James for your relatively new assignment as Secretary of the United States Air Force, and General Welsh for your decades of service to this country.

This year the National Commission of the Structure of the Air Force released their findings, of their 2-year extensive look at Air Force—at force structure in the United States Air Force. The overall thrust of the findings was to shift more components and capabilities to the Guard and Reserves. I agree with many of the commission's findings including its findings that there are certain core capabilities better suited for the Guard and Reserves such as missions in cyber, ISR, in space mission support.

Now, I realize the final ratio of this shift is still under study, but can you tell me where you believe the Air Force and the military in general can benefit from shifting these components or capabilities to the Guard and Reserves like those recommended by the commission?

Secretary JAMES. So Congressman, I want to associate myself with what you just said. In philosophy I agree with everything you just said, and our plan, in fact, does shift more responsibility to the Guard and Reserve as we go forward. It is a good deal for the mission, it is a good deal for the taxpayer. The areas of ISR and cyber

in particular, again, we agree, and we are bolstering that within our plan for the National Guard and Reserve.

So I will say there is much of that commission's work, the vast majority of it is a fine body of work, really good research and it is benefiting us and we agree with most of it, particularly the continuum of service, the associations and better integration. So those areas we are very much in agreement.

There is a couple of areas where we don't agree, at least not yet, and the one that I want to highlight to you is the commission calls for additional reductions to the Active Duty forces to the tune of about, I think, 35,000 or 36,000, and for sure for fiscal year 2015, that is more than we think is prudent.

So what we want to do is continue to deliberately analyze mission by mission how can we shift more to the Guard and Reserve. And over the past year I want to give credit to General Welsh and the other leaders for doing this in a very collaborative way, thinking it through from an operational perspective, but putting as much in the Guard and Reserve as can possibly be done.

Mr. COFFMAN. And General Welsh.

General WELSH. Sir, I think you mentioned cyber as an example. Right now our percentages are about 60 percent of our cyber work is done by the Active Duty, 30 by the Guard, and about 10 percent by the Reserve. This is one, clearly, that we have to look at where is the right percentage mix?

We started with zero in the Guard and Reserve here recently. We have gone to 30. A great example, though, of how this works is a Guard cyber squadron in Washington where a number of the folks in that unit work for Google. So they bring skills in the door to the Air Force that we can use now on behalf of national security, and to support the State in some circumstances. This is an area ripe for further exploitation.

Mr. COFFMAN. Well, thank you.

As we have discussed I think and certainly you brought forward earlier in this hearing that we have to make difficult decisions, and one of those decisions was the—certainly the A-10.

But I want to commend you to look further into the Guard and Reserve. And I want to commend the Air Force for being more forward-thinking than the other branches of service, but there does tend to be sort of this institutionalized protection of a culture in terms of maintaining the force levels of the Active Duty relative to the Reserves, and I just think that whenever we can shift, I think there are tremendous opportunities for savings, not simply in the airmen-to-airmen cost between Active Duty and Guard and Reserves, but I also think in the legacy costs.

When you look at savings out of retirement, the fact that, you know, somebody on Active Duty for 20 years in the United States Air Force, you know, will draw 50 percent of their base pay the day after they retire, plus all of the benefits. And that Guard or Reservist will not draw until age 60. And so there are other differences besides airmen-to-airmen costs that I think we need to look at. But I want to commend you to that.

The last thing I certainly, the issue of sexual assault which has been epidemic in our military. I am very disturbed at what occurred at Lackland Air Force Base, and I just want to make sure,

I can tell you I went to my own Air Force Base, Buckley Air Force Base in Colorado and met with the command there. And they briefed me on what they were doing in prevention in terms of sexual assaults, and I was very impressed with what they were doing, hoping that is occurring Air Force-wide.

Mr. Chairman, I yield back.

Mr. PALAZZO. At this time I recognize Ms. Speier for 5 minutes.

Ms. SPEIER. Thank you, Mr. Chairman.

Thank you both for your service. Secretary, congratulations on your new post.

General Welsh, let me start with you. Last year, there was some heinous Web sites posted by members in the military that triggered a sweep of various locations for the Air Force. As I understand it, it was mostly their lockers, and their living spaces, and maybe their cubicles, and they gave everyone a 10-day notice before doing it, which I thought was preposterous to begin with. But that is what you all did. And then as a result of that sweep, there were some 32,000 inappropriate items discovered, some of which were pornographic, or just sexually harassing, or creating a hostile workplace.

At the time when that was reported, I asked the Vice Chief of the Air Force what action had been taken against those that were responsible for posting those 32,000 inappropriate items. And he said he would have to get back to me. He hasn't gotten back to me. It has been over a year.

Do you know what happened to those airmen who had sexually explicit or inappropriate pornographic items placed in their personal spaces and in their cubicles?

General WELSH. Congresswoman, there were not 32,000 pornographic things found. There were 32,000 things deemed to be inappropriate. It might have been a—

Ms. SPEIER. I understand that, but what happened to these people?

General WELSH. Most of them nothing happened to them. That was done not as a result of a Web site or any specific activity. That health and welfare was done at my direction after getting approval from the Secretary because I wanted the Air Force to have a discussion about respect, inclusion, and the strength of diversity, and the things that make our people feel not valued in their workplace.

Ms. SPEIER. Well, we have a one-star general who is being tried right now for having possession of pornographic information. So are you saying that those that did have pornographic items were not—

General WELSH. No, ma'am. I am not saying that. What I am saying is that it was—that there wasn't a particular thing we were looking for. We were looking for anything we could find to have the discussion. The pornographic items that I know about that were found were found in workplace computers. There were a couple of examples of that. They were not necessarily connected to an individual. They were found during the search. There was action taken against a couple of people as a result of those inspections. I will have to get the details.

Ms. SPEIER. Would you report back to me, please?

General WELSH. I will and I apologize that we didn't know we owed you that.

[The information referred to can be found in the Appendix beginning on page 108.]

Ms. SPEIER. Furthermore, I was told that there actually wasn't a sweep of government-issued computers. Is that incorrect? Was there a sweep of government-issued computers?

General WELSH. There was a sweep of all government computers, workspace, et cetera. Yes, ma'am.

Ms. SPEIER. There was. Okay, I didn't know that. Thank you. General, I don't know if you have seen The Daily Beast article that was recently published called, "Spies, lies, and rape in the Air Force." Are you familiar with this?

General WELSH. I have not seen that article, no.

Ms. SPEIER. I would commend it to you for reading. It is an undercover agent's story. It is very disturbing about the Air Force Office of Special Investigations [OSI] informant program and it seems to repeat a pattern at the Air Force Academy of taking vulnerable trainees and making them informants, using them and then putting them in jeopardy, and then ending their careers when things go wrong.

In the case that was referenced in this article, the Airman First Class claims she was raped as a result of being a snitch for OSI. And I have two questions that I hope you can answer.

How many people are participating in OSI's informant program, and what ranks are the informants that are participating?

General WELSH. Congresswoman, I don't know the number who are participating or their ranks, but it is a broad—we will find out the answer and get it back to you. It changes at any given time, obviously.

[The information referred to can be found in the Appendix on page 109.]

Ms. SPEIER. And how many people have been separated from the Air Force within months of participating in OSI's informant program?

General WELSH. I don't know that answer either.

Ms. SPEIER. Would you find that out as well?

General WELSH. Yes, I will.

[The information referred to can be found in the Appendix on page 109.]

Ms. SPEIER. Can you give me the rationale of why you would take Air Force Academy or young recruits who are trainees, and put them in a position of becoming informants for OSI?

General WELSH. I will give you an example from my time as Commandant at the Air Force Academy, ma'am. We had a cadet who was selling drugs to other cadets, heavily selling drugs, all kinds of drugs. When he was found out and apprehended, he talked during his interview to investigators about a connection to a major western U.S. drug supplier which the DEA [Drug Enforcement Administration] had been trying to get a link to. So the DEA talked to the OSI and asked if they could—if we would allow him to serve as a confidential informant to help their investigation in the Rocky Mountain region. We did that, which led to a number of arrests.

Ms. SPEIER. All right, my time is expired, but I am more concerned about cadet or airmen-on-airmen than assisting the DEA in another transaction. But maybe we can pursue this offline. Thank you.

Mr. PALAZZO. At this time, I recognize Congressman Scott for 5 minutes.

Mr. SCOTT. Thank you, Mr. Chairman.

Madam Secretary, thank you for your visit to Moody. I enjoyed having lunch with you there and thank you for your leadership on the combat rescue helicopter.

You mentioned in your opening statement, if we follow the law, meaning if the sequester is not repealed, the additional cuts that will have to be made to the F-35 and to other weapon systems that are important to national security. And that is one of the reasons I have so many questions about the cuts to the A-10, until the sequester would be repealed.

And if I could, General Welsh, I know I will see you in Georgia later this month. I look forward to that as well. And I know you are an A-10 pilot. That is not a decision that you have taken lightly.

I have serious questions about the speed at which the drawdown of the A-10 is going to occur prior to another weapon system being put in place, and the potential for that weapon system to come in in smaller quantities should the sequester not be repealed; and whether we like it or not, the sequester is the law and getting it repealed is much easier said than done.

So potentially, we would draw down the 280 or so A-10s based on the desire to replace them with newer more advanced weapon systems, and then potentially not end up with the weapon systems that we were counting on replacing them. The same thing happened with the F-22. We were going to buy 700-plus. We ended up cutting that order to less than half. And we are talking about \$3.5 billion here on the A-10s.

If we assumed that we are going to fly the close air support mission, and as you said we are, and we know that we are going to support our men and women on the ground, the other weapon systems cost more to fly than the A-10 does, and have the cost premiums in time per hour been factored into the projected savings and if possible, I would like to see the analysis of that when you get an opportunity to, sooner rather than later, if possible.

[The information referred to can be found in the Appendix on page 111.]

Mr. SCOTT. But we also just made a significant investments in the wings on the A-10s, and they do have life expectancy left.

And I will move on to another issue with the JSTARS, but I would appreciate the analysis on the A-10 cost and the consideration of if we draw the A-10 down over the period of 24 months, what happens if the sequester is not repealed and we don't have the F-35s that we intend to purchase to replace.

General WELSH. Sir, I will hold the longer discussion until I can sit with you and show you the analysis. But just to be clear, as we start to transition the A-10 out, the airplane that will pick up the CAS [close air support] load, principally, is the F-16; not the F-35 for a while.

Mr. SCOTT. Yes, sir. But we are drawing down some F-16s, too.

General WELSH. We will have less capacity in every mission area. That is what sequester-level funding does to us, sir.

Mr. SCOTT. Yes, sir. I voted against it and I hope that we get it repealed and I think it is unfortunate that the men and women in the military and the national security is expected to take the size of the cut, the percentage of cut that has been pushed down to them, and all of our Secretaries have agreed that there were some things that we could do, and generals, to reduce spending, but in the end, they asked us to do more faster than we had been anticipating.

The JSTARS, and you mentioned this, General Welsh, earlier, as did you, Madam Secretary. The recapitalization is proceeding in favor of the plan that we have, the rapid approach to the next generation. I just want to make sure that as we approach this next generation of JSTARS that we don't leave a gap in the capability as we start to pull the current ones down as they go in for depot maintenance. High demand asset, how do we plan on maintaining the capability until the next generation is ready?

General WELSH. There will be a loss of capability, Congressman, back to the theme again. If there is not more funding coming from somewhere, and I am not assuming there will be, the only way for us to recapitalize JSTARS which I believe everybody thinks we have to do, is to somehow take money from programs we have, JSTARS being one of them, downsize capability in that area to reinvest and start to recapitalize. It is the only way to do it that we can come up with. I would love to have other money to do this with, but we don't have it. And so there will be risk as you start that in that mission area.

Mr. SCOTT. Well, thank you both for your service, and look forward to continuing these discussions.

Mr. Chairman, I yield back.

Mr. PALAZZO. I will now recognize Mr. Nugent for 5 minutes.

Mr. NUGENT. Thank you, Mr. Chairman, and I want to thank the panel for being here.

Specifically, though, I want to thank General Welsh.

I want to go back a little bit, if you think back. One of the cadets while you were Commandant was a David Paoello. I don't know if you remember David, but he ultimately had to leave the Academy, then went, got his Air Force through ROTC [Reserve Officers' Training Corps], and is an F-15 Strike Eagle pilot today. But I will tell you from his parents and from me, because I remember the issues that David had. And you were a strong supporter in personally talking to him. And I think that really goes back to your integrity as a father, but as a leader of those students at the time, and those cadets.

And having two sons that went to a different service academy, I am not going to say that, you know, go Army, beat Air Force, but it was something like that. My question, though, is to Secretary James. And it is in reference to CHAMP [Counter-electronics High Power Microwave Advanced Missile Project], and that is, you know, a non-lethal weapon that the Air Force developed, I think have done an extremely capable job of doing that. I know the Air Force would like to deploy that, but they are looking at a reusable air-

frame to deploy CHAMP on. But that is pushing it out to 2025. You have the ability today to use a current airframe that is not reusable, but it is certainly one that would work for us, and that is the cruise missile delivery system that we have a surplus of.

I just want to make sure everyone is on the same page though, as it relates to CHAMP. You know, we have had this committee, we have combatant commanders testify that they want CHAMP, that they have a need for it. We have a bipartisan and bicameral support of Congress in the last NDAA. Congress wants CHAMP. We want to make sure everyone is on the same page, but the only element standing in the way of CHAMP on the battlefield, like I said, the Air Force has really done an amazing job of developing this and actually getting it in a test phase where it worked. And it is one that I think, you know, we have talked about that non-lethal capability. It is one that I would love to see us develop more of.

If you look back at some of the infrastructure things that we had to do in Iraq, it would have been nice if we had that type of vehicle to take out that infrastructure without totally destroying it where we have to rebuild it and spend billions of dollars doing it. So what I am asking is, you have the political approval. You have the demand for it. The combatant commanders would like it, so it is not limited by demand. Would you confirm for me that CHAMP is only limited by budget?

General WELSH. I would love to, Congressman, but you stumped me. I have to go find out about CHAMP and talk to you. I don't know the status.

Mr. NUGENT. Well, General, that is not the intent of my question.

General WELSH. Well, but I should know. I don't know the status, but I will have to get back to you on that, sir.

[The information referred to can be found in the Appendix on page 112.]

Mr. NUGENT. If you would, and I will just let you know, but from what we have, you know, it is basically \$10 million. And we can field this weapon in well, in 18 months. And it would certainly give an added—particularly in the issues that we are facing today, resurgent China, and obviously, resurgent Russia in regards to issues. It would be one that I think would be nice to have an inventory, particularly since the combatant commanders have testified that they would certainly love to have that.

And of course, I don't want to say anything negative about the Air Force, having been a member of the Air Force way back when, and going through San Antonio, one of my favorite times, I will tell you. But you know, I have three sons that currently serve in the United States Army. And so just to go back on the A-10, obviously, it is a capable platform, but I do understand the budgetary commitments that you have, and why you have to do certain things, and probably not wanting to do that.

But lastly, I do want to touch on religious freedoms because I remember when my sons, two of my sons, the oldest and youngest first went to West Point. I don't know who they got it from, but they received a Bible, a pocket version that actually one carried in combat in Afghanistan. I would hope that we—and I remember the

Academy was about faith. I mean, that was a component to keep our cadets strong, not only academically, but all the tenets of being a cadet, but faith is important. And I recognize that from your service at the Academy.

And so I just want to continue to stress that that is important to all of us. So General, thank you so much for your service, and thank you from the parents of David Paoello, who is one of your pilots.

And Secretary James, congratulations.

Thank you very much. I yield back.

Mr. PALAZZO. At this time I recognize Mr. Bridenstine. Mr. Bridenstine, before you begin, do you have time? Because I know Ms. Hartzler has an appointment, or would you—

Mr. BRIDENSTINE. It would be my honor to yield to Ms. Hartzler.

Mr. PALAZZO. Well, thank you, Mr. Bridenstine.

Ms. Hartzler, you are recognized for 5 minutes.

Mrs. HARTZLER. Well, thank you, gentlemen, I appreciate that, and I appreciate the opportunity to get to, first of all, thank you for your service and want to invite you to Whiteman Air Force Base. I am very much looking forward to you coming and very proud of the missions there.

And certainly, General, I appreciate your comment earlier. I wrote it down, and tweeted it, about how the B-2 is now our symbol of valor today. And certainly, we are very proud of that. So I look forward to having you come out, but I did want to address the A-10s as well because I do believe they are the most effective and most cost-efficient platform that we have for close air support.

And I do not agree that a B-1 is the same, or remotely piloted aircraft is the same to the soldiers on the ground. They want to see the A-10 coming over that horizon, and General, you mentioned in your opening statement that you checked with General Odierno about what he thought about airlift, but you did not mention it. I know you have heard from General Odierno about what he thinks about the A-10 and he is quoted as saying that the A-10 is the best close air support platform that we have today. And he has, you know, said that publicly.

It is the most cost-efficient. We have A-10 operational cost per flight hour is \$17,398. The B-1, \$54,218; F-16, \$22,954. There is a difference in the cost per flying hour. I will welcome the cost analysis that you are going to provide for Representative Scott.

I would like to see that as well. And part of that, I want to ask you about today, deals with the wing replacement program that has been underway there. And we as tax dollars have invested in these aircraft, the best aircraft for close air support that we have, and that right now, the Air Force has 173 wings under contract, and Congress appropriated funding in fiscal year 2014 for approximately 9 additional wings bringing the total to 182 wings that have been replaced.

Currently 63 new wings have been delivered and by the end of the year, over 100 will be delivered. So I guess my first question is, how much money has been spent by the taxpayer already on this wing replacement?

General WELSH. Congresswoman, I don't know the exact numbers that have been spent to date. We do these upgrades on all of

our aircraft. It is not just the A-10. We do this on all of our fleet's aircraft. But I don't know how much of it has been spent. We can find that out for you.

[The information referred to can be found in the Appendix on page 111.]

Mrs. HARTZLER. I would like to know that, thank you. So does the Air Force plan to fulfill the current A-10 wings under contract?

General WELSH. Congresswoman, until there is an approval, authorization, and appropriation by the Congress to do any of the things we are talking to you about today, we will continue doing what is currently in the plan. The issue for the A-10 for us is not about cost per flying hour. It is not about the close air support mission. It is about all of the missions we provide to a theater commander. Where we affect a theater fight, the full-spectrum fight I mentioned at the beginning, is actually in about four or five different areas.

One is air superiority, which provides ground forces the ability, the freedom to maneuver and the freedom from attack. It saves huge number of lives on a heavy battlefield, a high-end battlefield.

The second thing the Army wants us to do as an Air Force is to eliminate the enemy's will to continue the fight through attack and strategic depth, interdiction, stop their ability to move supplies forward, don't let them resupply the fight, those kind of things.

The third thing they want us to do is to eliminate the enemy's second echelon forces, especially their operational reserves so they can't commit it at a time and place of their choosing. All of those are of huge risk to the ground commander. And then, of course, we do close air support when we get troops in contact and we divert everything to that when it happens. The A-10 cannot do any of those other missions. The other airplanes that we have doing close air support today can, and as we look at what we have to cut, we have to balance across our mission areas. That is the debate. That is why we are looking this way.

Mrs. HARTZLER. And I certainly understand and certainly appreciate the roles of the other missions that can be done, very important as well. But we are talking \$740 million a year, and if there was a 6 percent reduction in Air Force civilians through attrition, you could achieve that. Have you looked at attrition, natural attrition of the civilian workforce as a possible way to help keep this unique capability in our fleet?

Secretary JAMES. So actually, civilian reductions were looked at, and civilian reductions are going to be happening as part of that headquarters story I told you about earlier, and it is part of a larger story. So our civilian workforce will be coming down. I think when the analysis was done, in order to achieve the same savings as the A-10, even though these are completely sort of different things, but you would have to take down an additional, I think, 10,000 civilians to equate to the same amount of money, roughly speaking, as the A-10, and what I wanted to say there, is again, civilians are already coming down. This would be 10,000 on top of what we are already planning, and most of our civilians, by the way, are not on staff. They are not, you know, helping augment staffs and whatnot. Most of them are doing depot maintenance on the planes and so forth so they are doing real mission work.

Mr. PALAZZO. The gentlelady's time is expired.

Mrs. HARTZLER. Thank you.

Mr. PALAZZO. I now recognize Mr. Bridenstine for 5 minutes.

Mr. BRIDENSTINE. Thank you, Mr. Chairman, and thank you for visiting with us today.

General, I just wanted to personally thank you for coming all the way to Tulsa, Oklahoma, and visiting with the warfighters in my district, and certainly, your words were inspiring, and I am very pleased to hear what a great heart you have for the people that fight our country's battles. And you represent them very well here on the Hill and we are grateful for that.

I wanted to start, General, just by asking. I know you used to fly airplanes. I wanted to ask which airplanes you used to fly.

General WELSH. I flew the A-10 and then the F-16 for most of my flying time.

Mr. BRIDENSTINE. And in those aircraft did you have a heads-up display?

General WELSH. I did, in both.

Mr. BRIDENSTINE. In both, and in that heads-up display was there a velocity vector?

General WELSH. Not in the A-10. There was in the F-16.

Mr. BRIDENSTINE. There was in the F-16. In today's heads-up displays we have got VOR [Very high frequency Omni Directional Radio Range], ILS [instrument landing system], TACAN [tactical air navigation system], ADF [automatic direction finder], all of the avionics integrated with the displays in a very robust way that increases safety and improves performance of the pilots and the crew, especially, you know, when they are operating in very fatigued situations.

Do you think it is important to have this kind of avionics capability in aircraft these days, General?

General WELSH. I do.

Mr. BRIDENSTINE. Do you think it is important to have terrain awareness and warning systems in a multifunction display for aircraft that fly in areas that sometimes require very low flight and dangerous scenarios?

General WELSH. If it is practical and affordable, absolutely.

Mr. BRIDENSTINE. And of course, when it comes to, you know, threat indications, as C-130s often fly in difficult places, threat indicators are important, and one of the concerns I have especially regarding the C-130 fleet, that I dealt with in the Navy, is the various configurations of displays, various configurations of avionics systems, and it seems like every aircraft you get in there is certain software that is different, different places for switches and buttons.

And sometimes it creates a difficult—it puts us as aviators in difficult positions where one tiny little item might be different from the others which brings me to the C-130H fleet, and the Avionics Modernization Program which I think is critical for our C-130H fleet.

The key thing in my experience is this is about safety. And I know there are CNS/ATM [Communications, Navigation, Surveillance/Air Traffic Management], you know, required navigation performance metrics that have to be met. I did acquisitions for the Navy. I flew airplanes for the Navy. I have seen this firsthand.

These need to be met, but on top of it there is a safety piece as well. And that safety piece has been really developed with the technology that has come, and what I have seen over and over again in the Department of Defense is it seems like airplanes that have jet engines get the fancy equipment that makes the pilots more safe and airplanes that have propellers don't.

And I have flown in the tactical community fighters. I have also flown in propeller aircraft in the Department of Defense. And it seems like it is across forces, and I would just like to get your take on that. Can you briefly in 30 seconds share with me your thoughts?

General WELSH. I think that changed with the C-130J.

Mr. BRIDENSTINE. Okay.

General WELSH. Intentionally. So we are doing that going forward.

Mr. BRIDENSTINE. Right.

General WELSH. Upgrading the aircraft we already have is the problem.

Mr. BRIDENSTINE. Right.

General WELSH. And it falls under the same discussion we have been having about cutting half of our modernization programs because that is all we can afford.

Mr. BRIDENSTINE. Okay, so Madam Secretary, the fiscal year 2013 and fiscal year 2014 NDAs prohibited the Air Force from canceling or modifying the Avionics Modernization Program [AMP] for C-130s. Are you aware of that?

Secretary JAMES. I am aware of that, Congressman.

Mr. BRIDENSTINE. Madam Secretary, are you aware that Congress has appropriated funds for AMP, not just authorized, appropriated funds for AMP in fiscal year 2012?

Secretary JAMES. Yes, I was aware of that.

Mr. BRIDENSTINE. And in fiscal year 2013.

Secretary JAMES. Yes.

Mr. BRIDENSTINE. And in fiscal year 2014.

Secretary JAMES. Yes.

Mr. BRIDENSTINE. And in each case we have demonstrated congressional intent, and these funds over and over again are not being obligated. We are authorizing, we are preventing the program from being canceled, and we are appropriating the funds and in each case, they are not being obligated. And I would like to ask you, Madam Secretary, do you see this as a way that the Air Force is making an attempt to go around clear congressional intent and, in fact, go around the law as is required by the NDAA and the appropriations?

Secretary JAMES. So the part about not being obligated, that is the part that is new to me, so I am going to need to look into that.

My understanding about the C-130 AMP program as a general proposition is that, of course, it is a major avionics program as you pointed out. The problem is affordability given that we are where we are. We do have funded in fiscal year 2015 a portion which would go to the issue of airspace compliance, but not the full-ups program, and again, our position has changed due to affordability. There has also been a couple of studies out there, and I think we

are awaiting a GAO [Government Accountability Office] report on this as well.

Mr. BRIDENSTINE. So congressional intent is one thing, and you are doing something else. That is the challenge, and I just want to be really clear what the congressional intent here is, and has been for a number of years, and we see the Department of Defense going in opposite direction and these laws are not just passed by Congress, but they are signed by the President.

Thank you so much. I yield back.

Mr. PALAZZO. At this time, I yield to myself 5 minutes. Secretary James, and General Welsh, thank you for coming in to answer our questions and provide testimony.

I want to focus on the third Air Force proposal to remove missions from Keesler Air Force Base within the past 2 years. I will tell you up front, I am going to fight to kill this one just as I fought to kill the other two.

The previous proposal suggested moving the 815th and the 345th associated unit first to Dobbins Reserve Base in Georgia, and then Pope Army Airfield in North Carolina. First, we explained that Dobbins didn't have the infrastructure for the units and the Air Force agreed with us. Then on to Pope, which is now being abandoned as well in favor of closing their units.

Now Keesler Air Force Base is being told that the C-130s are going to be sent to Little Rock. That makes three different bases for these airmen in 3 years. It seems like the Air Force is hellbent on moving these aircraft out of South Mississippi.

General Selva claimed just the other day that they can save 600 billets and \$100 million over the FYDP [Future Years Defense Program] in reference to a question my colleague, Senator Wicker from Mississippi, about moving the planes, and claimed that the move itself was budget neutral. Now, can you tell me who is responsible for those dollar amounts? Is that an Air Force Reserve number, or is that an Active Air Force number?

General WELSH. The people are Air Force Reserve savings, a little bit of the Active Air Mobility Operations Group at Pope, but the plan was put together by General Selva as our Mobility Air Force's lead and Lieutenant General Jackson, the Air Force Reserve.

Mr. PALAZZO. I am going to ask for all of that in written cost justification as well.

I have a tremendous amount of respect for General Selva, but I think that whoever did the math in this instance is flat wrong. As a CPA [certified public accountant] I did the math. We were talking about deactivating the 815th and deactivating the 345th, which means about 185 reservists, 145 Active Duty, and 35 civilians. That is 365 total; not 600. And that is assuming no one stays in the Air Force. I mean, I can line out the so-called savings you will see in pay and benefits, but I will provide that for a later time.

In addition, as I am sure you are aware, since Hurricane Katrina, Keesler has been improved and expanded to the tune of \$58 million to accommodate the C-130J. Add that money, which would essentially be wasted, to the \$3 to \$5 million in permanent change of station costs for the Active Duty force, I am failing to see where we get anywhere near the \$100 million in savings by moving these planes to a base that is already stretched way too thin.

In fact, it is interesting to note that oftentimes the simulators and training at Little Rock are so full that the Air Force actually sends some of our airmen and our international partners to Keesler Air Force Base to do their training.

The 913th, the unit that was deactivated in 2007, will be reactivated to accept these planes. It was a C-130H unit. My understanding, even if we pull those pilots back in, it is going to take an additional 5 to 6 months and plenty of training costs to even qualify them to fly the J model aircraft.

I now ask unanimous consent that the following list of awards given to Keesler Air Force Base, as well as the airmen of several of the units I am honored to represent, that are currently proposed as being decommissioned, be inserted in the record. Without objection, so ordered.

[The information referred to can be found in the Appendix on page 98.]

Mr. PALAZZO. Secretary James, General Welsh, I am sorry, but I am not going to let the Air Force get away with moving families, disrupting communities, and moving our airmen around whenever they feel like it without justification. I have been closely watching these proposals for over 2 years. When Keesler won the Commander in Chief's Award for the Greatest Base in the Nation, I thought no way would our commanders try and take these planes from the top-performing base.

But you can imagine my disappointment when I saw this in the most recent news. So General Welsh, and Secretary James, General Selva said this move would be cost neutral. And he said he would check into quote, "The specifics of what might be required at Little Rock that wouldn't be required at Pope or any other location where we would base that unit." End quote.

Now, I am going to be a little more specific. I don't care about how much it would have cost to move the planes to Pope. I don't care how much it was going to cost to move them to Dobbins. I want to know exactly how much it is going to cost in actual dollars, fuel, MILCON [military construction], other relocation costs, manpower downtime, for these planes to move to Little Rock Air Force Base from Keesler Air Force Base.

I have been asking for cost justifications for these movements for over 2 years now and I am yet to see an answer that shows me any cost savings. We are obviously running short on time, so I request that you provide the full cost justification to my office in writing as soon as possible. I will be anxiously awaiting it and can I get your commitment that you will provide that information to me?

Secretary JAMES. Yes.

General WELSH. We will get you some answers, sir.

[The information referred to can be found in the Appendix on page 112.]

Mr. PALAZZO. Thank you. Madam Secretary and General Welsh, thank you for being here to answer my question, and I look forward to hearing from you. I would like to personally extend an invitation to you both to come to Keesler to see these units firsthand, the community that loves them very much, and the great work that they are doing.

Do you by any chance know when you may have an opportunity to do that?

Secretary JAMES. I do not have a date, but I promise I am coming. I very much want to make a visit.

Mr. PALAZZO. Well, thank you very much. My time has expired, and at this time, I recognize Mr. Gallego for 5 minutes.

Mr. GALLEGO. Thank you, Mr. Chairman.

Madam Secretary, General, welcome to the committee.

As you may know, the district that I represent has a significant Air Force presence, and one of the challenges, here in DC we talk about sequester, and we use acronyms and different things, but a lot of times that doesn't necessarily translate for the folks who are watching at home. And so in a very, you know, basic real sense, can you tell us, you know, for folks in San Antonio, or Del Rio, for example, what sequester has meant to them, what sequester has done to them, because people don't necessarily feel any different today than they did before sequester.

So how would you explain sequester and its impact on Del Rio or San Antonio?

General WELSH. I think the first year of sequester was probably transparent to people in many parts of the country because nothing fell out of the sky the day the sequester took effect.

We are starting to see with this 2015 budget and we will see more of it in the 2016 budget and beyond if we stay at sequester levels, according to the law, that the impacts will be significant over time. Compared to the program we had in place 3 years ago in the Air Force and submitted in fiscal year 2012, we will have \$20 billion less per year in our spending plan and that is going to affect things in a big way.

Mr. GALLEGO. So when you say in a big way, I mean, can you give examples of what that would mean so that, you know, for someone who is listening, driving down the street on the radio, or what, what does that mean? If you tell me it is going to impact me in a big way that doesn't say anything to me.

General WELSH. In the next 5 years we will cut 500 airplanes from our Air Force. We will cut around 20,000 people from our Air Force. That is a huge impact on who we are as an institution. It will create more facilities that are not fully manned or installations that aren't fully utilized, which will create more of a discussion about BRAC for the future. It is going to have an impact.

Mr. GALLEGO. And what impact does that have on the U.S. readiness in terms of being able to respond?

Secretary JAMES. You know, if I could jump in. What I wanted to say, and I say this as someone who was on the outside and only recently on the inside, but the thing that I worry about most going back to sequester has to do with the preparedness and the readiness of the airmen and the military at large. Because what all of us want, we want to make sure they have the training and the equipment so that they can do their job and stay safe if we send them into harm's way.

And in some ways I think our Air Force has done such a fabulous job over the last 25 years, we are the victim a little bit of our own success because thank God, we haven't lost that many people, and thank goodness, there haven't been that many crashes and so forth

and accidents, but there have been some and I worry that if the moneys get tighter, and tighter, and tighter, we may see more fatalities and more lost aircraft, and that is something that you can't capture until it happens and I hope it doesn't happen.

Mr. GALLEGO. So two extra questions in the short time that I have. So is it your testimony then that the policy of sequester essentially endangers the lives of our sons and daughters in uniform over the long-term and that would be question number one. And let's use that one first. Does sequester impact—does it endanger the lives of our sons and daughters?

Secretary JAMES. The way I would put it, it compromises our national security in a way that I sure hope we wouldn't have to. But at the same token, I will say our Air Force no matter what, we will always respond, we will always go. They will always be a magnificent Air Force, but I also want to make sure that they are also as safe and effective as we can give to them.

Mr. GALLEGO. So if people ask you, why can't you just save money? Why can't you just cut and find efficiencies? What is wrong with that question? Why can't you just save money?

Secretary JAMES. We absolutely must save more money and you heard me say that is one of my top three priorities in every way, shape, and form. So it takes a while to shift an aircraft carrier and I think we are making progress, but we are reducing headquarters. We are getting those efficiencies.

Mr. GALLEGO. Madam Secretary, the point I would like to make is that you cannot find enough efficiencies to get over the hump of sequester.

Secretary JAMES. That is correct.

Mr. GALLEGO. You cannot cut your way out of this hole, is that right?

Secretary JAMES. You're right. That is correct.

Mr. GALLEGO. General, do you have any information about how, if you found every efficiency you could, you would still be—it wouldn't be enough to meet sequester levels?

General WELSH. It is not going to be \$12.8 billion a year, sir, it is just not going to be. And the only way we keep the Air Force safe and ready to react at whatever size we can be, is by sizing ourselves to a size we can afford to keep that way, which means we must get smaller if the funding stays low.

Mr. GALLEGO. Well, I thank you both for your presence and your testimony, and Texas is an incredibly friendly place and so, San Antonio, Del Rio, any time either of you would like to visit, please know that you are always welcome.

Secretary JAMES. I have been, and I am coming back, so thank you.

General WELSH. It is warm there.

Mr. PALAZZO. Okay, at this time, we return to Mr. Bridenstine for a question.

Mr. BRIDENSTINE. Thank you, Mr. Chairman.

And Madam Secretary, I know you have been on the job for 11 weeks, and I look forward to working with you on the C-130 AMP issue as we go forward.

But just switching topics, I am interested in the Evolved Expandable Launch Vehicle program. A new 2012 acquisition strategy in-

cluded 14 rocket cores open to competition. Can you say what the status of this competition is?

Secretary JAMES. So there are several new entrants, we are actively trying to get them ready to compete, and that I would guess that is going to happen, probably within the next, I don't know, year or so. I am a big believer in competition. I think it is going to definitely bring down our costs. I think just having the competition out there on the horizon has already brought down costs for that program.

And I will say that over the next, I believe it is 5 years, those new competitors, provided that they go through the wickets and do end up being able to compete, they will be competing for, I believe it is, seven out of the eight launches that will be happening particularly for our GPS [Global Positioning System] satellites that need to be put up some years from now.

Mr. BRIDENSTINE. When you think about, you know, Russia's invasion of Ukraine, their occupation of South Ossetia and Abkhazia and Georgia. They are, you know, complicit in helping the Assad regime in Syria, helping the mullahs in Iran go around the sanctions on Iran. You know, you think about them being involved in producing, you know, nuclear centrifuges for Iran, giving Edward Snowden asylum. It seems like we are not friends with Moscow.

Do you see it being a problem that we rely on Moscow for rocket engines?

Secretary JAMES. So it is worrying, I will say that. We are going to take a look at that. I will also tell you for the immediate future, we have 2 years worth of supply for those engines, so we are okay in the short run. I will also say that although it is worrying, it is also true that this is a long-standing relationship, and it has weathered various storms. So but it is something that we are going to take a look at and see where we go in the future.

Mr. BRIDENSTINE. And does our current position violate the current suspension of U.S. military-to-military cooperation with Russia?

Secretary JAMES. I have to assume the answer is no, that we would not be in violation, but let me please check that for the record.

[The information referred to can be found in the Appendix on page 112.]

Mr. BRIDENSTINE. Please do that for me. I appreciate it.

Thank you so much for being here and testifying, General, and Madam Secretary.

I yield back.

Mr. PALAZZO. All right, thank you. At this time I will yield myself for one last question.

General Welsh, I am concerned about readiness levels in the Air Force, specifically that it will take until 2023 to get healthy. What risk level are we assuming as a result? And General, you can answer that and then Secretary James if you would like.

General WELSH. Congressman, I am worried about readiness in the Air Force, too, as is the Secretary. The things that affect readiness are much more complex than just flying-hour money each year.

There are things like investment in training range space and threat systems to train against on those ranges. On live virtual constructive simulation capabilities, as we get more modern aircraft, where the only place you can recreate a real threat environment is in a simulator because you can't afford to do it in the real world. Those things have not been funded over the last 10 to 15 years because we have been tied up spending money on operations and supporting operations in Afghanistan and Iraq.

It is time for us to get back to full-spectrum training and readiness. And that is what is going to take us 10 years, to rebuild those things that are behind the power curve, especially as we bring on an airplanes like the F-35.

Secretary JAMES. I will just say ditto. I thought that was an excellent answer that the chief just gave, and I just want to associate myself with those remarks.

The top concern is if we would get into a contested environment. That is a more complex environment. It is more difficult for the pilots. And that is where practice, what your mother used to tell you, practice makes perfect. I think that makes sense. That is why we train people and that is the sort of training that we have not been able to do enough of.

Mr. PALAZZO. What do you think will happen if we do not turn off sequester in 2016?

Secretary JAMES. So of course you see what our proposal is, and the choices that we would make. It is not what we wish. I feel that our national security concerns would be compromised too much, and again, realize these are tough budget times, but ask you to please try to reverse that sequester.

General WELSH. And we will not be able to execute the Defense Strategic Guidance. The service chiefs all believe that, if we go into full sequester funding throughout the FYDP.

Mr. PALAZZO. I think the majority of this committee would agree with you and many Members in Congress. We have to do everything that we possibly can to turn off sequester for our military, our national defense spending. You know, it is just not right that we are trying to balance our budgets, our Nation's budgets on the backs of our men and women in uniform and their families.

So we know what to fix. We know what our number one drivers of our deficit and our debts are, and we need to address that. And it is not defense spending. And as we have seen recently all across the world that it is not becoming safer. It is becoming much more dangerous and we have—this Congress has an obligation to make sure that our men and women in uniform have the tools, the equipment, and the training and the leadership that they deserve, that we expect them to have, that the American people expect them to have, so they can keep this Nation safe at home and abroad.

So with that, I want to thank you all for your testimony today. I want to thank the Members for their questions. It was a fantastic hearing.

I want to tell Secretary James, for your first appearance in front of the House Armed Services Committee, I have to say you probably deserve an A rating. So the bar has definitely been raised. You know, you can only slide backwards from here, but I am sure you will do a great job.

Sir, General Welsh, thank you for your service to your Nation and just as importantly, thank your beautiful wife Betty and your beautiful daughter Liz for their service and their sacrifice, because it is just as great, typically, as any member that wears the uniform.

So with that, this hearing is adjourned. Thank you.

[Whereupon, at 12:16 p.m., the committee was adjourned.]

A P P E N D I X

MARCH 14, 2014

PREPARED STATEMENTS SUBMITTED FOR THE RECORD

MARCH 14, 2014

Chairman McKeon Opening Statement
***“Fiscal Year 2015 National Defense Authorization Budget Request from the
Department of the Air Force”***
March 14, 2014

I want to thank you for joining us today as we consider the Fiscal Year 2015 budget request for the Department of the Air Force. I appreciate our witnesses’ testimony and their support of our Airmen.

Joining us today are:

- The Honorable Deborah Lee James, Secretary of the Air Force; and
- General Mark A. Welsh, Chief of Staff of the Air Force.

I want to especially welcome Secretary James, the 23rd Secretary of the Air Force, as this is her first posture hearing before our committee. We are delighted to have a HASC staff alum serving as Secretary of the Air Force. Welcome back to the HASC!

While this committee – and you, General Welsh – have warned about the consequences of cuts to our defense budget, I don’t think policymakers in Washington or the American people really understand how much has been cut and what it means.

For the Air Force, what it means is that although the budget request highlights reinvestments in readiness, the Air Force still cannot meet its readiness needs until 2023. **2023** - a decade from now. That is how big the readiness deficit is.

And second, the Air Force is now faced with making difficult force structure tradeoffs. In this year’s budget alone, the Air Force is retiring two perfectly good aircraft – that provide unique capabilities and that combatant commanders need – because they don’t have the resources to maintain them. Our dilemma? But, if we don’t like this decision, the Congress or the Air Force has to go back and make another bad choice.

General Welsh, you said it best when you posed the question: “do we want a ready force today or a modern force tomorrow?” I know the Air Force is trying to make the best of a bad situation, but I fear we’ll have neither. Our nation expects our air forces to be superior and to be ready – whether to deploy to reassure Eastern European allies, to monitor missile launches around the world, or to provide close air support and intelligence to our troops in Afghanistan. Yet our technological superiority is eroding in

the air, space, and cyberspace. Our forces are already strained in just meeting the day-to-day requirements, much less a crisis or conflict.

I said this on Wednesday to the Navy and Marine Corps, and I'll say it again today, is this the Air Force we want for our nation?

Lastly, while we continue to debate funding and force structure, we cannot forget the values and standards to which we hold our military. Integrity matters. Leadership matters. The vast majority of our service members embody these values daily. Unfortunately, we have read too many stories recently that reveal behavioral and cultural problems that have permeated the nuclear enterprise. Manning our nation's nuclear deterrent is an immense responsibility and I know there are many airmen who bear this duty with the utmost skill and professionalism. However, a few bad eggs put at risk the mission, and that cannot be allowed to happen.

I hope these sobering remarks remind us to not lose sight of our shared values and the vital importance of reversing the dangerous budget trajectory. I look forward to your testimony.

Statement of Ranking Member Adam Smith
HEARING ON
Fiscal Year 2015 National Defense Authorization Budget Request from the Department
of the Air Force
March 14, 2014

Thank you, Mr. Chairman. And thank you, Secretary James and General Welsh. We very much appreciate your testimony today and your service on behalf of our nation. Secretary James, this is your first time testifying in front of the Armed Services Committee in your new job, so welcome. I would also like to note that Secretary James is a former HASC staff member, so welcome back. I hope you will both also take our thanks back to the brave men and women in the Air Force currently serving in harm's way in Afghanistan and around the world.

About three months ago, Congress voted to pass the Ryan-Murray Bipartisan Budget Act to set the budget authorization levels for Fiscal Year 2014 and Fiscal Year 2015. While providing DOD with some relief from sequestration for the 2015 budget, it did not repeal sequestration or do anything about it from 2016 onwards. As a result, DOD and the Air Force had to build a budget assuming continued significant funding reductions mandated by Congress. For Fiscal Year 2015 alone the Air Force had to find billion in cuts, and more cuts are coming unless Congress does something about sequestration.

Predictably, many members of Congress have condemned the recently released President's budget request that meets the caps required by that law for 2015. Many have pointed out that reducing the budget will likely result in increased risk in executing the nation's defense strategy, and they are probably right in making that judgment. But, as the saying goes, "you get what you pay for", or in this case, what you decide not to pay for. By choosing to repeatedly resist raising the debt ceiling and refusing to even discuss additional tax revenues as part of larger budget deal, this House has chosen to leave significant defense cuts – which most members voted for – in place.

Because of these budget cuts imposed by Congress, the 2015 budget request forces the United States Air Force to take some dramatic cuts in force structure. During FY2015, the Air Force will reduce end strength in the Active force by 16,700 people.

The reserve components will also be reduced by over 3,000. The Air Force is planning to retire substantial number of aircraft over the next five years as well, including more than 280 A-10 ground attack aircraft, 32 U-2 reconnaissance aircraft, 40 C-130 cargo planes, and dozens of other aircraft.

The reasons the Air Force has chosen to take these difficult steps are sound ones in my view.

First, they want to be ready for the future through investing in new and better aircraft. Nostalgia for old aircraft might sound good, but if we want our Air Force to continue to be able to operate anywhere in the world against any threat, we need new and more modern aircraft. To that end, the Air Force budget supports its plans for the F-35, KC-46, and a new long range bomber – all of which are critical programs to ensure the Air Force retains its current edge over any potential enemy.

Second, the Air Force is trying to dig out of a serious readiness hole. The readiness of the Air Force for combat today is far too low in my opinion. Members of Congress should understand that if Congress forces the Air Force to keep aircraft it can't afford to fly and maintain that it is creating a hollow Air Force that may look good parked on the ground, but is not ready for combat in the air. That will put our service members at much higher risk when they are next asked to go and fight.

Finally, the Air Force – perhaps more than any of the other services – truly needs a BRAC round to get its infrastructure in line with the size of its force. Air Force officials have previously said they have 20 to 25 percent excess capacity in terms of bases and facilities. One way to help the Air Force keep more planes would be to let them close bases they no longer need and can't afford to maintain. If Congress doesn't provide for a BRAC round, the DOD may have to take steps on its own as we heard from Secretary Hagel last week.

Thank you Mr. Chairman. I yield back.

DEPARTMENT OF THE AIR FORCE

PRESENTATION TO THE COMMITTEE ON ARMED SERVICES
UNITED STATES HOUSE OF REPRESENTATIVES

FISCAL YEAR 2015 AIR FORCE POSTURE STATEMENT

STATEMENT OF: **THE HONORABLE DEBORAH LEE JAMES**
 SECRETARY OF THE AIR FORCE

GENERAL MARK A. WELSH III
 CHIEF OF STAFF, UNITED STATES AIR FORCE

MARCH 14, 2014

NOT FOR PUBLICATION UNTIL RELEASED
BY THE COMMITTEE ON ARMED SERVICES
UNITED STATES HOUSE OF REPRESENTATIVES

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INTRODUCTION

America's Airmen and Air Force capabilities play a foundational role in how our military fights and wins wars. The Air Force's agile response to national missions – in the time, place, and means of our choosing – gives our Nation an indispensable and unique advantage that we must retain as we plan for an uncertain future. Whether responding to a national security threat or a humanitarian crisis, your Air Force provides the responsive global capabilities necessary for the joint force to operate successfully.

It takes the combined efforts of all of our military Services and the whole of government to deny, deter, and defeat an enemy, and over the last decade this integration has tightened. Just as we depend on our joint partners, every other Service depends on the Air Force to do its job. Whether it is Global Positioning System (GPS) information to navigate waterways, airlift to get troops to and from the fight, manning intercontinental ballistic missile (ICBM) silos to deter aggression, or reconnaissance and satellite communication to tell forces where enemy combatants gather or hide, the Air Force provides these capabilities, as well as many others. Here at home, our Airmen patrol the skies ready to protect the homeland and are integral to the movement of people and lifesaving supplies when disasters, like Hurricane Sandy or the California wildfires, strike. This capability to see what is happening and project power anywhere in the world at any time is what *Global Vigilance*, *Global Reach*, and *Global Power* are all about.

The current fiscal environment requires the Air Force to make some very tough choices. When making decisions about the best way for the Air Force to support our Nation's defense, the abrupt and arbitrary nature of sequestration created a dilemma between having a ready force today or a modern force tomorrow. To best support national defense requirements, comply with the Defense Department's fiscal guidance, and meet defense strategy priorities, as updated by the 2014 Quadrennial Defense Review (QDR), we attempted to preserve capabilities to protect the homeland, build security globally, and project power and win decisively. To do this the Air Force emphasized capability over capacity. We worked hard to make every dollar count so we could protect the minimum capabilities for today's warfighting efforts, while also investing in capabilities needed to defeat potential high-end threats of the future. Moving forward, we seek to maintain a force ready for the full range of military operations while building an Air Force capable of executing our five core missions: 1) air and space superiority; 2) intelligence, surveillance, and reconnaissance (ISR); 3) rapid global mobility; 4) global strike; and 5) command and control, all against a well-armed and well-trained adversary in 2023 and beyond.

STRATEGIC ENVIRONMENT

The United States Air Force has long enjoyed technological superiority over any potential adversary. However, the spread of advanced technology has eroded this advantage faster than anticipated. The proliferation of nuclear weapons, cyber capabilities, cruise missiles, ballistic missiles, remotely piloted vehicles, air defense systems, anti-satellite development efforts, and technologically advanced aircraft, including 5th generation fighters, are particularly concerning. Increased access to such capabilities heightens the potential for the emergence of additional near-peer competitors—adversaries capable of producing, acquiring, and integrating high-end capabilities that rival or equal our own and can possibly deny our freedom of action. This means

we may not be able to go where we need to in order to protect our national security interests. This dynamic security environment creates both opportunities and challenges for the United States. As we address known threats, we must also have the vision to understand the changing strategic landscape, and keep an open mind with regard to which of these changes represent true threats, and which may present strategic opportunities.

FISCAL ENVIRONMENT

HISTORICAL PERSPECTIVE

The Air Force has always had to balance what we can do (capability), how much we have to do it with (capacity), and how well trained and responsive we need to be (readiness). However, over time our trade space has been shrinking. As an Air Force, with respect to aircraft and personnel, we are on course to be the smallest since our inception in 1947. After peaking at 983,000 active component Airmen in 1952, we have consistently gotten smaller. While the military as a whole has grown since 9/11, the Air Force has further reduced our active component end strength from 354,000 to just over 327,600 today. Also, the Air Force post-war budget drawdowns in the 1950s and 1970s were followed by major acquisition programs that fielded most of our current missile, bomber, tanker, fighter, and cargo inventory, yet post 9/11 investments have replaced less than five percent of the currently active combat aircraft. Since 1990, our aircraft inventory has decreased from 9,000 to 5,400 aircraft, and the average aircraft age has increased from 17 to 27 years. Additionally, since 1962, our annual budget's non-Blue Total Obligation Authority (TOA) (funding that the Air Force does not control and cannot use to balance other requirements) has risen to more than 20 percent of our total Air Force TOA.

This narrow trade space and constrained funding leave no room for error. Past drawdown strategies suggest that the Air Force should prioritize high-end combat capabilities; near-term procurement of highly capable and cost-effective weapons and munitions as force multipliers; and long-term research and development for the next-generation weapon delivery platforms. Simultaneously, we must gain and maintain readiness across the full range of operations.

FISCAL REALITIES

In fiscal year 2015 (FY15), the Air Force must be able to execute national defense requirements while also recovering from the impacts of FY13 sequestration, and adjusting to the FY14 Bipartisan Budget Act (BBA) funding levels and the uncertainty in the future years planned budget top line for FY16 and beyond. We are working hard to make the right choices that maximize each taxpayer dollar and ensure we can meet national security needs today and in the future.

EFFECTS OF FY13 BUDGET AND SEQUESTRATION

The magnitude of the cuts generated in FY13 by sequestration was difficult to absorb in the short term. We stood down 31 active component squadrons for more than three months. We initiated civilian furloughs, putting extreme stress on the workload and personal finances of our civilian workforce. We cut maintenance of our facilities, in many cases by 50 percent, and delayed major maintenance actions, including depot aircraft overhauls.

With support from Congress, the Air Force was able to realign \$1.7 billion into operations accounts. This allowed us to cover our overseas contingency operations requirements and enabled us to resume flying operations, but these budget adjustments came at a sacrifice to future weapon system modernization. Of the units affected by the FY13 sequestration, only about 50 percent have returned to their already degraded pre-sequestration combat ready proficiency levels, and it will take years to recover from the weapon system sustainment backlog.

FY14 GAME PLAN

Though the BBA and the FY14 Appropriations Act provided partial sequestration relief in FY14, and some help for FY15, they do not solve all of our problems. The additional funds help us reverse our immediate near-term readiness shortfalls and enable the Air Force to build a plan that mostly shields our highest priorities, including: flying hours; weapon system sustainment; top three investment programs; and key readiness requirements such as radars, ranges, and airfields. However, the tightening fiscal caps combined with the abrupt and arbitrary nature of sequestration clearly drove the Air Force into a “ready force today” versus a “modern force tomorrow” dilemma, forcing us to sacrifice future modernization for current readiness.

This dilemma is dangerous and avoidable and will continue to be a threat in 2015 and beyond. If given the flexibility to make prudent cuts over time and avoid sequestration, we can achieve significant savings and still maintain our ability to provide *Global Vigilance, Global Reach, and Global Power* for the Nation.

FY15 AND BEYOND - LONG RANGE VISION

The FY15 President’s Budget (PB) is our effort to develop and retain the capabilities our Nation expects of its Air Force within the constraints placed upon us. The least disruptive and least risky way to manage a post-war drawdown is to wait until the end of the conflict to reduce spending and to provide a ramp to the cuts. Sequestration provides no such ramp. However, the FY15 PB in conjunction with the BBA does allow for a more manageable ramp, as seen in Chart I, *Air Force Budget Projections*. This funding profile allows us to move toward balance between capability, capacity, and readiness.

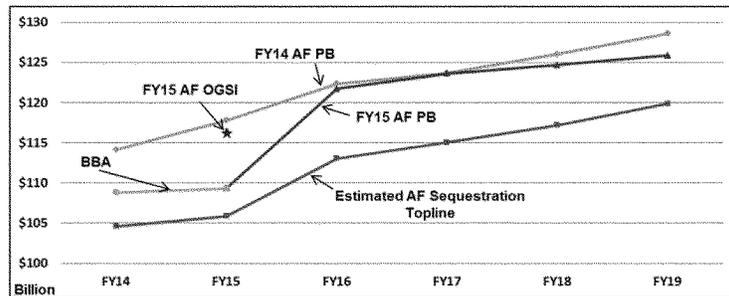


Chart I: Air Force Budget Projections

Maintaining the FY15 PB top line level of funding will provide the time and flexibility to make strategic resourcing choices to maximize combat capability from each taxpayer dollar. If we continue to be funded at the FY15 PB top line level we can continue a gradual path of recovery to full-spectrum combat readiness, preserve munitions inventories, and protect investments such as the new training aircraft system and the next generation of space-based systems. Additionally, the President has proposed an additional Opportunity, Growth, and Security Initiative (OGSI) to accompany the FY15 Budget Request. For the Air Force, this \$7 billion additional investment would enhance our readiness posture, enable us to fund critical modernization programs, accelerate recapitalization efforts, and improve our installations and bases.

A sequestration-level budget would result in a very different Air Force. We are aggressively seeking innovative cost savings and more efficient and effective ways of accomplishing our missions, however these initiatives will not be sufficient to reach sequestration funding levels. To pay the sequestration-level bill we will have to sacrifice current tanker and ISR capacity by divesting KC-10 and RQ-4 Block 40 fleets, all of our major investment programs will be at risk, and our readiness recovery will be significantly slowed due to required cuts in weapon system sustainment and ranges.

FY15 BUDGET DECISION METHODOLOGY

During the development of the FY15 budget submission, the Air Force took a bold but realistic approach to support the Air Force 2023 framework and the 2012 Defense Strategic Guidance, as updated during deliberations on the 2014 QDR. To do this within fiscal guidance, including the Strategic Choices and Management Review, we had to make difficult trades between force structure (capacity), readiness, and modernization (capability). As a result, the Air Force established four guiding principles to steer our strategy and budget process.

- (1) We must remain ready for the full-spectrum of military operations;
- (2) When forced to cut capabilities (tooth), we must also cut the associated support structure and overhead (tail);
- (3) We will maximize the contribution of the Total Force; and
- (4) Our approach will focus on the unique capabilities the Air Force provides the joint force, especially against a full-spectrum, high-end threat.

When building the budget, there were no easy choices. We divested fleets and cut manpower that we would have preferred to retain. We focused on global, long-range, and multi-role capabilities, especially those that can operate in contested environments, which meant keeping key recapitalization programs on track. We made these choices because losing a future fight to a high-end adversary would be catastrophic.

FULL-SPECTRUM READINESS

Because of our global reach, speed of response, and lethal precision, the Air Force is the force that the Nation relies on to be first in for the high-end fight. This is our highest priority. To do this we must be ready across the entire force. This means we need to have the right number of Airmen, with the right equipment, trained to the right level, in the right skills, with the right

amount of support and supplies to successfully accomplish what the President tasks us to do in the right amount of time...and survive.

Over the past 13 years, the Air Force has performed exceptionally well during combat operations in Iraq and Afghanistan. However, these operations have focused on missions conducted in a permissive air environment and with large footprints for counterinsurgency. This left insufficient time or resources to train across the full range of Air Force missions, especially missions conducted in contested and highly contested environments. To ensure success in future conflicts, we must get back to full-spectrum readiness. We can only get there by funding critical readiness programs such as flying hours, weapon system sustainment, and training ranges, while also balancing deployments and home-station training—in short, reducing operational tempo. This will not be a quick fix; it will take years to recover. If we do not train for scenarios across a range of military operations, including a future high-end fight, we accept unnecessary risk. Risk for the Air Force means we may not get there in time, it may take the joint team longer to win, and our military service members will be placed in greater danger.

FLEET DIVESTMENT

Given the current funding constraints, the Air Force focused on ways to maximize savings while minimizing risk to our joint forces and our ability to support national defense requirements. Every aircraft fleet has substantial fixed costs such as depot maintenance, training programs, software development, weapons integration, spare parts, and logistics support. Large savings are much more feasible to achieve by divesting entire fleets rather than making a partial reduction to a larger fleet. This allows us to achieve savings measured in the billions rather than “just” millions of dollars.

Upon first glance, divesting an entire fleet is undesirable because it removes all of a fleet’s capabilities from our range of military options. For example, divesting the A-10 causes a loss of combat-tested aircraft optimized to conduct the close air support mission. However, the A-10 cannot conduct other critical missions, such as air superiority or interdiction, and cannot survive in a highly contested environment. Air superiority, which gives ground and maritime forces freedom from attack and the freedom to attack, is foundational to the way our joint force fights. It cannot be assumed, must be earned and is difficult to maintain. One of the dramatic advantages of airpower in a major campaign is its ability to eliminate second echelon forces and paralyze the enemy’s ability to maneuver. As the Air Force becomes smaller, we must retain multi-role aircraft that provide greater flexibility and more options for the joint force commander.

Another example is the Air Force’s U-2 and RQ-4 Global Hawk Block 30, high-altitude ISR aircraft. The U-2 has been the combatant commanders’ high-altitude ISR platform of choice due to its exceptional reliability, flexibility, survivability, and sensor capabilities. In the current fiscal environment, the Air Force cannot afford to maintain both platforms. While both have performed marvelously in Afghanistan and other theaters worldwide, the Global Hawk RQ-4 Block 30 provides unmatched range and endurance and, after multiple years of focused effort, now comes at a lower cost per flying hour. With responsible investment in sensor enhancements, the Global Hawk RQ-4 Block 30 can meet high-altitude, long endurance ISR

requirements. Therefore, long-term affordability after near-term investments provides a stronger case for the RQ-4 Global Hawk Block 30 in a constrained funding environment.

To support combatant commanders and act as good stewards for the taxpayer, we need to divest entire fleets of aircraft to achieve large savings while preserving the capabilities the Air Force uniquely provides to the joint force.

ACTIVE COMPONENT/RESERVE COMPONENT (AC/RC) MIX

American Airmen from each component — Regular Air Force, Air National Guard, and Air Force Reserve — provide seamless airpower on a global scale every day. The uniformed members of today's Total Force consist of approximately 327,600 Regular Air Force Airmen, 105,400 Air National Guardsmen, and 70,400 Air Force Reserve Airmen actively serving in the Selected Reserve, as authorized by the FY14 National Defense Authorization Act (NDAA). Over the past two decades, to meet combatant commander requirements and the demands of recurring deployments, the Air Force has increasingly called upon its Total Force. This elevated use of the Air National Guard and Air Force Reserve has transformed a traditionally strategic reserve force into a force that provides operational capability, strategic depth, and surge capacity. As the Air Force becomes smaller, each component will increase reliance on one another for the success of the overall mission.

To meet Department of Defense (DoD) strategic guidance for a leaner force that remains ready at any size, the Air Force plans to remove approximately 500 aircraft across the inventories of all three components, saving over \$9 billion. Additionally, the Air Force has instituted an analytical process of determining the proper mix of personnel and capabilities across the components to meet current and future requirements within available resources. Air Force leadership representing the active and reserve components, including adjutants general, teamed to develop the Air Force FY15 Total Force Proposal (TFP-15) that preserves combat capability and stability for our Total Force. Taking into account recent lessons learned and existing fiscal realities, this compilation of actions maximizes every dollar and leverages opportunities to move personnel and force structure into the reserve component, while still preserving capability and capacity across all three components. To do this, the Air Force plans to transfer aircraft from the active component to the Air National Guard and the Air Force Reserve, including the transfer of flying missions to locations that would otherwise have no mission due to fleet divestments. This effort helps the Air Force maintain combat capability within mandated budgetary constraints by using the strength and unique capabilities of the Guard and Reserve components to make up for capabilities lost as active duty end strength declines, a concept known as compensating leverage. Leaders from all three components developed the TFP-15 plan which accomplishes these objectives using the following principles as guidelines:

- Where possible, replacing divested force structure with like force structure (e.g., A-10 with F-16);
- Adding similar force structure without driving new military construction;
- Adding same-type force structure to units where possible and returning mission sets to locations where they were previously located;

- Considering opportunities to realign force structure to the reserve component prior to any decision to completely divest aircraft; and
- Considering new aircraft deliveries as options for mission transition at uncovered locations.

In January 2013, as part of the Air Force's effort to optimize the capabilities of the active and reserve components, the Secretary of the Air Force (SecAF) and the Chief of Staff of the Air Force (CSAF) established the Total Force Task Force (TF2) to explore and leverage the unique strengths and characteristics of each component. This task force conducted a comprehensive review of Total Force requirements, offered ideas for improving collaboration between the three components, and gave us a starting point for future Total Force analysis and assessment efforts. To continue the body of work initiated by the TF2, and facilitate a transition to a permanent staff structure, the CSAF directed the stand-up of a transitional organization, the Total Force Continuum (TF-C), on October 1, 2013. The TF-C is continuing to develop and refine decision support tools that will help shape and inform the FY16 budget deliberations.

The Air Force has made great strides in understanding how a three-component structure can operate as a powerful, efficient, and cost-effective Service that maximizes the integrated power of our air, space, and cyberspace forces. This needs to be the way we do business, without even thinking about it. We will continue to seek ways to strengthen and institutionalize the collaboration and cooperation between the components, including reviewing the National Commission on the Structure of the Air Force's findings. Our initial examination of the Commission's report suggests a great deal of symmetry between many of their recommendations and current Air Force proposals for the way ahead. The Air Force is committed to ensuring that our Total Force is fully synchronized to deliver an unparalleled array of airpower anywhere in the world.

RECAPITALIZATION VS. MODERNIZATION

One of the most critical judgments in building the Air Force plan for 2015 and beyond was how to balance investment in our current aging fleet against the need to buy equipment that will be viable against future adversaries. Forced to make tough decisions, we favored funding new capabilities (recapitalization) over upgrading legacy equipment (modernization). We cannot afford to bandage old airplanes as potential adversaries roll new ones off the assembly line. For example, the backbone of our bomber and tanker fleets, the B-52 and KC-135, are from the Eisenhower era, and our 4th generation fighters average 25 years of age. That is why our top three acquisition priorities remain the KC-46A aerial tanker, the F-35A Joint Strike Fighter, and the Long Range Strike Bomber (LRS-B).

The KC-46A will begin to replace our aging tanker fleet in 2016, but even when the program is complete in 2028 we will have replaced less than half of the current tanker fleet and will still be flying over 200 KC-135s. Similarly, our average bomber is 32 years old. We need the range, speed, survivability, and punch that the LRS-B will provide. Tankers are the lifeblood of our joint force's ability to respond to crisis and contingencies, and bombers are essential to keeping our Air Force viable as a global force. In our FY15 budget submission, we have fully funded these programs.

The F-35A is also essential to any future conflict with a high-end adversary. The very clear bottom line is that a 4th generation fighter cannot successfully compete with a 5th generation fighter in combat, nor can it survive and operate inside the advanced, integrated air defenses that some countries have today, and many more will have in the future. To defeat those networks, we need the capabilities the F-35A will bring. In response to tightening fiscal constraints, the Air Force has deferred four F-35As in the Future Years Defense Program (FYDP). If the President's projected top-line enhancements are not realized, and future appropriations are set at sequestration-levels, the Air Force may lose up to 19 total F-35As within the FYDP.

Moving forward, we cannot afford to mortgage the future of our Air Force and the defense of our Nation. Recapitalization is not optional—it is required to execute our core missions against a high-end threat for decades to come.

MAKING EVERY DOLLAR COUNT

PROGRAM STEWARDSHIP

The Air Force and our Airmen are committed to being good stewards of every taxpayer dollar. One way we are doing this is by making sound and innovative choices to maximize combat capability within available resources. Recently, the Air Force announced its intent to proceed with the program to ensure the continued availability of the Combat Rescue Helicopter (CRH). The CRH contract award protects a good competitive price and effectively uses the \$334 million Congress appropriated to protect the program.

Another example of maximizing the bang out of each taxpayer buck is the KC-46A tanker contract. The recapitalization of the Air Force's tanker fleet is one of our top three priorities, and the fixed-price contract for 179 aircraft represents an outstanding return on investment for the Air Force and the American people. The program is currently on track in cost, schedule, and technical performance, and in the FY15 PB we were able to save \$0.9 billion in KC-46A Aircrew Training System and other KC-46A program risk adjustments based on successes to date. Keeping this program on a stable funding path is imperative to meeting our contractual obligations and ultimately to our Air Force's ability to meet national defense requirements.

The Air Force remains committed to delivering space capabilities at a better value to the taxpayer. In cooperation with Congress and the office of the Secretary of Defense, we have used the Efficient Space Procurement strategy to drive down costs of two key satellites, Space-Based Infrared System (SBIRS) and Advanced Extremely High Frequency (AEHF). Through stable research and development funding, block buys, and fiscal authority to smooth our spending profile combined with strong contracting and negotiation approaches using fixed price contracts and "should cost" reviews, the Air Force has been able to achieve significant savings. For satellites 5 and 6 of the AEHF program, these practices reduced Air Force budget requirements \$1.6 billion¹ from the original independent cost estimate of the Cost Assessment and Program Evaluation office (CAPE). For SBIRS 5 and 6 these practices have already reduced the budget

¹ FY12-FY17 savings

\$883 million² from the original CAPE estimate and negotiations are still ongoing. Since our policy is to fund to the CAPE independent cost estimates, these savings are real dollars that are now available to reduce the pressure on our budget.

Perhaps the best results are on the Evolved Expendable Launch Vehicle (EELV) program where we have used competition, long term contracts (where there is only one provider), and good understanding of costs to get better deals for the government. This year's budget reduces the program by \$1.2 billion. Combined with prior year Air Force reductions and savings for the National Reconnaissance Office, we have reduced the total program by \$4.4 billion since its "high water mark" in the FY12 budget. The Air Force remains committed to driving competition into the launch business and we are actively supporting new entrants in their bids for certification. At the same time we must maintain our commitment to mission assurance that has resulted in unprecedented success. We have had 68 successful EELV launches and 30 additional successful National Security Space launches in a row, but we know that the only launch that matters is the next one.

These are just a few examples of how the Air Force is optimizing our allocated resources. Good stewardship of the taxpayer's dollars demands we look for more efficient ways to accomplish the mission as an inherent part of our program and budget decision-making process every year.

ENERGY

To enhance mission capability and readiness, the Air Force is diligently managing our resources including our demand for energy and water. By improving the efficiency of our processes, operations, facilities, and equipment, the Air Force can generate cost savings and decrease our reliance on foreign energy sources. The Air Force has reduced its facility energy consumption by 20 percent since 2003 and has instituted a number of fuel saving initiatives, reducing the amount of fuel our aircraft have consumed by over 647 million gallons since 2006. Additionally, we are investing \$1.4 billion across the FYDP for next generation jet engine technology that promises reduced fuel consumption, lower maintenance costs, and helps ensure a robust industrial base. By instituting aircraft and installation efficiencies over the past five years, we avoided an energy bill \$2.2 billion higher in 2013 than it would have been otherwise.

BASE REALIGNMENT AND CLOSURE (BRAC)

As we make efforts to become more efficient by improving and sustaining our installations, we also recognize we carry infrastructure that is excess to our needs. The Air Force is fully involved in the office of the Secretary of Defense led European Infrastructure Consolidation efforts. Since 1990, the Air Force has decreased European main operating bases from 25 to 6, returning more than 480 sites to their respective host nations and reduced Air Force personnel in Europe by almost 70 percent. While we have made large reductions in base infrastructure overseas, and previous BRAC rounds made some progress in reducing U.S. infrastructure, we still spend more than \$7 billion operating, sustaining, recapitalizing, and modernizing our physical plants across the Air Force each year. While our best efforts to use innovative programs have paid dividends,

² FY13-FY18 savings

such as recapitalizing our housing through privatization and pursuing public-public and public-private partnerships, we continue to spend money maintaining excess infrastructure that would be better spent recapitalizing and sustaining weapons systems, training for readiness, and investing in our Airmen's quality of life needs. The Air Force has limited authority under current public law to effectively consolidate military units or functions and then divest real property when no longer needed. To save considerable resources, we request BRAC authority in 2017.

MILITARY COMPENSATION

Military compensation has risen over the last decade and has helped the Air Force to recruit and retain a world class force in the midst of an extended period of high operations tempo. To sustain the recruitment and retention of Airmen committed to serve the Nation, military compensation must remain highly competitive. However, in light of projected constraints on future defense spending DoD needs to slow the rate of growth in military compensation in order to avoid deeper reductions to force structure, readiness, and modernization efforts critical to support the warfighter and the national defense. The Air Force supports the military compensation recommendations and will reinvest the savings back into readiness to provide our Airmen with the necessary resources to remain the best equipped and best trained Air Force in the world.

AIRMEN

INNOVATIVE FORCE

We are the best Air Force in the world because of our Airmen. We continue to attract, recruit, develop, and train Airmen with strong character who are honor bound, on and off-duty, by the Air Force's core values of *Integrity First*, *Service Before Self*, and *Excellence in All We Do*. We depend on a workforce that leads cutting-edge research, explores emerging technology areas, and promotes innovation across government, industry, and academia.

The budgetary constraints in FY14 and beyond force the Air Force to become smaller. However, as we shrink, we must continue to recruit and retain men and women with the right balance of skills to meet Air Force mission requirements, and maintain a ready force across the full-spectrum of operations. Attracting science, technology, engineering, and mathematics (STEM) talent to our civilian workforce has been hampered by furloughs, hiring and pay freezes, and lack of professional development opportunities. Despite fiscal constraints, the Air Force needs to continue to attract and nurture our Nation's best and brightest into both our military and our civilian workforces, because it is our innovative Airmen who continue to make our Air Force the best in the world.

AIRMEN AND FAMILY SUPPORT

Airmen and their families are our most important resource. We are committed to fostering a culture of dignity and respect, and to ensuring an environment where all Airmen have the opportunity to excel. As a result, the Air Force will preserve our core services programs (fitness, childcare, and food services) and warfighter and family support programs. Unfortunately, the

budget environment necessitates consequential reductions to morale, welfare, and recreation programs at U.S.-based installations to affect cost savings. We will do so in a manner that provides commanders as much flexibility as possible to respond to their individual military community needs and unique geographic situations.

AIR FORCE SEXUAL ASSAULT PREVENTION AND RESPONSE

The Air Force's mission depends on Airmen having complete trust and confidence in one another. Our core values of *Integrity*, *Service* and *Excellence*, define the standard. Sexual assault is absolutely inconsistent and incompatible with our core values, our mission, and our heritage. As such, our SAPR program is a priority both for ensuring readiness and taking care of our Airmen.

During the last year, the Air Force has worked hard to combat sexual assault. We have invested in programmatic, educational, and resourcing efforts aimed at reinforcing a zero tolerance environment. Our SAPR office now reports directly to the Vice Chief of Staff of the Air Force. We revamped our wing and group commanders' and senior non-commissioned officers' sexual assault response training courses, established full-time victim advocates with comprehensive training and accreditation requirements, and implemented the Defense Sexual Assault Incident Database to streamline data collection and reporting efforts.

The Air Force has been DoD's leader in special victim capabilities, particularly with the success of the Air Force's Special Victim's Counsel (SVC) program. The SVC program provides victims with a dedicated legal advocate whose sole job is to help the victim through the often traumatizing legal process following an assault. So far the results have been exceptional. Since the program's implementation, more than 565 Airmen have benefited from SVC services, and in FY13, 92 percent of the victims reported that they were "extremely satisfied" with SVC support. Due to its success, the Secretary of Defense has directed all Services to stand up similar SVC programs. The Air Force has also established a team of 10 Special Victims' Unit senior trial counsels and 24 Air Force Office of Special Investigations agents who have received advanced education and training to work sexual assault cases.

Providing a safe, respectful, and productive work environment free from sexual innuendo, harassment, and assault is the responsibility of every Airman, and the Air Force is committed to realizing this vision.

DIVERSITY

The Nation's demographics are rapidly changing, and the makeup of our Air Force must reflect and relate to the population it serves. To leverage the strengths of diversity throughout our Air Force, our leaders must develop and retain talented individuals with diverse backgrounds and experiences, and create inclusive environments where all Airmen feel valued and able to contribute to the mission. Air Force decision-making and operational capabilities are enhanced by enabling varied perspectives and potentially creative solutions to complex problems. Moreover, diversity is critical for successful international operations, as cross-culturally competent Airmen build partnerships and conduct the full range of military operations globally.

The competition for exceptional diverse talent will remain fierce. To compete with other government agencies and the business sector to attract and recruit the Nation's finest talent, the Air Force must develop an accessions strategy that taps new markets of diverse, high performing youth. In a similar sense, the Air Force must continue targeted development of existing talent, and continue to promote a comprehensive mentorship program that trains all Airmen to view operational problems and opportunities through a diversity lens.

FORCE MANAGEMENT

In FY14 and FY15, we will implement a number of force management programs designed to reduce the overall size of the force while maintaining our combat capability. The goal of these programs is to make reductions through voluntary separations and retirements, maximizing voluntary incentives to ensure a smooth transition for our Airmen. To meet current funding constraints, significant reductions in total end strength over the FYDP are required, and may impact up to 25,000 Airmen. These reductions are driven largely by the divestiture of associated force structure and weapons systems, headquarters realignment, and a rebalancing of aircrew-to-cockpit ratios in a post-Afghanistan environment. Realignment efforts will also reduce Headquarters Air Force funding by 20 percent immediately and combatant command headquarters funding through a 4 percent annual reduction reaching 20 percent by FY19. We have developed a plan to retain high performing Airmen so that we can accomplish the mission our Nation expects.

AMERICA'S AIR FORCE

A GLOBAL, READY FORCE

Over the past 35 years, the Air Force has been called upon more than 150 times to conduct combat or humanitarian operations in more than 50 countries around the world. It is impossible to predict when America will call on its Air Force next. It is our job to be ready.

The evolving complexity and potentially quick onset of warfare means that future conflicts will be a "come as you are" fight. There will be precious little time to "spin up" units that are unready to carry out their designated missions. Currently, the combatant commanders' requirement for fighter squadrons essentially equals the number of squadrons in the Air Force, and the requirement for bomber aircraft and ISR platforms is much greater than the number currently in the inventory. In simple economic terms, our supply across Air Force capabilities is less than or equal to the demand. Tiered readiness is not an option; your Air Force is either ready or it is not.

AIR FORCE CORE MISSIONS

Airmen bring five interdependent and integrated core missions to the Nation's military portfolio. These core missions have endured since President Truman originally assigned airpower roles and missions to the Air Force in 1947. While our sister Services operate efficiently within the air, space, and cyber domains, the Air Force is the only Service that provides an integrated capability on a worldwide scale. Although the way we operate will constantly evolve, the Air Force will

continue to perform these missions so that our military can respond quickly and appropriately to unpredictable threats and challenges.

Air and Space Superiority...Freedom from Attack and the Freedom to Attack

Air and space superiority has long provided our Nation an asymmetric advantage. The Air Force's FY15 budget request focuses on the capabilities necessary to ensure we can provide the theater-wide air and space superiority our combatant commanders require.

Since April 1953, roughly seven million American service members have deployed to combat and contingency operations all over the world. Thousands of them have died in combat. Not a single one was killed by bombs from an enemy aircraft. Air superiority is a fundamental pillar of airpower and a prerequisite to the American way of modern, joint warfare—we cannot fail. In calendar year 2013 (CY13), the Air Force flew over 27,000 air superiority sorties, accounting for over 37,000 flight hours. These sorties directly supported critical missions, such as homeland air sovereignty with Operation NOBLE EAGLE and the protection of the President of the United States. Additionally, the Air Force flew numerous Theater Security Posture missions in the Central Command and Pacific Command areas of responsibility.

To ensure we can provide unmatched air superiority capability and manage the risk associated with combat force reductions and emerging advanced technologies, the Air Force is modernizing munitions and platforms. In FY15, the Air Force continues to invest in the AIM-120D and AIM-9X air-to-air missiles and develop new munitions to address future threats. Upgrades to the F-22 program and the procurement of the F-35A will also provide required capabilities to help ensure freedom of movement in contested environments. Continued upgrades to 4th generation platforms, such as the Joint Air-to-Surface Standoff Missile Extended Range for the F-16, are also necessary to ensure sustained viability in the future. These added capabilities will ensure the Air Force is prepared to survive today and meet tomorrow's challenges for control of the air.

America's freedom to operate effectively across the spectrum of conflict also includes its ability to exploit space. Every day joint, interagency, and coalition forces depend on Air Force space operations to perform their missions on every continent, in the air, on the land, and at sea. In CY13, the Air Force launched 8 National Security Space (NSS) missions totaling 68 consecutive successful Evolved Expendable Launch Vehicle launches to date and 98 consecutive successful NSS missions. In FY15, the Air Force will acquire three launch services and plans to launch 10 NSS missions. The Air Force will also continue the evaluation and certification of potential new entrants.

The space environment is more congested, contested, and competitive than ever, requiring the Air Force to focus on Space Situational Awareness (SSA). Our SSA modernization efforts include: moving forward with acquisition of the Space Fence (near-Earth SSA capability); defining the Space-Based Space Surveillance follow-on system; fielding the Geosynchronous Space Situational Awareness Program; continuing work with our Australian partners to field an advanced space surveillance telescope (deep-space SSA capabilities); and fielding the Joint Space Operations Center mission system (SSA command and control and data integration and exploitation).

The Air Force remains fully committed to the long-term goal of fostering international relationships and supporting ongoing security efforts with partner nations around the globe. Teaming with allies and partners not only helps cost and risk-sharing, it also increases capability and capacity to support contingency operations. Space is an area in which we have made significant progress in building partnerships.

Underpinning all of these capabilities is our ability to effectively operate in and through cyberspace. The advantages of effective cyberspace operations in speed, ubiquity, access, stealth, surprise, real-time battlespace awareness and information exchange, and command and control are manifest in every Air Force mission area and nearly every mission area has come to depend on them. Global strike; fused intelligence, surveillance, and reconnaissance; force and personnel movement; telemedicine; global logistics; financial systems; joint aerial network linkages; space control; remotely piloted aircraft and vehicle command and control; target deconfliction; fires coordination; and even aspects of national strategic (including nuclear) command and control, rely on cyberspace superiority. Despite the strategic risk this dependence introduces, the advantages to those mission areas are too great to forego, so the Air Force must continue to lead and leverage the advantages of cyberspace superiority.

Intelligence, Surveillance, and Reconnaissance...Delivering Decision Advantage

Air Force globally integrated ISR provides commanders at every level with the knowledge they need to prevent strategic surprise, make decisions, command forces, and employ weapons. Our ISR Airmen identify and assess adversary targets and vulnerabilities from hideouts to bunkers to mobile launchers with greater accuracy than ever seen in the history of warfare. In 2013 alone, Airmen flew over 27,000 ISR missions, enabled the removal of 1,500 enemy combatants from the fight, provided critical adversary awareness and targeting intelligence to U.S. and coalition forces in over 350 troops-in-contact engagements, enhanced battlespace awareness through 630,000 hours of sustained overwatch of tactical forces and communication lines, and identified over 350 weapons caches and explosive devices that would have otherwise targeted American and partner forces. ISR reduces uncertainty about our adversaries and their capabilities, strengthens deterrence, prompts adversaries to act more cautiously, provides intelligence that allows commanders a decision-making advantage, and delivers real-time information on which troops rely to fight effectively and win.

In recent years, the development of Air Force ISR capabilities has focused mainly on meeting the needs of permissive combat environments. In more contested future environments, gaining and maintaining an ISR advantage will become increasingly difficult and even more important. Therefore, the Air Force will focus primarily on enhancing ISR capabilities for operations in contested environments. Accomplishing this will require updating the current mix of ISR assets, while also giving significant and sustained attention to modernizing Air Force ISR systems, capabilities, and analytical capacity.

Rapid Global Mobility...Delivery on Demand

The Air Force's rapid global mobility capability is truly unique. There is no other force in the world that would have the confidence to place its fighting men and women at the end of an 8,000 mile logistical train. The fact that we are able to reliably supply a military force of 100,000³ troops in a landlocked country half a world away during an active fight is simply amazing.

On any given day, Airmen deliver critical personnel and cargo and provide airdrop of time-sensitive supplies, food, and ammunition on a global scale. Averaging one take-off or landing every two minutes, every day of the year, America's mobility fleet provides a capability unmatched by any air force across the globe. Whether it is sustaining the warfighter in any environment or delivering hope with humanitarian assistance, our Airmen ensure that the whole of government and international partners are strengthened with this unique capability to get assets to the fight quickly, remain in the fight, and return home safely.

In CY13, Airmen flew 26,000 airlift missions, and over the course of 345 airdrops, the Air Force dropped 11 million pounds of combat-enabling sustainment to coalition forces on the ground in Afghanistan. As the linchpin to power projection at intercontinental distances, Air Force tanker crews flew 31,700 missions and aeromedical evacuation crews airlifted 5,163 wounded Soldiers, Sailors, Airmen, Marines, and injured civilians around the globe. Since 9/11, America's tanker fleet has offloaded over 2.69 billion gallons of fuel to joint and coalition air forces, and the Air Force has logged an astounding 194,300 patient movements.

To ensure global reach, the Air Force will continue to protect this vital mission by recapitalizing our aging aerial tanker fleet with the KC-46A, modernizing the inter-theater airlift fleet, and continue supporting the C-130J multi-year procurement contract that will extend beyond FY18.

Global Strike...Any Target, Any Time

The Air Force's nuclear and conventional precision strike forces can credibly threaten and effectively hold any target on the planet at risk and, if necessary, disable or destroy it promptly—even from bases in the continental United States. These forces possess the unique ability to achieve tactical, operational, and strategic effects all in the course of a single combat mission. Whether employed from forward bases or enabled by in-flight refueling, global strike missions include a wide range of crisis response and escalation control options, such as providing close air support to troops at risk, interdicting enemy forces, supporting special operations forces, and targeting an adversary's vital centers. These capabilities, unmatched by any other nation's air force, will be of growing importance as America rebalances its force structure and faces potential adversaries that are modernizing their militaries to deny access to our forces.

In CY13, the Air Force flew 21,785 close air support sorties in Operation ENDURING FREEDOM, including over 1,400 sorties with at least one weapons release. In the rebalance to the Pacific, the Air Force rotated five fighter squadrons and three bomber squadrons to forward

³ At their peak, U.S. military forces in Afghanistan consisted of 100,000 military members and over 112,000 contractors. Source: CRS 2011 report "DoD Contractors in Afghanistan and Iraq"

locations in Guam, Japan, and Korea to project power and reassure our regional partners and flew over 43,000 missions bolstering theater security and stability. We continue to invest in the Pacific theater to ensure viability of our Air Force bases through a combination of hardening, dispersal, and active defenses.

The Air Force will focus future efforts on modernizing global strike assets to ensure that American forces are prepared to act when, where, and how they are needed. The multi-role F-35A is the centerpiece of the Air Force's future precision attack capability, designed to penetrate air defenses and deliver a wide range of precision munitions. Procuring the F-35A aircraft remains a top priority, and we plan to achieve initial operational capability in 2016.

The backbone of America's nuclear deterrence is the ICBM fleet. To ensure the ICBM's viability through 2030, the Air Force will invest in updated warhead fuzes, as well as beginning guidance and propulsion modernization programs and modernization of launch facilities and communication centers. While the LRS-B is the bomber of the future, the Air Force will continue to modernize current B-2 and B-52 aircraft to keep these nuclear capabilities viable. The Air Force will ensure we are able to maintain the flexibility to deploy nuclear forces in a manner that best serves our national security interests.

Command and Control...Total Flexibility

Air Force command and control systems provide commanders the ability to conduct highly coordinated joint operations on an unequalled scale. Getting the right information to the right person at the right time is essential to the American way of war. The capability to deliver airpower is also intimately dependent on the ability to operate effectively in cyberspace, a domain in and through which we conduct all of our core missions and which is critical to our command and control. Operations in cyberspace magnify military effects by increasing the efficiency and effectiveness of air and space operations and by integrating capabilities across all domains. However, the Nation's advantage in command and control is under constant attack with new and more capable threats emerging daily in the areas of cyber weapons, anti-satellite systems, and electromagnetic jamming. Our adversaries are making advances by electronically linking their own combat capabilities, which create new military challenges.

To counter these challenges, the Air Force will prioritize development and fielding of advanced command and control systems that are highly capable, reliable, resilient, and interoperable, while retaining the minimum command and control capacity to meet national defense requirements. More importantly, we will recruit and train innovative Airmen with the expertise to build, manage, secure, and advance our complex and diverse command and control systems.

CONCLUSION

Ultimately, our job is to fight and win the Nation's wars. While, the Air Force's FY15 budget submission remains strategy-based, it is also shaped by the fiscal environment. At the levels requested in the President's budget, the Air Force protects the capabilities required to prevail in the more demanding operational environment in years to come. By making tough choices today we set ourselves on a path to produce a ready and modernized Air Force that is smaller, yet still lethal against potential adversaries in the future. Regardless of the strategic tradeoffs made, at

sequestration-levels it is not possible to budget for an Air Force that is capable of simultaneously performing all of the missions our Nation expects. We would end up with a force that is less ready, less capable, less viable and unable to fully execute the defense strategy. While we would still have the world's finest Air Force able to deter adversaries, we would also expect to suffer greater losses in scenarios against more modern threats.

Airpower...because without it, you lose!



BIOGRAPHY

UNITED STATES AIR FORCE



DEBORAH LEE JAMES

Deborah Lee James is the Secretary of the Air Force, Washington, D.C. She is the 23rd Secretary of the Air Force and is responsible for the affairs of the Department of the Air Force, including the organizing, training, equipping and providing for the welfare of its more than 690,000 active duty, Guard, Reserve and civilian Airmen and their families. She also oversees the Air Force's annual budget of more than \$110 billion.

Ms. James has 30 years of senior homeland and national security experience in the federal government and the private sector. Prior to her current position, Ms. James served as President of Science Applications International Corporation's Technical and Engineering Sector, where she was responsible for 8,700 employees and more than \$2 billion in revenue.



For nearly a decade, Ms. James held a variety of positions with SAIC to include Senior Vice President and Director of Homeland Security. From 2000 to 2001, she was Executive Vice President and Chief Operating Officer at Business Executives for National Security, and from 1998 to 2000 she was Vice President of International Operations and Marketing at United Technologies.

During the Clinton Administration, from 1993 to 1998, Ms. James served in the Pentagon as the Assistant Secretary of Defense for Reserve Affairs. In that position, she was the Secretary of Defense's senior advisor on all matters pertaining to the 1.8 million National Guard and Reserve personnel worldwide. In addition to working extensively with Congress, state governors, the business community, military associations, and international officials on National Guard and Reserve component issues, she oversaw a \$10 billion budget and supervised a 100-plus-person staff. Prior to her Senate confirmation in 1993, she served as an assistant to the Assistant Secretary of Defense for Legislative Affairs.

From 1983 to 1993, she worked as a professional staff member on the House Armed Services Committee, where she served as a senior advisor to the Military Personnel and Compensation Subcommittee, the NATO Burden Sharing Panel, and the Chairman's Member Services team.

Ms. James earned a Bachelor of Arts degree in comparative area studies from Duke University and a master's degree in international affairs from Columbia University School of International and Public Affairs.

EDUCATION

1979 Bachelor of Arts degree in comparative area studies, Duke University, Durham, N.C.
1981 Master's degree in international affairs, Columbia University, N.Y.

CAREER CHRONOLOGY

1. 1983 - 1993, Professional Staff Member, Armed Services Committee, U.S. House of Representatives, Washington, D.C.
2. 1993 - 1998, Assistant Secretary of Defense for Reserve Affairs, Office of the Secretary of Defense, Washington, D.C.
3. 1999 - 2000, Vice President of International Operations and Marketing, United Technologies, Washington, D.C.
4. 2000 - 2001, Executive Vice President and Chief Operating Officer, Business Executives for National Security, Washington, D.C.
5. 2002 - 2013, Senior Vice President and Director for Homeland Security; Senior Vice President, C4IT Business Unit General Manager; Executive Vice President, Communications and Government Affairs; President, Technical and Engineering Sector, Science Applications International Corporation, McLean, Va.
6. 2013 - present, Secretary of the Air Force, Washington, D.C.

(Current as of December 2013)



BIOGRAPHY

UNITED STATES AIR FORCE

GENERAL MARK A. WELSH III

Gen. Mark A. Welsh III is Chief of Staff of the U.S. Air Force, Washington, D.C. As Chief, he serves as the senior uniformed Air Force officer responsible for the organization, training and equipping of 690,000 active-duty, Guard, Reserve and civilian forces serving in the United States and overseas. As a member of the Joint Chiefs of Staff, the general and other service chiefs function as military advisers to the Secretary of Defense, National Security Council and the President.

General Welsh was born in San Antonio, Texas. He entered the Air Force in June 1976 as a graduate of the U.S. Air Force Academy. He has been assigned to numerous operational, command and staff positions. Prior to his current position, he was Commander, U.S. Air Forces in Europe.



EDUCATION

1976 Bachelor of Science degree, U.S. Air Force Academy, Colorado Springs, Colo.
 1984 Squadron Officer School, by correspondence
 1986 Air Command and Staff College, by correspondence
 1987 Master of Science degree in computer resource management, Webster University
 1988 Army Command and General Staff College, Fort Leavenworth, Kan.
 1990 Air War College, by correspondence
 1993 National War College, Fort Lesley J. McNair, Washington, D.C.
 1995 Fellow, Seminar XXI, Massachusetts Institute of Technology, Cambridge
 1998 Fellow, National Security Studies Program, Syracuse University and John Hopkins University, Syracuse, N.Y.
 1999 Fellow, Ukrainian Security Studies, John F. Kennedy School of Government, Harvard University, Cambridge, Mass.
 2002 The General Manager Program, Harvard Business School, Harvard University, Cambridge, Mass.
 2009 Fellow, Pinnacle Course, National Defense University, Fort Lesley J. McNair, Washington,

D.C.

2009 Leadership at the Peak, Center for Creative Leadership, Colorado Springs, Colo.

ASSIGNMENTS

1. August 1976 - July 1977, Student, undergraduate pilot training, Williams Air Force Base, Ariz.
2. July 1977- January 1981, T-37 Instructor Pilot and class commander, Williams AFB, Ariz.
3. January 1981 - May 1981, Student, fighter lead-in training, Holloman AFB, N.M.
4. May 1981 - August 1981, Student, A-10 training, Davis-Monthan AFB, Ariz.
5. August 1981 - May 1984, Instructor pilot, Flight Commander and wing standardization and evaluation Flight Examiner, 78th Tactical Fighter Squadron and 81st Tactical Fighter Wing, Royal Air Force Woodbridge, England
6. May 1984 - June 1987, Commander, Cadet Squadron 5, later, executive officer to the Commandant of Cadets, U.S. Air Force Academy, Colorado Springs, Colo.
7. June 1987 - June 1988, Student, Army Command and General Staff College, Fort Leavenworth, Kan.
8. June 1988 - October 1988, Student, F-16 conversion training, Luke AFB, Ariz.
9. October 1988 - July 1992, Operations Officer, 34th Tactical Fighter Squadron, later, Commander, 4th Tactical Fighter Squadron, Hill AFB, Utah
10. July 1992 - June 1993, Student, National War College, Fort Lesley J. McNair, Washington, D.C.
11. June 1993 - June 1995, Chief, Defense and Space Operations Division, Operations Directorate (J3), Joint Staff, the Pentagon, Washington, D.C.
12. June 1995 - April 1997, Commander, 347th Operations Group, Moody AFB, Ga.
13. April 1997 - June 1998, Commander, 8th Fighter Wing, Kunsan Air Base, South Korea
14. June 1998 - June 1999, Commander, College of Aerospace Doctrine, Research and Education, Maxwell AFB, Ala.
15. June 1999 - September 2001, Commandant of Cadets and Commander, 34th Training Wing, U.S. Air Force Academy, Colorado Springs, Colo.
16. September 2001 - April 2003, Director of Plans and Programs, Headquarters U.S. Air Forces in Europe, Ramstein Air Base, Germany
17. April 2003 - June 2005, Director of Global Power Programs, Office of the Assistant Secretary of the Air Force for Acquisition, Headquarters U.S. Air Force, Washington, D.C.
18. June 2005 - June 2007, Deputy Commander, Joint Functional Component Command for Intelligence, Surveillance and Reconnaissance, U.S. Strategic Command, Bolling AFB, Washington, D.C.
19. July 2007 - August 2008, Vice Commander, Air Education and Training Command, Randolph AFB, Texas
20. August 2008 - December 2010, Associate Director of the Central Intelligence Agency for Military Support/Associate Director for Military Affairs, Central Intelligence Agency, Washington, D.C.
21. December 2010 - July 2012, Commander, U.S. Air Forces in Europe; Commander, Air Component Command, Ramstein Air Base, Germany; and Director, Joint Air Power Competency Center, Ramstein Air Base, Germany
22. August 2012 - present, Chief of Staff, Headquarters U.S. Air Force, Washington, D.C.

SUMMARY OF JOINT ASSIGNMENTS

1. June 1993 - June 1995, Chief, Defense and Space Operations Division, Operations Directorate

(J3), Joint Staff, the Pentagon, Washington, D.C., as a lieutenant colonel and a colonel
2. June 2005 - June 2007, Deputy Commander, Joint Functional Component Command for Intelligence, Surveillance and Reconnaissance, U.S. Strategic Command, Bolling AFB, Washington, D.C., as a major general
3. August 2008 - December 2010, Associate Director for Military Affairs, Central Intelligence Agency, Washington, D.C., as a major general and a lieutenant general
4. December 2010 - July 2012, Commander, U.S. Air Forces in Europe; Commander, Air Component Command, Ramstein Air Base; and Director, Joint Air Power Competency Center, Ramstein Air Base, Germany, as a general

FLIGHT INFORMATION

Rating: Command pilot
Flight hours: More than 3,300
Aircraft flown: F-16, A-10, T-37 and TG-7A

MAJOR AWARDS AND DECORATIONS

Defense Distinguished Service Medal with oak leaf cluster
Distinguished Service Medal with oak leaf cluster
Defense Superior Service Medal with oak leaf cluster
Legion of Merit with oak leaf cluster
Distinguished Flying Cross with oak leaf cluster
Meritorious Service Medal with two oak leaf clusters
Air Medal with oak leaf cluster
Aerial Achievement Medal
Joint Service Commendation Medal
Air Force Commendation Medal

EFFECTIVE DATES OF PROMOTION

Second Lieutenant June 2, 1976
First Lieutenant June 2, 1978
Captain June 2, 1980
Major May 1, 1985
Lieutenant Colonel June 1, 1989
Colonel Feb. 1, 1994
Brigadier General Aug. 1, 2000
Major General Aug. 1, 2003
Lieutenant General Dec. 9, 2008
General Dec. 13, 2010

(Current as of August 2012)

DOCUMENTS SUBMITTED FOR THE RECORD

MARCH 14, 2014



EUROPE

U.S. Says Russia Tested Missile, Despite Treaty

By MICHAEL R. GORDON JAN. 29, 2014

WASHINGTON — The United States informed its NATO allies this month that Russia had tested a new ground-launched cruise missile, raising concerns about Moscow’s compliance with a landmark arms control accord.

American officials believe Russia began conducting flight tests of the missile as early as 2008. Such tests are prohibited by the treaty banning medium-range missiles that was signed in 1987 by President Ronald Reagan and Mikhail S. Gorbachev, the Soviet leader at the time, and that has long been viewed as one of the bedrock accords that brought an end to the Cold War.

Beginning in May, Rose Gottemoeller, the State Department’s senior arms control official, has repeatedly raised the missile tests with Russian officials, who have responded that they investigated the matter and consider the case to be closed. But Obama administration officials are not yet ready to formally declare the tests of the missile, which has not been deployed, to be a violation of the 1987 treaty.

With President Obama pledging to seek deeper cuts in nuclear arms, the State Department has been trying to find a way to resolve the compliance issue, preserve the treaty and keep the door open to future arms control accords.

“The United States never hesitates to raise treaty compliance concerns with Russia, and this issue is no exception,” Jen Psaki, the State

Department spokeswoman, said. "There's an ongoing review process, and we wouldn't want to speculate or prejudge the outcome."

Other officials, who asked not to be identified because they were discussing internal deliberations, said there was no question the missile tests ran counter to the treaty and the administration had already shown considerable patience with the Russians. And some members of Congress, who have been briefed on the tests on a classified basis for well over a year, have been pressing the White House for a firmer response.

A public dispute over the tests could prove to be a major new irritant in the already difficult relationship between the United States and Russia. In recent months, that relationship has been strained by differences over how to end the fighting in Syria; the temporary asylum granted to Edward J. Snowden, the former National Security Agency contractor; and, most recently, the turmoil in Ukraine.

The treaty banning the testing, production and possession of medium-range missiles has long been regarded as a major step toward curbing the American and Russian arms race. "The importance of this treaty transcends numbers," Mr. Reagan said during the treaty signing, adding that it underscored the value of "greater openness in military programs and forces."

But after President Vladimir V. Putin rose to power and the Russian military began to re-evaluate its strategy, the Kremlin developed second thoughts about the accord. During the administration of President George W. Bush, Sergei B. Ivanov, the Russian defense minister, proposed that the two sides drop the treaty.

Though the Cold War was over, he argued that Russia still faced threats from nations on its periphery, including China and potentially Pakistan. But the Bush administration was reluctant to terminate a treaty that NATO nations regarded as a cornerstone of arms control and whose abrogation would have enabled the Russians to increase missile forces directed at the United States' allies in Asia.

Since Mr. Obama has been in office, the Russians have insisted they

want to keep the agreement. But in the view of American analysts, Russia has also mounted a determined effort to strengthen its nuclear abilities to compensate for the weakness of its conventional, nonnuclear forces.

At the same time, in his State of the Union address last year, Mr. Obama vowed to “seek further reductions in our nuclear arsenals,” a goal American officials at one point hoped might form part of Mr. Obama’s legacy.

But administration officials and experts outside government say Congress is highly unlikely to approve an agreement mandating more cuts unless the question of Russian compliance with the medium-range treaty is resolved.

“If the Russian government has made a considered decision to field a prohibited system,” Franklin C. Miller, a former defense official at the White House and the Pentagon, said, “then it is the strongest indication to date that they are not interested in pursuing any arms control, at least through the remainder of President Obama’s term.”

It took years for American intelligence to gather information on Russia’s new missile system, but by the end of 2011, officials say it was clear that there was a compliance concern.

There have been repeated rumors over the last year that Russia may have violated some of the provisions of the 1987 treaty. But the nature of that violation has not previously been disclosed, and some news reports have focused on the wrong system: a new two-stage missile called the RS-26. The Russians have flight-tested it at medium range, according to intelligence assessments, and the prevailing view among Western officials is that it is intended to help fill the gap in Russia’s medium-range missile capabilities that resulted from the 1987 treaty. The treaty defines medium-range missiles as ground-launched ballistic or cruise missiles capable of flying 300 to 3,400 miles.

But because Russia has conducted a small number of tests of the RS-26 at intercontinental range, it technically qualifies as a long-range system and will be counted under the treaty known as New Start, which was

negotiated by the Obama administration. So it is generally considered by Western officials to be a circumvention, but not a violation, of the 1987 treaty

One member of Congress who was said to have raised concerns that the suspected arms control violation might endanger future arms control efforts was John Kerry. As a senator and chairman of the Foreign Relations Committee, he received a classified briefing on the matter in November 2012 that dealt with compliance concerns, according to a report in *The Daily Beast*.

As secretary of state, Mr. Kerry has not raised concerns over the cruise missile tests with his Russian counterpart, Sergey V. Lavrov, but he has emphasized the importance of complying with arms accords, a State Department official said.

Republican lawmakers, however, have urged the administration to be more aggressive.

“Briefings provided by your administration have agreed with our assessment that Russian actions are serious and troubling, but have failed to offer any assurance of any concrete action to address these Russian actions,” Representative Howard McKeon, Republican of California and chairman of the Armed Services Committee, and Representative Mike Rogers, the Michigan Republican who leads the Intelligence Committee, said in an April letter to Mr. Obama.

And Senator Jim Risch, Republican of Idaho, and 16 other Republican senators recently proposed legislation that would require the White House to report to Congress on what intelligence the United States has shared with NATO allies on suspected violations of the 1987 treaty.

Republican members of the Senate Foreign Relations Committee have also cited the issue in holding up Ms. Gottemoeller’s confirmation as under secretary of state for arms control and international security.

It was against this backdrop that the so-called deputies committee, an interagency panel led by Antony Blinken, Mr. Obama’s deputy national security adviser, decided that Ms. Gottemoeller should inform NATO’s 28

members about the compliance issue.

On Jan. 17, Ms. Gottemoeller discussed the missile tests in a closed-door meeting of NATO's Arms Control, Disarmament and Non-Proliferation Committee that she led in Brussels.

The Obama administration, she said, had not given up on diplomacy. There are precedents for working out disputes over arms control complaints, and Ms. Gottemoeller said American officials would continue to engage the Russians to try to resolve the controversy.

But even with the best of intentions, establishing what the Russians are doing may not be easy. The elaborate network of verification provisions created under the medium-range missile treaty is no longer in effect, since all the missiles that were believed to be covered by the agreement were long thought to have been destroyed by May 1991.

A version of this article appears in print on January 30, 2014, on page A1 of the New York edition with the headline: U.S. Says Russia Tested Missile, Despite Treaty.

Keesler Awards

- In 2011, the 815th broke a world record for the most airdrop missions in one-month.
- In 2013, we won the Commander in Chief Installation Excellence Selection Board for the base as well.

Maintenance awards...

- 2012 22 AF's General George C. Kenney Lesson Learned Award 403d Aircraft Maintenance Squadron's APG Training Team MSgt James Sieloff TSgt Joshua Lemoine SSgt Charles Bouquet For the most significant contribution by an individual or team in the area of lessons learned

- 2012 AFRC CMSAF Thomas N. Barnes Award (Crew Chief of the Year Award). SrA Deonte Spann: The Air Force Association (AFA) recognizes the crew chief with the most significant contribution to the AF operational mission. Base-level military and civil service aircraft crew chiefs, regardless of AFSC are eligible for this award.

- 2013 AFRC General Lew Allen Jr Award Officer Category - Major Stuart Martin This award recognizes two categories of individuals, base-level aircraft,

munitions, or missile maintenance Officers and SNCOs directly involved in sortie generation.

- 2013 AFRC Maintenance Effectiveness Award (MEA) - Medium Aircraft Unit - Category 2 403d Maintenance Group The AF/A4M presents the MEA to recognize those maintenance units which have best managed their resources in four separate categories: The MEA recognizes the unit that has best met the objective of providing safe, serviceable, and available equipment for sustained use in peace time and war time. Category 2 - Medium Aircraft Maintenance: 301 to 999 authorized personnel.

- 2013 403d Wing Chief Charles Gaffney Award MSgt Delphia Trippe This award recognizes a 403d Wing member who, through direct and sustained effort, influenced their unit, group, wing or other agencies for the better.

- 2013 AFRC Lieutenant General Leo Marquez Supervisor Manager - MSgt Todd Gay Technician Supervisor - SSgt Dennis McKelvey Technician - SrA Lani Martinez This award recognizes base-level military and civil service aircraft, munitions, and missile maintenance personnel who perform hands-on maintenance or manage a maintenance function.

- MSgt James Sieloff (AMXS) won the 22nd AF's Senior Noncommissioned Officer of the Year. He will now be competing for the AFRC level.



DEPARTMENT OF DEFENSE
 HEADQUARTERS, UNITED STATES MILITARY ENTRANCE PROCESSING COMMAND
 2834 GREEN BAY ROAD
 NORTH CHICAGO, ILLINOIS 60064-3091

MEJA

SEP 25 2013

MEMORANDUM FOR SECTOR COMMANDERS
 BATTALION COMMANDERS
 MEPS COMMANDERS
 DIRECTORS AND SPECIAL STAFF OFFICERS

SUBJECT: Policy Memorandum 11-2, Operation of non-Federal Entity

References: (a) DoD 5500.7-R, Joint Ethics Regulation, dated November 29, 2007
 (b) DoD Instruction 1304.28, Guidance for the Appointment of
 Chaplains for the Military Departments, dated June 11, 2004, Incorporating
 Change 2, dated January 19, 2012

PURPOSE. To establish the policy on allowing non-Federal Entity (NFEs) access to Military Entrance Processing Stations (MEPS) for purposes of providing information of a secular or religious nature.

APPLICABILITY. This policy applies to all USMEPCOM units and personnel.

BACKGROUND. Throughout history the United States Armed Forces have recognized the importance of providing for the spiritual needs of its personnel. The First Amendment to the U.S. Constitution prohibits the enactment of any law "respecting the establishment of religion or prohibiting the free exercise thereof." USMEPCOM must strike a careful balance between accommodating religious practices while avoiding even the appearance of any establishment of religion, endorsing any faith-based organization, or religious favoritism. Faith-based religious organizations will be treated under the same policies as any secular NFE or as required by the Joint Ethics Regulation, DoD 5500.7-R.

DEFINITIONS.

A non-Federal Entity (NFE) is generally a self-sustaining, non-Federal person or organization, established, operated and controlled by any individual(s) acting outside the scope of any official capacity as officers, employees or agents of the Federal Government. A non-Federal entity may operate on DoD installations if approved by the installation commander or higher authority under applicable regulations. (DoD 5500.7-R, paragraph 1-221)

"Information of a religious nature" refers to information relating to organized set of beliefs and faith regarding the spiritual or metaphysical world, but does not include information about beliefs rooted in non-theological bases such as culture, heritage, or politics.

POLICY.

a. NFEs may, when authorized in writing by the Military Entrance Processing Station (MEPS) commander, place secular or religious literature (including, but not limited to, pamphlets, tracts, and texts) for applicant use in a location inside the MEPS designated by the MEPS commander.

The literature provided may not include any materials that create the reasonable impression that the government is sponsoring, endorsing or inhibiting religion generally, or favoring or disfavoring a particular religion. The literature provided may not include sales flyers or commercial advertising. The NFE must supply its own equipment to hold the materials, unless otherwise directed by the MEPS Commander, and may be allowed periodic access to the MEPS to replenish the literature.

b. All NFEs must be permitted equal access and opportunity to provide secular or religious literature in the MEPS. A commander who accommodates one NFE must be prepared to do the same for every other similar NFE. Should the presence of any provided material become contentious or adversely impact the accomplishment of the mission, the MEPS commander has the discretion to remove all literature that threatens good order and discipline within the MEP Station. This means that no literature of any kind that is critical of another NFE can be placed in the MEPS.

c. NFEs shall not be permitted to post or station a member within the premises of any MEPS, including outdoor areas under the exclusive control of the MEPS, for the purpose of distributing literature.

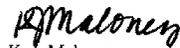
d. Under no circumstances will any member of any NFE be permitted to proselytize, preach, or provide spiritual counseling to, or otherwise communicate information of a religious nature to applicants or federal personnel on MEPS premises. Participation by any NFE member in an official briefing or enlistment ceremony, or perform any type of rite or ceremony, including but not limited to an invocation, benediction, or group prayer, on MEPS premises, must be approved by the USMEPCOM Commander. MEPS commanders will forward requests for such participation to the USMEPCOM Commander for a legal review and approval.

e. NFEs shall not be permitted to solicit applicants or federal personnel for donations while on MEPS premises.

f. Should MEPS be located on a military installation which has in place a more restrictive policy regarding access of NFEs to military premises, the MEPS shall comply with the installation policy.

g. This policy does not apply to religious organizations operating within a MEPS under the auspices of the Chaplaincy of any DoD service or department. All DoD chaplains are tasked to advise commanders on matters of religious accommodations and practice. The POC for religious organizations operating within a MEPS under the auspices of the Chaplaincy of any DoD service or department is Director, Religious Ministries, Navy Region Midwest, 2601A Paul Jones St, Great Lakes, IL 60088-2845, (847) 688-5610. If a DoD chaplain is not available, contact the Headquarters Staff Judge Advocate Office for assistance.

Point of Contact is Staff Judge Advocate Office, MEJA, (847) 688-3680, ext 7555, email osd.north-chicago.usmepcom.list.hq-meja@mail.mil.


K. J. Maloney
Col, USMC
Commanding

The below table summarizes the projected draw-down of A-10 positions (Active & Reserve) by Air Force Specialty Code at Davis-Monthan AFB

AFSC Short Title	FY14	FY15	FY16	FY17	FY18	FY19
ACFT ARMAMENT	4	3	3	3	2	0
ACFT ARMAMENT SYS	315	211	87	87	43	0
ACFT ELE & ENVIR SYS	71	43	12	12	6	0
ACFT HYDRAULIC SYS	9	6	0	0	0	0
ACFT MTL TECHNOLOGY	44	27	7	7	4	0
ACFT STRC MAINT	68	47	15	15	10	0
AEROSP MED SVC	2	0	0	0	0	0
AEROSPACE GRD EQPMT	56	41	10	10	5	0
AEROSPACE PROPULSION	121	84	28	28	16	0
AIRCRAFT FUEL SYS	70	48	9	9	5	0
AIRCRAFT MAINTENANCE	39	30	23	23	10	0
AIRCRAFT SYS	2	2	2	2	1	0
AIRCREW EGRESS SYS	28	19	6	6	4	0
AIRCREW FLIGHT EQUIP	26	13	0	0	0	0
AVIATION RESOURCE MG	23	17	8	8	6	0
AVIONICS	5	2	1	1	1	0
AVN TST STN & CMPNT	20	11	0	0	0	0
CHAPLAIN ASSISTANT	1	0	0	0	0	0
CLIENT SYSTEMS	11	1	0	0	0	0
CONTRACTING	5	1	0	0	0	0
CYBER OPERATIONS	2	1	0	0	0	0
CYBER SYS OPERATIONS	2	0	0	0	0	0
CYBER SYSTEMS SURETY	3	0	0	0	0	0
CYBER TRANSPORT SYS	3	1	0	0	0	0
EDUCATION & TRAINING	11	8	4	4	2	0
FIGHTER AC INTG AVN	137	96	58	58	26	0
FIGHTER PILOT	142	105	35	35	23	0
FIGHTER/RPA	7	5	4	4	0	0
FIN MGMT/COMP	7	2	1	1	1	0
FIRST SERGEANT	5	3	1	1	1	0
FUELS	6	1	0	0	0	0
GEOSPATIAL INTEL	1	0	0	0	0	0
GROUP SUPERINTENDENT	2	2	1	1	1	1
INTELLIGENCE	3	1	0	0	0	0
KNOWLEDGE MANAGEMENT	15	10	0	0	0	0
LOGISTICS COMMANDER	1	1	1	1	1	1
MAINT MGMT ANALYSIS	12	10	4	4	2	0
MAINT MGMT PROD	29	23	12	12	6	0
MAINTENANCE MGMT	2	2	2	2	2	0
MATERIEL MANGEMENT	34	21	4	4	4	0
MUNI & MSL MAINT	1	0	0	0	0	0
MUNITIONS MAINT	1	1	0	0	0	0
MUNITIONS SYSTEMS	148	57	18	18	9	0
NONDESTR INSPECTION	22	15	6	6	4	0
OPERATIONS COMMANDER	3	3	0	0	0	0
OPERATIONS INTEL	8	3	0	0	0	0
PARALEGAL	5	0	0	0	0	0
PERSONNEL	12	4	3	3	3	0
PHOTOJOURNALIST	1	0	0	0	0	0
PLANNING/PROGRAMMING	1	0	0	0	0	0
RES TRND FLT SURG	1	0	0	0	0	0
SAFETY	1	0	0	0	0	0
SECURITY FORCES	48	33	0	0	0	0
SERE	2	2	0	0	0	0
SERVICES	18	3	0	0	0	0
TACTICAL AC MAINT	450	331	179	179	83	0
TRAFFIC MGMT	4	0	0	0	0	0
VEH MGMT & ANLY	1	1	0	0	0	0
VEH/VEH EQU MAINT	4	2	0	0	0	0
VEHICLE OPERATIONS	2	1	0	0	0	0
Total Authorizations	2,077	1,354	544	544	281	2
FY Loss	0	-723	-810	0	-263	-279
Cumulative Loss	0	-723	-1,533	-1,533	-1,796	-2,075

MPES data as of 28 July

**WITNESS RESPONSES TO QUESTIONS ASKED DURING
THE HEARING**

MARCH 14, 2014

RESPONSES TO QUESTIONS SUBMITTED BY MR. MCINTYRE

Secretary JAMES and General WELSH. 1) Provide a detailed explanation of events at USAFA regarding the whiteboard incident

—On Monday, March 10 at 1:36 pm, a cadet assigned to Cadet Squadron 21 (CS-21) sent an email to their squadron leadership showing what appeared to be a Cadet Element Leader's whiteboard with a Bible verse written on it.

—Although the verse was written by the Element Leader's roommate, the whiteboard was placed in the hallway outside the cadet's room and adjacent to the sign designating the occupants' positions (Cadet John Doe, Third Element Leader), leading to the assumption it was the Element Leader's quote.

—Between that e-mail and 5:00 pm, an unknown person had sent a similar e-mail to the Military Religious Freedom Foundation, which then contacted the office of the USAFA Superintendent, (speaking only to the Executive Officer), and then to the 3rd Group Air Officer Commanding (GAOC), an Air Force Lieutenant Colonel, who said she would look into the matter.

—The GAOC contacted the Commandant of Cadets, who directed a "calm, measured response" and suggested consulting with a chaplain to ensure leadership considered the rights of all involved.

—The Cadet Wing Chaplain provided written and verbal consultation to the members of the chain of command.

—Approximately an hour later, the CS-21 Air Officer Commanding (AOC), who was home sick that day, contacted the Element Leader by phone to gather facts on the situation. Although he was not directed to do so at this time, garbled cell phone reception led the Element Leader to believe he was to remove the verse, which he did by taking down the whiteboard.

—At 1849, the CS-21 AOC consulted with the chaplain and GAOC, and then called the Element Leader once more and requested the verse be removed.

—The CS-21 AOC also asked the cadet if he had any concerns with this request in, order to foster a discussion on balancing freedom of expression with leadership responsibilities and perceptions of undue influence. The cadet said he understood the rationale and was willing to remove the whiteboard.

2) What is Air Force Academy policy? Air Force policy is identified in Air Force Instruction 1-1 which states:

2.11. Government Neutrality Regarding Religion. Leaders at all levels must balance constitutional protections for an individual's free exercise of religion or other personal beliefs and the constitutional prohibition against governmental establishment of religion. For example, they must avoid the actual or apparent use of their position to promote their personal religious beliefs to their subordinates or to extend preferential treatment for any religion. Commanders or supervisors who engage in such behavior may cause members to doubt their impartiality and objectivity. The potential result is a degradation of the unit's morale, good order, and discipline. Airmen, especially commanders and supervisors, must ensure that in exercising their right of religious free expression, they do not degrade morale, good order, and discipline in the Air Force or degrade the trust and confidence that the public has in the United States Air Force.

2.12. Free Exercise of Religion and Religious Accommodation. Supporting the right of free exercise of religion relates directly to the Air Force core values and the ability to maintain an effective team.

2.12.1. All Airmen are able to choose to practice their particular religion, or subscribe to no religious belief at all. You should confidently practice your own beliefs while respecting others whose viewpoints differ from your own.

2.12.2. Your right to practice your religious beliefs does not excuse you from complying with directives, instructions, and lawful orders; however, you may request religious accommodation. Requests can be denied based on military necessity. Commanders and supervisors at all levels are expected to ensure that requests for religious accommodation are dealt with fairly.

As for Air Force Academy policy, there is no specific guidance on what can be written on whiteboards. But in addition to Air Force guidance described above, Cadets receive instruction and training on leadership principles, Equal Opportunity,

and Human, Cultural and Religious Respect throughout the course of their 4 year experience. In the aggregate, these are the tools that cadets use when making decisions.

3) How was that policy applied in this situation? The leadership response in this incident was consistent with Air Force policy outlined in Air Force Instruction 1-1, para 2.11. Nothing in AFI 1-1 should be understood to limit the substance of voluntary discussions of religion or the exercise of free expression where it is reasonably clear that the discussions are personal, not official, and they can reasonably be free of the potential for, or appearance of, coercion. [See page 39.]

RESPONSES TO QUESTIONS SUBMITTED BY MR. FORBES

Secretary JAMES and General WELSH. USAFA WHITEBOARD INCIDENT

—On Monday, March 10, at 1:36 pm a cadet assigned to Cadet Squadron 21 (CS-21) sent an email to their squadron leadership showing what appeared to be a Cadet Element Leader's whiteboard with a Bible verse written on it.

—Although the verse was written by the Element Leader's roommate, the whiteboard was placed in the hallway outside the cadet's room and adjacent to the sign designating the occupants' positions (Cadet John Doe, Third Element Leader), leading to the assumption it was the Element Leader's quote.

—Between that e-mail and 5:00 pm, an unknown person had sent a similar e-mail to the Military Religious Freedom Foundation, who then contacted the office of the Superintendent, speaking only to the Exec, and the 3rd Group Air Officer Commanding (GAOC), who said she would look into the matter.

—The GAOC contacted the Commandant of Cadets, who directed a "calm, measured response" and suggested consulting with a chaplain to ensure leadership considered the rights of all involved. -The Cadet Wing Chaplain provided written and verbal consultation to the members of the chain of command.

—Approximately an hour later, the CS-21 Air Officer Commanding (AOC), who was home sick, contacted the Element Leader to gather facts on the situation. Although he was not directed to do so at this time, garbled cell reception led the Element Leader to believe he was to remove the verse, which he did by taking down the whiteboard.

—At 6:49 pm, the CS-21 AOC consulted with the chaplain and GAOC, and then called the Element Leader once more and requested the verse be removed.

—The CS-21 AOC also asked the cadet if he had any concerns with this request in order to foster a discussion of balancing freedom of expression with leadership responsibilities and perceptions of undue influence. The cadet said he understood the rationale and was willing to remove the whiteboard.

—Leadership response in this incident was consistent with Air Force policy outlined in Air Force Instruction 1-1, para 2.11 where it states: "Leaders at all levels must balance constitutional protections for an individual's free exercise of religion or other personal beliefs and the constitutional prohibition against governmental establishment of religion." [See page 17.]

RESPONSE TO QUESTIONS SUBMITTED BY MR. BISHOP

Secretary JAMES. To meet the New START Treaty-compliant force structure announced by the Department of Defense in April 2014, the Air Force will transition 50 Minuteman III launch facilities from an operational deployed to an operational non-deployed status. This transition will be accomplished by placing 50 ICBM launchers into a non-deployed status by removing ICBMs from 50 silos across the force. The Air Force will maintain a total of 450 operational Minuteman III ICBMs in deployed and non-deployed configurations. This action will not require an environmental assessment or environmental impact statement because no launch facilities or ICBMs will be eliminated. [See page 24.]

RESPONSES TO QUESTIONS SUBMITTED BY MR. GARAMENDI

General WELSH. [The air launch cruise missile, what is the status of the new version of the long-range strike LRSO (long-range stand-off missile)? What is the cost of it?] The Long Range Standoff (LRSO) weapon is the follow-on system to the nuclear armed AGM-86B Air Launched Cruise Missile (ALCM), operational since 1986. The LRSO program has completed an Analysis of Alternatives (AoA) and is in the Materiel Solution Analysis Phase of the program's lifecycle. LRSO funding in the FY15 President's Budget is outlined below.

LRSO FY15 PB

(TY\$M)	FY15	FY16	FY17	FY18	FY19	Total (FYDP)
LRSO	\$4.9	\$9.9	\$19.8	\$40.7	\$144.9	\$220.2

The FY15 President's Budget funds Milestone A preparation activities to include concept refinement, risk reduction efforts, and acquisition strategy refinement. The cost of the missile program will continue to be refined during the Materiel Solution Analysis phase as the program progresses toward Milestone A.

[What is the cost of the new bomber beyond the \$913 million in the fiscal year 2015 budget?] The funding profile for the Long Range Strike Bomber (LRS-B) beyond the FY15 President's Budget is classified. The Average Procurement Unit Cost (APUC) is \$550 million in base-year 2010 dollars and is applicable for a 100 aircraft procurement.

[And could the new LRSO serve the same purposes as the bomber? If not, why not?] The LRSO and LRS-B are both components of a larger family of systems for Long Range Strike, including Intelligence, Surveillance and Reconnaissance, electronic attack, communication and other capabilities. Despite upgrades, current bombers are increasingly at risk to modern air defenses. The LRS-B provides the President with the option to hold any target at risk at any point on the globe. LRS-B's long range and broad mix of stand-off and direct-attack munitions payload, including LRSO, will provide operational flexibility to Joint commanders across the range of military operations. Initial LRS-B capability will be delivered in the mid-2020s, prior to the planned retirement of the B-2 and B-52.

LRSO will be compatible with LRS-B, B-2, and B-52, and will provide a nuclear standoff capability to provide sufficient capacity, protection of forces, and Presidential options spanning the range of conflicts from regional to near-peer states.

[Secondly, if the NNSA (National Nuclear Security Administration) budget was part of the DOD budget, what reductions or increases would you recommend?] If given authority over some portion of the National Nuclear Security Administration's (NNSA) budget, the Air Force would work to strengthen focus and resources on programs providing direct support to the sustainment and modernization of the U.S. nuclear weapons stockpile. The Air Force would also support efforts to more effectively align NNSA programs with our efforts to recapitalize and modernize nuclear delivery platforms.

[What is the rationale for having the existing or future ICBM fleet, and is this part of the study?] The 2010 Nuclear Posture Review (NPR) affirmed the continued efficacy of a Triad of ICBMs, SLBMs and nuclear-capable heavy bombers in maintaining strategic stability and deterring nuclear attack against the U.S., our allies, and partners. The Triad's three legs offer a diverse set of attributes and capabilities that produce synergistic effects vital for central deterrence, extended deterrence, and assurance. Additionally, the Triad's balance of attributes provides the U.S. with highly effective risk mitigation against failure of a single warhead or delivery system, targeted adversary investment to counter one or more of the legs, or unpredictable changes in the strategic environment or technological developments.

ICBMs, in particular, are highly stabilizing and responsive. The current ICBM basing mode complicates adversary targeting and creates an extraordinarily high threshold for attack or coercion. The high readiness posture of the ICBM force combined with the U.S.'s early warning and command and control capabilities maximizes Presidential decision time during times of crisis. Together, these attributes contribute to the maintenance of strategic stability by vastly minimizing conditions under which an adversary would favor pre-emption.

Since the 2010 NPR initiated the examination of a Minuteman III follow-on study while re-validating the importance and necessity of the Triad, the Air Force did not include a "no-ICBM" scenario in its Ground Based Strategic Deterrent analysis.

[For the ICBM, what is the total all-inclusive cost of the land-based ICBM program?] The 10-Year Cost Estimate for the ICBM land based program is \$19B, however this does not include an additional \$34.7B 10-Year price tag for the Nation's Nuclear Command and Control System (NCCS) which is an integral part of the land based deterrent. This additional \$34.7B is a shared cost between all three legs of the nuclear Triad.

Table 1: ICBM Program Costs

(then-year dollars in billions)

	FY 2015–2019	10-Year Cost Estimate
Minuteman III ¹	\$6.7	\$11.6
Follow-on ICBM	AoA & Acquisition Planning	\$6.0
ICBM Fuze Modernization	\$0.7	\$1.4
Total	\$7.4	\$19

¹ Includes ICBM Squadrons, Helicopter Support, and Demonstration/Validation.

Source: “Fiscal Year 2015 Report on the Plan for the Nuclear Weapons Stockpile, Nuclear Weapons Complex, Nuclear Weapons Delivery Systems, and Nuclear Weapons Command and Control System Specified in Section 1043 of the National Defense Authorization Act for Fiscal Year 2012”

[And then, when was the most recent comprehensive review or study of the Triad Nuclear Strategy? And given the tight budgets in the years ahead, do you believe it is wise and useful to conduct such a study?] The most recent, comprehensive review was conducted in 2011 when the President directed the Department of Defense (DOD), in consultation with other departments and agencies, to conduct in-depth analysis as a follow-on to the 2010 Nuclear Posture Review (NPR). The results of this review were submitted to the Congress pursuant to 10 U.S.C Section 491. The Air Force supports the DOD’s position that it is prudent to periodically review our nuclear forces and strategy as circumstances dictate. These reviews provide force planners with an important opportunity to identify emerging problems in the nuclear portfolio and develop appropriate mitigation strategies, assess changes in geopolitical conditions and their impacts on nuclear forces, or to make adjustments that would enhance U.S. national security or that of our allies. [See page 31.]

RESPONSES TO QUESTIONS SUBMITTED BY MR. LAMBORN

General WELSH. No, the divestment of the 52nd Airlift Squadron (activated in 2009) will not affect the ability of the Air Force Reserve’s 302nd Airlift Wing from accomplishing its mission, including its MAFFS mission. The C-130 Active Associations were established to meet increased rotational crew demand for OEF/OIF, and they’ve successfully fulfilled that purpose. With the drawdown in OEF/OIF, the requirement for post-surge rotational crews has been reduced. Additionally, the FY13 NDAA/TFP-13 divested the last RegAF C-130H units and used the offset to pay a considerable portion of the TFP-13 bills. As a result, the active-duty C-130H force associations became unsustainable as AMC no longer has C-130H UE units to feed them. In summary, Active Associations such as the 52nd Airlift Squadron have become less affordable and less operationally effective in today’s BCA-level environment.

The nation’s MAFFS mission, including the AFR’s 302nd Airlift Wing, will remain largely unaffected by the divestment of the Active Associations. Each MAFFS-equipped unit will maintain 2 MAFFS kits, 8 C-130Hs, and ample qualified personnel. The active-duty aircrew qualified to fly MAFFS missions is a small number—less than 10 personnel—hence the loss of active-duty aircrew will not impact the ARC’s MAFFS mission. Nor will the divestment of 4 C-130H aircraft from the AFR’s 302 AW negatively impact the ARC’s MAFFS mission. Overall, the small number of MAFFS equipment (8 nationwide, 2 per wing) is the limiting factor in USAF firefighting augmentation capacity, not crews, aircraft, or maintenance. [See page 30.]

RESPONSES TO QUESTIONS SUBMITTED BY MS. SPEIER

General WELSH. Following the Air Force-wide health and welfare inspection, Air Force commanders took a total of 11 disciplinary actions. These included five letters of reprimand, one letter of counseling, two actions of verbal counseling, two Articles 15, and one general court-martial.

The general court-martial charges involved pornography on a government computer, assault and battery, and general disorder. This master sergeant was found guilty and sentenced on January 17, 2014, to one year confinement, reduction to E-4, and fined.

It is possible that there are additional disciplinary actions that are not visible to the Inspector General or were not reported. Many of the disciplinary actions identified, including letters of reprimand—except for officers—letters of counseling, verbal counselings, and Articles 15 (depending on the punishment) are not mandatory entries in an unfavorable information file per AFI 36-2907. Article 15 and court-martial data are reported in the Automated Military Justice Analysis and Management System, the source of the same data above. The Air Force Legal Operations Agency received reports of the other actions (i.e., LORs, LOC, and verbal counselings) from the field in response to the health and welfare inspection. [See page 43.]

General WELSH. In CY 2013, AFOSI recruited 431 confidential informants targeted against criminal activities. Airmen of any rank, as well as non-military members, may participate in AFOSI's informant program. AFOSI has no quotas for particular ranks, though enlisted Airmen provide the preponderance of assistance. With regard to the Air Force Academy, the Superintendent has initiated a comprehensive review of the employment of cadets as confidential informants. That review is nearly complete. [See page 43.]

General WELSH. The Air Force and AFOSI does not specifically track or retain this information. An effort to create a process to assess this correlation would require the involvement of multiple personnel offices and databases. This would require the disclosure of law enforcement sensitive records and personally identifiable information restricted by the Privacy Act on former AFOSI confidential informants (release of names, dates of birth and social security numbers), including those who may still be serving honorably in the Air Force. [See page 43.]

RESPONSES TO QUESTIONS SUBMITTED BY DR. FLEMING

Secretary JAMES. The United States Military Entrance Processing Command (USMEPCOM) operates 65 Military Entrance Processing Station (MEPS) located throughout the United States. The MEPS in question is located on Gunter Annex of Maxwell AFB, AL. USMEPCOM is a joint service command under the direction of the Deputy Assistant Secretary of Defense for Military Personnel Policy, who in turn reports to the Under Secretary of Defense for Personnel and Readiness (USD(P&R)). Although the MEPS is located on the Gunter Annex, it is a tenant organization and the Air Force has no operational authority over the organization. Maxwell Air Force Base and Gunter Annex are facilities closed to open public access. In order for any civilian to gain entry, sponsorship is required by either the base or the tenant. The individuals seeking access to the base need to (re) establish sponsorship for base access.

Since at least 2008, USMEPCOM policy is that a Non-Federal-Entity, in this case the Gideons, may distribute literature to the MEPS, but cannot post members in the vicinity of the MEPS to preach, proselytize, or interrupt processing. Also, if MEPS allows any Non-Federal-Entity to distribute literature; the MEPS will allow all other religious groups to distribute their literature as well. A MEPS Commander has the authority to remove all literature if it becomes contentious, adversely impacts the mission, or threaten good order and discipline.

Thus, based upon USMEPCOM policy, the Gideons International may place Bibles in a location inside the MEPS as designated by the MEPS commander. The Gideons may no longer, however, post members in the MEPS to personally pass out the Bibles or provide spiritual guidance to the applicants.

The following questions are intended to clarify any public misunderstanding concerning Bible distribution at the MEPS:

Q. Does USMEPCOM have a policy concerning the ability of Gideons International to distribute Bibles at MEPS?

A. The Commander, USMEPCOM published Policy Memorandum 11-2, Operation of Non-Federal Entity, on November 6, 2008. This policy was renewed on September 25, 2013 (attached). This policy applies to all non-federal organizations seeking access to the MEPS, to include Gideons International and other groups, both religious and secular. Although each new MEPCOM commander endorses this policy, it has not changed since originally published in 2008.

[The information referred to can be found in the Appendix on page 100.]

Q. What is the policy concerning operation of non-federal entities in MEPS?

A. Command Policy Memorandum 11-2 provides that a non-federal entity may, when authorized in writing by the MEPS commander, place secular or religious lit-

erature in a location inside the MEPS as designated by the commander. The literature may not include any materials that create the impression that the government is sponsoring, endorsing or inhibiting religion generally, or favoring or disfavoring a particular religious group.

Q. Are there any other limitations on the access of non-federal entities to MEPS?

A. Yes. Command Policy Memorandum 11-2 also prohibits a non-federal entity, either religious or secular, from posting or stationing a member within the premises of any MEPS, including outdoor areas under the exclusive control of the MEPS, for the purpose of distributing literature. In addition, no member of any non-federal entity may proselytize, preach, provide spiritual counseling, solicit donations, or give briefings to applicants or other personnel at the MEPS. Similarly, representatives of non-federal entities may not perform any rites or ceremonies (e.g., invocations or benedictions) on MEPS premises without approval of the MEPS commander and a written legal review from the USMEPCOM Office of the Staff Judge Advocate.

Q. How does Command Policy Memorandum 11-2 apply to the Gideons Bible distribution?

A. Gideons International may place Bibles in a location inside the MEPS as designated by the MEPS commander. The Gideons may no longer, however, post members in the MEPS to personally pass out the Bibles or provide spiritual guidance to the applicants.

Q. Is distribution of non-government related items regulated at the local level or at the DOD level?

A. Command Policy Memorandum 11-2 is a USMEPCOM policy which applies to all USMEPCOM units and personnel, including all 65 MEPS. While all non-federal entities must be permitted equal access and opportunity to provide secular or religious literature in the MEPS, a MEPS commander does have the discretion to remove all literature should the presence of literature become contentious, adversely impact on mission, or threaten good order and discipline. Also, MEPS located on military installations must follow the installation policy on access of non-federal entities, even if it is more restrictive than the USMEPCOM policy.

Q. Is USMEPCOM's policy reflective of DOD policy? A. USMEPCOM's policy was not modeled on any specific DOD policy. However, the policy was reviewed by and coordinated with the Office of the Department of Defense General Counsel, the Office of the Army General Counsel, and the United States Army Litigation Division. [Note: the Army is USMEPCOM's Executive Agent and USMEPCOM's legal staff is authorized to practice law for USMEPCOM by the Army Judge Advocate General.]

Q. Has USMEPCOM always followed a similar policy regarding access of the Gideons and other religious groups in the MEPS?

A. No. Since World War II, non-federal entities have been present in military entrance processing facilities, engaging applicants in a wide range of secular and non-secular activities.

Q. Why did USMEPCOM adopt its current policy?

A. Over the past several years, USMEPCOM has received occasional complaints from applicants and family members who were offended by the presence of representatives from religious groups in the MEPS. In August 2007, the American Civil Liberties Union (ACLU) formally requested access to several MEPS to "observe the extent to which civilian organizations (religious and non-religious) are permitted to distribute literature and conduct briefings with military applicants." In reviewing the ACLU's request, it became evident that the lack of a clear written policy had in fact resulted in incidents where it appeared that some MEPS were endorsing or sponsoring Christianity in general or the Gideons International specifically.

Q. Are the Gideons aware of USMEPCOM's policy?

A. Yes. A copy of the policy was sent to Gideons International Headquarters on December 2, 2008. In addition, the USMEPCOM Staff Judge Advocate had several telephonic conversations with Gideons International officials concerning the policy.

Q. What is the role of the military chaplaincy in this issue?

A. HQ USMEPCOM is located on Naval Station Great Lakes, and receives chaplain support from that installation. The MEPS, however, do not have assigned chaplains. Concurrent with publishing the policy concerning access of non-federal entities to MEPS, the Commander, USMEPCOM established an understanding with the Director, Religious Ministries, Navy Region Midwest, Great Lakes IL, to advise MEPS commanders concerning religious accommodations and practice, and to authorize and review applications for appointments of volunteer chaplains at the MEPS. [See page 35.]

General WELSH. Mr. Todd Starnes stated in his article, "Bible Controversy Hits Air Force Base" (reported on FoxNews.com, March, 2014), that "tradition has come to an end after volunteers said they were told by the military that they would no

longer be allowed to personally distribute the pocket-sized Bibles to recruits.” In this particular article Mr. Starnes was factual; however, journalistic bias is clearly evident.

The United States Military Entrance Processing Command (USMEPCOM) Public Affairs (PA) office provided background information relevant to the Gideon Bible complaint. According to PA, the Gideons were the only non-Federal Entity (NFE) that provided actual people to hand out anything, in this case Gideon Bibles, at the processing station on the Gunter Annex. In the past, they had been permitted to physically hand Bibles to those completing processing and discuss religion with anyone interested. However, a new Office of the Secretary of Defense (OSD) policy, Policy Memorandum 11-2, Operation of non-Federal Entities, dated 25 September 13, forbade any NFE from providing individuals to do so any longer.

Apparently, this policy was not enforced immediately upon signing. However, with the recent arrival of a new commander, a review of the policy determined it was not being enforced as required. Thus, the discontinuation of Gideons being allowed to man the Military Entrance Processing Command Station (MEPCS) was implemented.

Mr. Starnes referred to a MEPCS policy in his article, but he used the word “ouster” implying a prejudicial singling out of Gideons, creating an infringement on any trainee’s religious freedom. That is not fact. If there had been a dozen NFEs there, all would have been expected to adhere to this policy. In truth, the policy seeks uniformity and trainee access to all faiths equally and legally. Gideon Bibles remain freely available to any trainee desiring one. [See page 36.]

RESPONSE TO QUESTION SUBMITTED BY MRS. HARTZLER

General WELSH. To date, the Air Force has spent approximately \$815,335,999 on the A-10 Wing Replacement Program. The funding breaks down as follows:

RDTE: \$4,799,935 APAF: \$750,536,064 O&M: \$60,000,000* Total: \$815,335,999

* A-10 SPO estimates the average install cost at \$800,000 per wing. New wings are most often installed as part of a larger depot requirement with an aggregated total cost. 75 wings have been installed, to date. [See page 48.]

RESPONSES TO QUESTIONS SUBMITTED BY MR. SCOTT

General WELSH. The Air Force plans to save \$4.3 billion across the Future Years Defense Plan by retiring the A-10. Current budget constraints forced difficult decisions regarding overall fighter force capacity and capability—simply put, in a fiscally restrained Air Force we cannot afford to retain a single-mission tactical aircraft with limited capabilities in an anti-access/area-denial (A2AD) environment. Our focus going into the Fiscal Year 2015 budget is on investing in capabilities the Air Force uniquely provides to the joint force and the Nation, such as global, long range, multi-role platforms capable of operating in highly contested environments against a determined, well-armed, and well-trained adversary. Consequently, the Air Force made the decision to prioritize new capability and readiness and accept near-term risk in capacity in order to ensure a more capable and ready force for 2023 and beyond.

While the A-10 is optimized for the close air support mission, these missions are also accomplished using multiple aircraft in our current inventory. In the event of an A-10 divestiture, the Air Force will organize, train and equip our remaining multi-role aircraft to minimize the impact to these missions. Once operational, the F-35 will be available to perform these missions across the range of military operations, while also providing additional capability in more challenging A2AD environments. The Air Force remains committed to providing these mission capabilities to the Joint Force. [See page 44.]

RESPONSES TO QUESTIONS SUBMITTED BY MR. ENYART

General WELSH. Despite current fiscal constraints, the KC-46A remains one of the Air Force’s top acquisition priorities; therefore we expect deliveries will continue as planned. However, this schedule could be adversely impacted if sequestration and strict Budget Control Act funding caps are continued into Fiscal Year 2016 and beyond.

Scott AFB will continue to be included in the enterprise of installations considered for basing the remaining 123 KC-46A tankers. The Air Force plans on making basing decisions three-years ahead of scheduled aircraft delivery dates. Likewise, we

anticipate that the criteria used for analyzing each installation will remain largely unchanged from what we used to select Main Operating Base #1 (McConnell AFB) and Main Operating Base #2 (Pease ANGB). Tanker units that are not selected to receive KC-46As will continue to perform their current missions. Installations not recapitalized with the KC-46A will likely be recapitalized with follow-on tankers, notionally called “KC-Y” and “KC-Z” (post 2028). [See page 38.]

RESPONSES TO QUESTIONS SUBMITTED BY MR. PALAZZO

General WELSH. The Fiscal Year 2015 President’s Budget (PB) proposes retiring 47 C-130Hs and redistributing several aircraft and units in an effort to comply with the Budget Control Act’s fiscal limitations. Inherent in the PB is the Air Force Total Force Proposal (TFP) that directs a number of “moves” to include actions within the C-130 fleet to distribute aircraft across existing Air Force Reserve units. Training efficiencies are realized through the aircraft consolidation at Little Rock Air Force Base (AFB) and the “moves” contribute to the Total Force Integration (TFI) of AF’s C-130s.

Analysis of manpower and financial savings for the transfer of the C-130J aircraft to Little Rock AFB indicates a savings of over 600 personnel and over \$100M through the FYDP. Additional details and background data will be provided to your office in coming months.

In summary, moving the C-130Js from Keesler AFB to Little Rock AFB is part of the AF’s effort to right-size the C-130 fleet. The FY15 PB reduces excess C-130 capacity by adjusting the fleet from 358 to 328 by FY19, consistent with the findings of the Mobility Capability Assessment 2018 signed in May 2013. In addition, by moving the 10 C-130Js from Keesler AFB to Little Rock AFB, the AF ensures the nation possesses an integrated and balanced C-130 enterprise. [See page 52.]

RESPONSE TO QUESTIONS SUBMITTED BY MR. NUGENT

General WELSH. No. CHAMP was a successful Joint Concept Technology Demonstrator (JCTD) that accomplished its mission and is complete. The results from the JCTD tests are informing the Air Force’s way ahead with that type of weapon system. [See page 46.]

RESPONSE TO QUESTION SUBMITTED BY MR. BRIDENSTINE

Secretary JAMES. No, our current position does not violate the current suspension of U.S. military-to-military cooperation with Russia. The suspension does not include contact related to the implementation of binding contracts. [See page 55.]

QUESTIONS SUBMITTED BY MEMBERS POST HEARING

MARCH 14, 2014

QUESTIONS SUBMITTED BY MR. MCKEON

Mr. MCKEON. We've had many lessons learned from contracting actions during contingency operations and there is no doubt we will rely on contract support in future contingencies, be it humanitarian relief or full-spectrum combat operations. What are you doing to not only plan for contract support during a contingency, but to educate and train your personnel so they are prepared to develop requirements, and execute and oversee contracting actions in order to properly respond in a contingency. How are you incorporating lessons learned from contingency contracting in Iraq and Afghanistan into the professional military education of your military and civilian personnel?

Secretary JAMES. The Air Force planning and logistical communities continue to develop new Air Force instructions and training for Contingency Planning Guidance and Formats and will integrate operational contract support "planning" policies into these documents and training forums. These instructions include the revision of AFI 10-401, "Deployment Planning & Execution" and War and Mobilization Planning, Volume 1, and the implementation of AFI 13-103, "AFFOR Staff Operations Readiness and Structures." Further, operational contract support has been integrated into the Contingency Wartime Planners Course. The Air Force contracting community is actively incorporating operational lessons learned in new contracting execution instructions, guidance, policy, and training in support of warfighter requirements. Additionally the Air Force personnel community curriculum has included operational contract support in the professional military education curriculum. Upon publication of the draft Joint Strategic Capabilities Plan, the Air Force will review and revise the appropriate guidance, policies, and training.

Mr. MCKEON. We've had many lessons learned from contracting actions during contingency operations and there is no doubt we will rely on contract support in future contingencies, be it humanitarian relief or full-spectrum combat operations. What are you doing to not only plan for contract support during a contingency, but to educate and train your personnel so they are prepared to develop requirements, and execute and oversee contracting actions in order to properly respond in a contingency. How are you incorporating lessons learned from contingency contracting in Iraq and Afghanistan into the professional military education of your military and civilian personnel?

General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. FORBES

Mr. FORBES. After years of emphasizing the procurement of weapons and capabilities for counterinsurgency warfare, the Pentagon and the Air Force are shifting their emphasis toward funding programs capable of operating effectively in non-permissive, A2/AD environments. However, this leads me to conclude that the DOD should be moving to develop a balance of new manned and unmanned vehicles that are survivable in A2/AD environments, can operate over the vast distances of the Asia-Pacific region, and have the ability to perform strikes and other missions as well as serve as ISR sensors. General Welsh, are you comfortable with the Air Forces' planned mix of manned and unmanned capabilities for operating in the A2/AD environments of the future and are there other areas for investment that you think we should be considering in the decade ahead?

General WELSH. We continue to work with our sister-Service partners to achieve a Joint portfolio of multi-mission platforms that can perform both strike and ISR missions in permissive and non-permissive environments. The Air Force has undertaken a robust development of classified capability in both the air and space portfolios to mitigate A2/AD threats. These types of resources are typically high cost and require long lead times for procurement/fielding. Given current fiscal constraints, we will have to accept potential risks in some of these areas. Any further discussion would result in a higher classification.

Mr. FORBES. The quantity and quality of our munitions deserve far more attention than they normally receive. One witness testified at an earlier HASC hearing that "The difference in a peer conflict will be that we won't have the luxury of time to

spin up production lines, rush munitions, trade them between theaters, move them between ships, move them from ships to airbases and airbases to ships. We need to have in place in theater a wide range of munitions.” We also heard that it was “imperative to invest in our more sophisticated range of munitions—JASSM; LRASM; the more sophisticated air-to-air and dual-role air-to-air, air-to-ground munitions that we see coming.” What is your assessment of the Air Force’s mix of conventional munitions and how do you believe this budget and the continuation of sequestration beyond 2016 will affect our munitions?

General WELSH. The Air Force’s portfolio of conventional munitions remains a serious constraint to the Combatant Commanders in the near, mid and far term. Procurement quantities of preferred munitions, such as JASSM, Hellfire, and JDAM, have been adversely impacted by sequestration and will remain an area of concern. Additionally, procurement reductions in War Reserve Materiel and Test & Training Munitions (e.g., bomb bodies, fuzes, countermeasures) are affecting readiness requirements and placing combat capability at increased risk. Most troubling is the compounding effect of sequestration funding reductions, making it difficult to maintain an already limited industrial base shared by DOD and our Allies. In fact, our Allies often request munitions from our own stockpile due to the current limited industrial capacity. The difference between the President’s Budget Request and Budget Control Act funding levels is significant and the resource constraints are driving tough decisions across the munitions portfolio. Continued funding at sequestered levels across the FYDP will serve to further diminish an already degraded conventional munitions posture and subsequently increase readiness risk.

QUESTIONS SUBMITTED BY MR. LANGEVIN

Mr. LANGEVIN. One of the most consistent themes we have heard in the committee’s posture hearings, especially this year, has been the demand for ISR. Can you elaborate on the demand signal you are seeing from combatant commanders, the types of ISR they are asking for, and roughly what proportion of the needs you have been able to fulfill? Given this demand signal, why has the Air Force requested elimination of an entire fleet of ISR platforms in each of the last few budgets?

Secretary JAMES. The demand for intelligence, surveillance, and reconnaissance (ISR) far exceeds the number of platforms the Air Force and our joint partners can provide. The combatant commanders require a wide range of ISR to support their needs. The Air Force has been operating its ISR fleet at surge capacity for a number of years delivering high fidelity imagery, full motion video, signals intelligence, multi-spectral imagery, and others.

A reduced budget forces difficult decisions and if we could afford to keep all our platforms, we would. The Air Force is balancing capability across the range of military operations with limited resources. As we rebalance the ISR portfolio, we do our best to maintain our ability to conduct ISR operations in support of the combatant commanders. The key to maintaining the ability to operate in both permissive and contested environments is finding the appropriate mix of manned and unmanned platforms with the requisite capabilities. To achieve this optimal mix, in a budget constrained environment, we must rebalance the Air Force ISR portfolio by divesting some platforms and, where possible, reinvesting the savings in other areas of the ISR portfolio.

Mr. LANGEVIN. In General Alexander’s testimony earlier this week in his CYBERCOM capacity, he spoke of concerns about the various personnel authorities at play for cyber professionals, and the problems associated with creating equitable pay and promotion opportunities among those personnel buckets. Is this a concern that is on your radar as well, or are you comfortable with your ability to attract and retain cyber professionals within the Air Force?

Secretary JAMES. Yes, we too are concerned with creating equitable pay and promotion opportunities for cyberspace professionals, but we are confident we are taking necessary steps to ensure we recruit, train, retain, and promote cyberspace professionals. The current Total Force Cyberspace Workforce is ~43,000 comprised of officer, enlisted, and civilian authorizations in cyberspace operations and related career fields. The most significant increase in authorizations focuses on new mission requirements from USCYBERCOM supporting the Cyber Mission Force (CMF). While most career fields are at or near 100% manned across the Total Force, there are shortages among the different skill levels within enlisted specialties and within some year groups of officers.

We are short in two enlisted specialties—Cyber Intelligence Surveillance and Reconnaissance (ISR) and Cyber Defense Operators—and are using existing force management tools to recruit and retain these specialties. For the highly specialized

Cyber ISR airmen, we address this early on with an initial enlistment bonus, 6-year enlistment for maximum return on training and eligibility for the maximum selective reenlistment bonus the Air Force can offer. Our recruiting numbers as a result of CMF teams have grown beyond the upper bound to reach stated requirements by the end of FY16. For highly specialized Cyber Defense Operators we select currently serving members who have the appropriate skills and require a 3-year service commitment after training is complete. These airmen also earn a sizable selective reenlistment bonus. Our ability to meet Cyber Mission Forcer requirements for Cyber Defense Operators is currently limited as demand for these Airmen exceeds production capacity at our school house. We are executing our plan to increase Cyber Defense Operator production by building additional classified classrooms and training additional instructors. Additional production will begin in March 2015. Promotion opportunity challenges are not unique to the Cyber community; thus, airmen serving in cyber-related specialties have an equal, if not better chance of being promoted through self-study and good job performance. Overall, the Cyber Defense Operator career field promotion rates are at 32%, as compared to the Air Force average of 16%.

Competition for cyberspace talent exists in all quadrants of the corporate, government and military spheres. The Air Force competes with our Sister Services, the NSA, FBI, CIA, Google, Microsoft, Adobe, Electronic Arts, Apple, etc. for cyberspace talent. Although the Air Force cannot compete with the pay corporate America offers, we, the Services, provide unique opportunities attractive to today's cyberspace talent. We continue to explore options in the current civilian pay system to provide compensation commensurate with corporate America. We look to other government agencies (FDIC, SEC) that have abandoned the traditional civilian pay system and created their own to adopt incentives that would help us attract and retain cyberspace civilian talent.

The sudden growth in demand levied on all Services based on increased dependence on cyberspace and emerging threat profiles requires cooperation and innovative approaches to capitalizing on expertise across the Total Force. Proper balance across the Total Force will ensure sustained ability to meet current and future mission requirements.

Mr. LANGEVIN. As we draw out of Afghanistan, we will no longer have, in most cases, the luxury of permissive aerial environments that enable staring, persistent ISR platforms. We will be changing not just a linear relationship between collection and analysis, but also the habits of a generation of airmen that haven't in many cases been able to acquire the depth of experience in multi-source, integrative intelligence analysis that the future will demand. This is especially true in complex intelligence challenges such as counter-proliferation, even more so when you consider the likelihood of the reduction or disappearance of traditional proliferation signatures. Can you elaborate on how you will posture and train your airmen to be able to tackle these challenges?

General WELSH. While many Intelligence, Surveillance, and Reconnaissance (ISR) Airmen today have not had access or tasking to analyze a highly technical adversary with advanced air or air-defense capabilities, they have had 14 years of successfully analyzing dynamic counter-terror targets. This focus, along with a high deployment dwell in permissive environments, has degraded competence for air component missions and denied environments. While Air Force ISR leaders believe internal analytic capabilities will continue to meet operational requirements and intelligence needs across the Range of Military Operations, they believe Air Force-wide analysis needs to be improved, and assess an overall decline in this core competency. Investing in our ISR analysis personnel, integrating Intelligence Community information architectures to leverage "Big Data" analysis, and designing analysis tools will be our focus areas for the next several years. Efforts such as the recently released Air Force ISR Strategic Vision (Sept 13) are critical in posturing the analysis issue to become a more prominent keystone for the future. With this renewed emphasis on analysis, Air Force ISR began several critical revisions to entry-level training for ISR officers and enlisted, and is pursuing initial skills/advanced analysis courses that integrate Intelligence Community standards. With the successful integration of analysis into entry-level courses, implementation of the advanced skills course is gaining traction. As analysis is a core competency enhancing collection, targeting, and operations integration, we will continue to emphasize the development of this capability at all levels. A culture of collaboration across the IC and proper analytic instruction over time will lead to an environment where fusion can further flourish against a wide variety of problem sets, to include counter-proliferation. We are starting to see the fruits of these changes, and are confident we are headed in the right direction.

Mr. LANGEVIN. In addition to continued concerns shared by many on this committee with regard to the increasing cost of space launch services, I note several changes to the shape and scope of the procurement plan for launch vehicles. In particular, in FY15, I note that 4 of the 5 programmed opportunities for competitive procurement have disappeared, and through FY17 the number of competitive launches has declined by fully half. While I am certainly cognizant of the difficulties in creating an apples-to-apples comparison of the programs in question and the need for continued efforts to make that possible, can you speak to these decisions and the reasoning behind them, particularly given ASD Kendall's directive to, quote, "aggressively introduce a competitive procurement environment in the EELV program"?

General WELSH. While the Air Force originally planned for up to 14 competitive launches in FY2015–2017, five GPS–III satellite missions (GPS III 7/8/9/10/11) were re-phased due to our revised forecasted operational need. These five missions have been delayed to 2018–2023 and remain available for competition. This was the result of careful sustainment of our on-orbit satellites, allowing us to project additional satellite lifetime without increased risk to the satellite constellations. This results in almost \$400M less required for space launch over the FYDP.

The AFSPC–8 mission was reallocated due to mission requirements. This satellite carries a mass uncertainty that exceeds projected Falcon 9 v1.1 launch capability. Per the CRADA signed between SpaceX and the Air Force, SpaceX is not pursuing certification to this orbit.

The Air Force continually reassesses constellation health for all its on-orbit assets and updates programming accordingly. This process was codified in a memo signed by AFSPC Commander August 6, 2012, titled "Programmatic EELV Launch Forecast" which stated, "Through subsequent POM cycles, AFSPC will annually reassess and adjust planned procurements as operational requirements, SV development/production and fiscal realities dictate."

It is important to note the 36 cores have not "been assigned to missions." Under this contract, the Air Force orders launch vehicle configurations that can support multiple missions to enable mission assignment as late as 12 months prior to launch.

Mr. LANGEVIN. Can you update us on your progress in reducing the number of network enclaves to a more defensible figure on the Air Force network?

General WELSH. The Air Force is in the final stages of its move to a true Air Force-wide Enterprise, centralizing network control under a single organizational structure and providing enterprise level security. The Air Force has made progress towards this goal through a number of initiatives including the Air Force Network (AFNET) Migration efforts; continued migration of NIPRNET and SIPRNET email accounts to Defense Enterprise Email (DEE); and the Federal Data Center Consolidation Initiative (FDCCI). Specifically:

- In April 2014, the Air Force Space Command (AFSPC) declared completion of the AFNET Migration efforts. This initiative migrated over 644,000 Active duty and reserve user accounts, 10,905 servers and 275 sites from multiple Air Force Major Commands, Field Operating Agencies, and Direct Reporting Unit networks into a single Air Force enclave. AFNET Migration has reduced network complexity making it easier to standardize and secure the network.
- DEE, the first enterprise service under the Joint Information Environment (JIE) construct, is a joint enterprise email solution provided by the Defense Information Systems Agency. DEE provides secure, cloud-based email for the DOD enterprise, increases operational efficiency, and facilitates collaboration across organizational boundaries. Specific DEE accomplishments include the following:
 - Air Force completed DEE NIPRNET migration for the National Capital Region in Jan 2014
 - Air Force is in the process of migrating SIPRNET accounts to DEE
- NIPRNET DEE migrations Outside of the Continental United States (OCONUS) are scheduled to begin in late FY14; the remainder of the CONUS NIPRNET migrations will begin in FY15.
- FDCCI is the reduction of Air Force data centers through consolidation efforts. FDCCI exploits Joint consolidation opportunities to reduce infrastructure footprint, accelerate movement to the JIE end-state, and ensure integrated capabilities. As of June 2014, the status of Air Force Data Center closures is as follows:

Actual			Planned				
Closures FY12	Closures FY13	Closures FY14 QTR (1&2)	Closures FY14	Closures FY15	Closures FY16	Closures FY17	Closures FY18
1	9	19	27	44	51	1	26
29			149				

* Closure Leaders: AETC (12), AFMC (6) and AFRC (4)

* Baseline Inventory: 440 data centers

Reducing the points of presence and consolidating the infrastructure have effectively reduced network attack surfaces. Joint Regional Security Stacks (JRSS) and additional DOD JIE initiatives combine to make the Air Force enterprise more defensible.

QUESTIONS SUBMITTED BY MR. LOBIONDO

Mr. LOBIONDO. The EELV program has long faced scrutiny on the lack of transparency when it comes to the costs its sole-source provider charges the Government. To this point, the GAO recently issued a report stating that the DOD “cannot determine an accurate price for a ULA launch.” The report’s primary author, Christina Chaplain, Director of Acquisition and Sourcing at the GAO, further stated at a Senate Defense Appropriations hearing recently that, even with significant efforts to improve insight, the Government still cannot link costs to specific missions, which comprise about 70 percent of the funds in the cost-plus “launch capability” line item. How does the Air Force explain this? Wouldn’t competition offer lower costs and result in fair and reasonable pricing—versus a sole source environment where, despite every effort, costs and pricing still cannot be fully determined?

Secretary JAMES. United Launch Alliance (ULA) launch services have been procured under various contract terms and acquisition strategies over the life of the program. As such, the per launch cost basis of a ULA launch has varied over time and has been subject to cost factors, such as the variants in the Atlas and Delta families, vehicle configuration, mission-specific integration required, launch location, and the number of the same/similar payloads previously flown. The liquid engine and solid motor prices were also severely impacted by at the end of the shuttle era because of the reduction in business base for those suppliers. Further, EELV launch capability includes costs that cover launch operations, mission integration, production factory/subcontract support engineering and launch infrastructure. Launch capability provides operational flexibility and ability to launch the full range of EELV operational requirements. Due to this fact, the launch capability costs are not necessarily dependent on number of launches in a particular year and may support launch services procured under a previous contract as well as current contracts.

The Air Force is committed to competition within the EELV program. We are aggressively taking steps to support competition while ensuring our responsibility to deploy National Security Space payloads into their orbits safely and with acceptable risk. We will compete portions of the launch manifest each year in 2015, 2016, and 2017 if there is even one New Entrant ready to compete; i.e., they have successful launches and have completed the required certification steps. We are working early with declared New Entrants to certify their systems as ready as evidenced by our Cooperative Research and Development Agreement (CRADA) with SpaceX and we have added government team resources to assure timely review of certification products, data and other supporting information throughout the certification process.

Additionally, on 15 July 2014, the Air Force released a Request for Proposal (RFP) to industry for the competitive procurement of a National Security Space (NSS) mission to be launched in 2016. This is the first EELV competitive action in over a decade, and a significant milestone in the Air Force’s efforts to bring competition into the EELV program, consistent with Under Secretary of Defense Frank Kendall’s direction to “aggressively introduce a competitive procurement environment.” Competition among certified launch providers will encourage innovation and continued cost savings, while ensuring the Air Force will continue its focus on mission success. The Air Force looks forward to awarding this contract to a qualified offeror, thus maximizing the efficiencies of Space Launch while working to retain strict adherence to quality and mission assurance standards. The Air Force has also requested a reprogramming action through the FY14 Omnibus Reprogramming Request to add an additional near-term competitive launch.

Mr. LOBIONDO. Our national security strategy is now centered on what has been called the pivot to Asia. Given the importance of this region to U.S. interests I would think we would want to maintain the best possible intelligence collection capabilities in the theater. The FY2015 budget proposes to begin retiring the U-2 high altitude intelligence and reconnaissance aircraft and relying on other platforms to fulfill that mission.

When the U-2 goes out of service will we still be able to fulfill all of the high altitude intelligence collection requirements we have in the Pacific? Will we be able to continue monitoring activities in North Korea without regard to weather conditions as we can now with the U-2? Will other assets provide the same sort of flexibility to react in a crisis and the same capabilities as the U-2?

Secretary JAMES. The requirement for high altitude intelligence, surveillance, and reconnaissance (ISR) capability is defined by the Joint Requirements Oversight Council; per the classified definition of conventional wartime high altitude ISR needs, either the U-2 or RQ-4 can meet the requirements for Combat Air Patrols, with a narrow classified exception for the RQ-4. PACOM will receive less total ISR support than they do today, but still meet the validated requirement. Specific capability questions will be answered by the high altitude intelligence, surveillance, and reconnaissance briefing that will be provided by the Department of Defense (DOD) as directed by the Fiscal Year 2014 National Defense Authorization Act.

The decision on the U-2 vs. the RQ-4 is based on the fact that over time we believe strongly that the RQ-4 will be more cost effective as we go forward the next 25-30 years.

The Fiscal Year 2015 President's Budget request contains funding to modernize the RQ-4 Block 30 which provides targeted investments for improved operational reliability including improved adverse weather performance, compliance issues, key technical "refreshes," and improvements to mission effectiveness including the migration of U-2 sensor capabilities. At sequestration levels, migration of the U-2 sensors becomes unaffordable. There will not be a one-for-one transition of U-2 capabilities to another platform but the reduction in any U-2 capabilities will be addressed across the whole of the DOD portfolio as well as accepting increased risk in certain areas.

If the Air Force could afford to keep both the RQ-4 and the U-2, we would. However, that is not a viable option in the current budget environment. The Joint Staff and Air Force continue to assess the joint ISR portfolio to reach the optimal balance of resources in a fiscally constrained environment. With the remaining resources available to Joint Staff to respond to global events, the DOD remains flexible and prepared. We remain committed to maturing the RQ-4, space-based resources, and other ISR assets to assume the coverage that the U-2 previously provided.

Mr. LOBIONDO. We know that the Chinese have been developing anti-satellite technologies intended to counter our superiority in space. Platforms intended to replace the U-2 rely on satellite links both for guidance and for command and control.

In a scenario where our space assets may be degraded will other platforms be able to provide the same critical intelligence support we now get from the U-2?

Secretary JAMES. Degradation of space support is a top concern of the Air Force. The Air Force, in conjunction with our Joint partners, will continue to utilize a well-planned combination of airborne, seaborne, terrestrial, and space assets that will deliver the intelligence, surveillance, and reconnaissance required for national decision-makers and warfighting commanders. Additional details can be provided at a higher classification if desired.

Mr. LOBIONDO. The National Defense Authorization Act for Fiscal Year 2007 prohibits the Air Force from retiring the U-2 Surveillance Aircraft until the "Secretary of Defense certifies to Congress that the intelligence, surveillance, and reconnaissance capabilities provided by the U-2 aircraft no longer contribute to mitigating any gaps in intelligence, surveillance, and reconnaissance capabilities identified in the 2006 Quadrennial Defense Review."

If the FY15 budget submission effectively retires or begins the process to retire the U-2, have the conditions of the FY07 NDAA been met? More importantly, will the retirement of the U-2 result in ISR gaps in support to the warfighter?

Secretary JAMES. The Fiscal Year 2014 National Defense Authorization Act (NDAA) directs the Secretary of Defense, in coordination with the Chairman of the Joint Chiefs of Staff, to provide a high altitude intelligence, surveillance, and reconnaissance capabilities briefing to Congress. The classified briefing will address the Department's mitigation plans to intelligence, surveillance, and reconnaissance capability gaps across the whole of the DOD portfolio as well as accepting increased risk in certain areas. It is the Air Force's opinion that satisfaction of the 2014 NDAA also satisfies the 2007 NDAA.

Mr. LOBIONDO. I understand the Global Hawk will be sustained in the FY15 budget request while the U-2 will be retired despite its continued high operations tempo and past support from the Air Force.

Would you please elaborate on the rationale to retire the U-2 and whether we will lose any capability from this proposed action? Once this action is taken, will the Global Hawk be able to assume all the missions that the U-2 addresses today?

Secretary JAMES. Both the U-2 and the RQ-4 are retained at current capacity levels through FY15 as submitted in the FY15 President's Budget Request. The Air Force cannot afford to keep both the RQ-4 and the U-2 in the current budget environment. The lower operating cost of the RQ-4 Block 30, enabled by its greater endurance, became the primary consideration in the decision to retire the U-2. The Joint Requirements Oversight Council determined either the U-2 or the RQ-4 can meet the force structure requirement. As directed by the Fiscal Year 2014 National Defense Authorization Act (NDAA), the Secretary of Defense will provide the high altitude Intelligence, Surveillance, and Reconnaissance (ISR) report that addresses mitigation plans for capability gaps. While there is not a one-for-one transition of U-2 capabilities to another platform, the mitigation plans address capabilities across the whole of the DOD portfolio as well as accepting increased risk in certain areas.

Mr. LOBIONDO. If the Global Hawk is not currently capable of fulfilling the requirements leveled on the U-2, is there a plan that can bring it up to capability? How long will it take and how much will it cost? Once we make that investment will the Global Hawk have all of the capabilities of the U-2? Does that cost include upgrading the Global Hawk's communications architecture to allow it disseminate to greater quantity and higher quality of imagery produced by the SYERS-2 camera? Does that cost include upgrading the Global Hawk's ground process capability to allow for the full exploitation of the sensors that will need to migrate from the U-2 to the Global Hawk? Does that investment include the costs of providing a defensive suite to the Global Hawk that is comparable to the U-2? Does that cost include a de-icing capability that will allow the Global Hawk to fly in adverse weather conditions? Did any of the Combatant Commanders have input into the decision to retire the U-2s or offer their views? If so, what was their recommendation? If the U-2 is retired will we have any high-altitude surveillance and reconnaissance aircraft that can operate in an environment where satellite support, either communications or GPS, is denied through jamming or other means? If the decision to retire the U-2 was, as has been described, based on reduced cost-per-flying hour estimates for the Global Hawk, have there been efforts to reduce the cost-per-flying hour of the more capable U-2? Are there changes that could be made to the depot maintenance schedule for the U-2 that would reduce its costs? Isn't there an effort to certify a new, less costly fuel for the U-2 that would also reduce its operating costs?

Secretary JAMES. The Fiscal Year 2015 President's Budget (PB) request invests \$2.23B to modernize the RQ-4 Block 30 over the next ten years. These investments are intended to improve viability, reliability and sensor capability, to include migration of the U-2 sensor capabilities. The initial plan for U-2 sensor migration projects an initial operational capability being fielded in Fiscal Year 2019. The sensor transition program is estimated at less than \$500M over the next 10 years.

The RQ-4 is currently capable of utilizing the same high bandwidth communications systems used by the U-2 flying the SYERS-2 camera. The Air Force continues to integrate and exploit intelligence, surveillance and reconnaissance weapons system sensors within AF Distributed Common Ground System (DCGS) processing, exploitations, and dissemination (PED) operations. RQ-4 platform modifications to support dissemination and exploitation of sensor data are included in the FY15 PB through sensor enhancements.

While the U-2's defensive system allows the platform to survive in some contested environments, neither platform allows the Department of Defense to meet its long-term ISR strategy for operating in a contested environment; therefore no investment is planned to integrate a defensive system into the RQ-4.

The FY15 PB funds improvements to RQ-4 Block 30 such as weather radar, ice shape testing, and engine upgrade investments with the intent to provide better weather tolerance for the airframe. An operational reliability study has not been accomplished to quantify the level of improvement based upon planned upgrades.

Combatant Commanders were consulted during the Department's program budget review process. As General Welsh noted in previous HAC-D testimony in March 2014, "ISR constitutes the No. 1 shortfall of the Combatant Commanders year after year and they (Combatant Commanders) would never support even more cuts than we already have in our budget proposal." However, the specific views and recommendations by each Combatant Command are held with OSD.

The Fiscal Year 2014 National Defense Authorization Act directs the Secretary of Defense, in coordination with the Chairman of the Joint Chiefs of Staff to provide a high altitude intelligence, surveillance, and reconnaissance report to Congress. The classified report will address Air Force ISR operations in contested environments. The lower operating cost of the RQ-4 Global Hawk, as seen in the reduction to the cost per flight hour (CPFH), and its greater endurance became the primary rationale for retaining the RQ-4. Although upgrades to the Block 30 will cost more in the near-term versus keeping the U-2, the potential long-term cost savings provided a rational basis to retain the RQ-4. The Air Force continues to look for new and innovative ways to reduce costs for all programs. The U-2 program is pursuing cost reduction efforts by leveraging program efficiencies and smarter acquisition strategies to include efficient depot maintenance scheduling, fuel conversions, Contract Logistics Support (CLS) contract modifications, and sensor improvements. Both the U-2 and the RQ-4 are retained at current capacity levels through FY15 as submitted in the FY15 PB. The Air Force cannot retain duplicative capability in the current budget environment.

Mr. LOBIONDO. The EELV program has long faced scrutiny on the lack of transparency when it comes to the costs its sole-source provider charges the Government. To this point, the GAO recently issued a report stating that the DOD “cannot determine an accurate price for a ULA launch.” The report’s primary author, Christina Chaplain, Director of Acquisition and Sourcing at the GAO, further stated at a Senate Defense Appropriations hearing recently that, even with significant efforts to improve insight, the Government still cannot link costs to specific missions, which comprise about 70 percent of the funds in the cost-plus “launch capability” line item. How does the Air Force explain this? Wouldn’t competition offer lower costs and result in fair and reasonable pricing—versus a sole source environment where, despite every effort, costs and pricing still cannot be fully determined?

General WELSH. [The information was not available at the time of printing.]

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Mr. LOBIONDO. We know that the Chinese have been developing anti-satellite technologies intended to counter our superiority in space. Platforms intended to replace the U-2 rely on satellite links both for guidance and for command and control.

In a scenario where our space assets may be degraded will other platforms be able to provide the same critical intelligence support we now get from the U-2?

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General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. BISHOP

Mr. BISHOP. Do you anticipate reducing the Minuteman III ICBM fleet of 450 missiles in FY15?

Secretary JAMES. The Air Force will maintain a total of 450 operational Minuteman III ICBMs in deployed and non-deployed configurations. In order to meet the New START Treaty-compliant force structure announced by the Department of Defense in April 2014, the Air Force will transition 50 Minuteman III launch facilities from an operational deployed to an operational non-deployed status. This transition will be accomplished by placing 50 ICBM launchers into a non-deployed status by removing ICBMs from 50 silos across the force. The Air Force intends to begin this transition in Fiscal Year 2015.

Mr. BISHOP. Do you anticipate placing any of the land-based Minuteman III silos into "warm" status during FY15?

Secretary JAMES. Yes. In order to meet the New START Treaty-compliant force structure announced by the Department of Defense in April 2014, the Air Force will transition 50 deployed Minuteman III silos to an operational non-deployed ("warm") status by removing their ICBMs. The Air Force will spread these 50 non-deployed launch facilities across the ICBM force.

QUESTIONS SUBMITTED BY MR. ROGERS

Mr. ROGERS. In my role as the subcommittee Chairman on Strategic Forces, I've come to fully appreciate the significant advantage our space capabilities bring to our warfighters. Would you say that adversaries have also recognized this advantage, and if so, are there countries that have weaponized or are in the process of weaponizing space with systems that threaten our capabilities?

General WELSH. Yes, many countries, to include potential adversaries, recognize the strategic advantage the space domain provides in military operations and are currently fielding military satellites. Additionally, some countries have introduced a variety of counter-space capabilities such as testing ground-based anti-satellite systems. NASIC would welcome the opportunity to have an in-depth conversation on this issue with Chairman Rogers at the classified level if interested.

Mr. ROGERS. Are we committed to defending ourselves and our allies and making sure our adversaries know the consequences of attacking us in space?

General WELSH. The Air Force understands the vital nature of our nation's space capabilities and is committed to assuring those capabilities. Consistent with National Space Policy, the Air Force is addressing how best to defend and improve the resilience of its critical space capabilities as threats emerge in the space domain. In 2013, the Air Force published an update to its Air Force Space Policy. It implements the 2010 National Space Policy, the 2011 National Security Space Strategy, and the 2012 Department of Defense Space Policy. The policy recognizes that Air Force space capabilities are vital for the Department of Defense and the Air Force, as well as other U.S. government agencies, non-governmental and commercial users, civilians, and international partners. One of the principle goals in the policy is to protect space capabilities. The Air Force is committed to promoting the peaceful use of space, enhancing spaceflight safety and preserving the usability of the space domain. Per stated policy, the Air Force will:

- Contribute to protection of U.S. space capabilities with a multi-layered approach to determine purposeful interference and attacks on U.S. and allied space systems
- Build military to military relationships to enhance collective security
- Deny adversaries the benefits of aggression by enhancing the ability of the Air Force space capabilities to avoid, withstand, and recover from interference and attacks
- Ensure Air Force air, cyberspace, and space forces can operate effectively when U.S. space-derived capabilities have been degraded
- Maintain capabilities to rapidly detect, warn, and confidently attribute natural and man-made disturbances to U.S. space systems
- Maintain a full scope of Air Force capabilities, not limited to space, to respond to an attack on U.S. or allied space systems.

Mr. ROGERS. Have we answered all the policy questions and made all the policy decisions to ensure the timely and effective defense of our national security space systems?

General WELSH. U.S. and DOD policy is clear regarding the defense of our national security space systems. Specifically, the Secretary of Defense and the Director of National Intelligence are responsible for ensuring cost-effective survivability of space capabilities commensurate with their planned use, consequences of lost or degraded capability, the threat, and the availability of other means to accomplish the mission. The Air Force is working with the Office of the Secretary of Defense, other Services, the Joint Staff and the Intelligence Community to assess the second-order policy implications associated with written National and DOD Policy while addressing mission assurance needs and capability gaps across the Air Force's space mission portfolio as threats in the space domain grow. In 2013, the Air Force published an update to its Air Force Space Policy. The policy recognizes that Air Force space capabilities are vital for the Department of Defense and the Air Force, as well as other U.S. government agencies, non-governmental and commercial users, civilians, and international partners. One of the principle goals in the policy is to protect space capabilities. The Air Force is committed to promoting the peaceful use of space, enhancing spaceflight safety and preserving the usability of the space domain. Per stated policy, the Air Force will:

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QUESTIONS SUBMITTED BY MR. FRANKS

Mr. FRANKS. Secretary James, the Air Force currently relies on the Russian RD-180 engine for the majority of its launches. Why do you continue to purchase engines from Russia when the United States already has significant and active domestic propulsion capabilities? Does the United States or its incumbent launch provider have requisite licensing approvals from the Russian Federation to manufacture the RD-180 domestically? If so, how much would this cost?

Secretary JAMES. The Evolved Expendable Launch Vehicle (EELV) program was originally developed as a commercial program and the Government does not own the design of the launch vehicles. Foreign-sourced engines were allowed. The Russian-made RD-180 engine was proposed by Lockheed Martin for Atlas V as part of the 1998 EELV competition. The use of the RD-180 was approved by the U.S. Government. The original 1998 plan was to co-produce the RD-180 in the U.S. to comply with policy regarding the use of Former Soviet Union (FSU) produced propulsion systems. An extension to the policy was granted in 2002 by USD(AT&L) until 2008. In September 2007, the USD(AT&L) approved the Air Force plan to eliminate the requirement to co-produce the RD-180 in the United States. One of the reasons this requirement was eliminated was the availability of the Delta IV family, powered by U.S. developed and produced engines, as well as the stockpile of RD-180 engines.

United Launch Alliance (ULA), acting through Pratt & Whitney and RD Amross, has a license until 2022 to produce RD-180 engines in the U.S. and is in discussions with NPO Energomash to increase the license period through 2030.

The Air Force is reviewing the results of a recently completed RD-180 Availability Risk Mitigation Study, which has also become known as the "Mitchell Study." The study identified both a domestically produced RD-180 and an entirely new engine as potential mitigation options. The Department is evaluating these and other approaches to mitigating reliance on Russian space technology and has made no decisions at this point. Therefore, preliminary rough orders of magnitude have been internally drafted and reflect the stand-up of a full EELV new engine program being developed between five and eight years, and costing roughly \$1.8B to \$2.0B respectively (does not include any LV costs).

A domestic RD-180 co-production would afford minimal cost and schedule savings over a new clean-sheet engine design. Minimal cost/schedule savings is based on the lack of an existing U.S. technology base for RD-180-like technology. Co-production would require some level of RD-180 critical component technology demonstration prior to committing to full-scale production. Important tradeoffs to consider between a co-produced RD-180 and a new domestic engine are: 1) less design flexibility in reducing engine life cycle cost due to the high performance nature of the RD-180, 2) potential RD-180 end use restrictions, which may limit the type of future DOD missions the RD-180 can support, and 3) the lack of U.S. intellectual property rights as related to potential RD-180 future technology upgrades (NPO Energomash could stipulate that their technical oversight is required) and may have ITAR ramifications as well.

QUESTIONS SUBMITTED BY MS. TSONGAS

Ms. TSONGAS. Battlefield Airborne Communications Node (BACN) connects disparate voice and datalink networks to enhance situational awareness. As you know, in 2009 BACN was fielded to solve a Joint Urgent Operational Need for increased communications capabilities, including voice and data bridges across already fielded platforms. Since then, BACN systems have flown over 5,300 missions and over 58,600 combat hours while maintaining a 98% mission reliability rate. In the Committee Report for the FY 2014 National Defense Authorization Act, this Committee urged the Air Force to transition BACN to a traditional program of record in fiscal year 2015. However, I understand that the Air Force plans to continue to fund BACN primarily through the Overseas Contingency Operations (OCO) account for the foreseeable future. As we wind down OCO funding it is vital that we don't lose the critical capabilities that BACN provides. Consequently, it is important to ensure that BACN transitions to a program of record to stabilize funding and ensure that BACN is leveraged to meet both current and future needs in several theaters, including the Asia-Pacific, where BACN could provide critical connectivity over an extended operational area, up to and including the Anti-Access/Area-Denial territories of potential near-peer adversaries.

How does the Air Force plan to continue to leveraging the communications capabilities and situational awareness provided by BACN and when does the Air Force plan to transition BACN to a traditional program of record?

Secretary JAMES. The BACN capability remains a requirement for a high-altitude communications gateway. In addition, the capability and flexibility of BACN make it a possible key component of the Joint Aerial Layer Network (JALN) requirement for communications range extension and translation in a joint operations area.

BACN as part of the JALN may provide valuable command, control, and communications capabilities during future Joint military operations. The Air Force plans to continue to operate BACN in Fiscal Year 2015 (FY15) using supplemental Overseas Contingency Operations (OCO) funding. As OSD develops the JALN concept the BACN platforms will be considered as options for the foundation of an enduring capability that meets the specified requirements. The Air Force will continue to explore BACN and other platforms to aggregate voice and data but BACN funding beyond FY15 is contingent upon gaining relief from the fiscal constraints of the Budget Control Act.

Ms. TSONGAS. Battlefield Airborne Communications Node (BACN) connects disparate voice and datalink networks to enhance situational awareness. As you know, in 2009 BACN was fielded to solve a Joint Urgent Operational Need for increased communications capabilities, including voice and data bridges across already fielded platforms. Since then, BACN systems have flown over 5,300 missions and over 58,600 combat hours while maintaining a 98% mission reliability rate. In the Committee Report for the FY 2014 National Defense Authorization Act, this Committee

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How does the Air Force plan to continue to leveraging the communications capabilities and situational awareness provided by BACN and when does the Air Force plan to transition BACN to a traditional program of record?

General WELSH. [The information was not available at the time of printing.]

Ms. TSONGAS. The National Defense Authorization Act for Fiscal Year 2007 prohibits the Air Force from retiring the U-2 Surveillance Aircraft until the "Secretary of Defense certifies to Congress that the intelligence, surveillance, and reconnaissance (ISR) capabilities provided by the U-2 aircraft no longer contribute to mitigating any gaps in intelligence, surveillance, and reconnaissance capabilities identified in the 2006 Quadrennial Defense Review."

If the FY15 budget submission effectively retires or begins the process to retire the U-2, have the conditions of the FY07 NDAA been met?

More importantly, will the retirement of the U-2 result in ISR gaps in support to the warfighter?

General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. SHUSTER

Mr. SHUSTER. The Evolved Expendable Launch Vehicle program has been highlighted as a program where the Government lacks the leverage to negotiate lower costs since it only uses one provider—it is in a monopoly environment and, as the GAO has said, "pays the price demanded." I understand that New Entrant launch services providers are coming online and will be certified this year, according to public statements from General William Shelton, Commander, U.S. Air Force Space Command. I understand that while the Air Force had a directive from the Secretary of Defense to "aggressively reintroduce a competitive procurement environment" for EELV, that the Air Force has recently delayed competition and cut the competitive mission opportunities by 50%? Why? Why is the Air Force not doing everything it can to achieve competition as quickly as possible?

Secretary JAMES. The GAO has more recently reported and re-stated in a Joint Senate space access hearing on 16 July that the Air Force corrected deficiencies in pricing knowledge and reduced the overall EELV budget by over \$3B from initial proposal estimates in negotiations for the 36 core buy.

While the Air Force originally planned for up to 14 competitive launches in FY15–FY17, Air Force Space Command operators' efforts to improve the on-orbit performance of our Global Positioning System (GPS) satellite constellation meant we could replenish those systems later than previously planned. This made it possible to respond to budget pressures by shifting the procurement of five GPS satellite launches outside the first phase of EELV procurements. Although this reduced the total number of competitive missions in FY15–FY17, the Air Force recovered more than \$400 million for space launch across the Future Years Defense Program. The five shifted GPS missions will still be competed in future EELV procurements.

In addition to the deferred GPS missions, two other missions are no longer available for competition. The AFSPC-8 mission was reallocated due to mission requirements. This satellite carries a mass uncertainty that exceeds projected Falcon 9 v1.1 launch capability. Per the Cooperative Research and Development Agreement (CRADA) signed between SpaceX and the Air Force, SpaceX is not pursuing certification to this orbit. The second, a Space-Based Infrared System Geosynchronous Earth Orbit (SBIRS-GEO) mission, was reallocated due to changes elsewhere in our manifest in order to meet our existing 36-core contractual requirement with United Launch Alliance. This contractual commitment enabled the Air Force to obtain significant near-term savings by taking advantage of economies of scale.

The Air Force is committed to competition within the EELV program. We are aggressively taking steps to support competition while ensuring our responsibility to deploy National Security Space payloads into their orbits safely and with acceptable risk. We will compete portions of the launch manifest each year in 2015, 2016, and 2017 if there is even one New Entrant ready to compete; i.e., they have successful

launches and have completed the required certification steps. We are working early with declared New Entrants to certify their systems as ready as evidenced by our CRADA with SpaceX and we have added government team resources to assure timely review of certification products, data and other supporting information throughout the certification process.

Additionally, on July 15, 2014, the Air Force released a Request for Proposal to industry for the competitive procurement of a National Security Space mission to be launched in 2016. This is the first EELV competitive action in over a decade, and a significant milestone in the Air Force's efforts to bring competition into the EELV program, consistent with Under Secretary of Defense Frank Kendall's direction to "aggressively introduce a competitive procurement environment." Competition among certified launch providers will encourage innovation and continued cost savings, while ensuring the Air Force will continue its focus on mission success. The Air Force looks forward to awarding this contract to a qualified offeror, thus maximizing the efficiencies of Space Launch while working to retain strict adherence to quality and mission assurance standards. The Air Force has also requested a reprogramming action through the FY14 Omnibus Reprogramming Request to add an additional near-term competitive launch.

Mr. SHUSTER. DOD pays the incumbent provider in the EELV program upwards of \$1 billion per year as a measure of sustainment. The Air Force determined this subsidy was necessary since it only had one provider in the program and could not afford to let this company exit the industry. However, with the introduction of competition into the program this year, how, and when, does the Air Force plan to phase out this subsidy since it can achieve true assured access with multiple providers?

Secretary JAMES. We continue to fund EELV Launch Capability (ELC) to perform launch operations, maintain launch infrastructure (systems and expertise) and to provide the operational flexibility and cost predictability required to launch National Security Space (NSS) satellites. There still is only one launch provider in the U.S. who can lift the entire manifest for NSS, such as Wideband Global SATCOM, Advanced Extremely High Frequency, Mobile User Objective System (MUOS), and many classified payloads. Launch capability provides us the flexibility to meet mission requirements without continual Requests For Equitable Adjustments (REAs) or schedule penalties driven by Satellite Vehicle (SV) acquisition/development issues, integration delays, range delays, and SV build delays.

The current contract with United Launch Alliance (ULA) includes ELC scope to support missions procured on previous contracts and the configurations procured in FY13–FY17. The costs are tracked carefully, and ULA is incentivized to reduce them while maintaining mission success. Only NSS missions procured through these contracts may be charged to it.

The Department is developing the Acquisition Strategy for the next phase (FY18–FY22) of our long-term strategy. We have not yet decided on the most effective way to contract for this scope. Note the NROL–79 Request for Proposal released on July 15, 2014 requires offerors to price all required scope (rocket hardware and capability) in their proposal.

QUESTIONS SUBMITTED BY MR. GARAMENDI

Mr. GARAMENDI. What is the total/all-inclusive cost of the land based ICBM program?

Secretary JAMES. The 10-Year Cost Estimate for the ICBM land based program is \$19 billion; however, this does not include an additional \$34.7 billion, 10-Year cost for the Nation's Nuclear Command and Control System (NCCS), which is an integral part of the land based deterrent. This additional \$34.7B is a shared cost between all three legs of the nuclear triad.

Table 1: ICBM Program Costs

(then-year dollars in billions)

	FY 2015–2019	10-Year Cost Estimate
Minuteman III ¹	\$6.7	\$11.6

Table 1: ICBM Program Costs—Continued

(then-year dollars in billions)

	FY 2015–2019	10-Year Cost Estimate
Follow-on ICBM	AoA & Acquisition Planning	\$6.0
ICBM Fuze Modernization	\$0.7	\$1.4
Total	\$7.4	\$19.0

¹ Includes ICBM Squadrons, Helicopter Support, and Demonstration/Validation.

REF: "Fiscal Year 2015 Report on the Plan for the Nuclear Weapons Stockpile, Nuclear Weapons Complex, Nuclear Weapons Delivery Systems, and Nuclear Weapons Command and Control System Specified in Section 1043 of the National Defense Authorization Act for Fiscal Year 2012"

Mr. GARAMENDI. The Air Force is now studying the next gen of ICBMs. What is the rationale for having the existing or future ICBM fleet—is this question a part of that study?

Secretary JAMES. The 2010 Nuclear Posture Review (NPR) affirmed the continued efficacy of a Triad of ICBMs, SLBMs and nuclear-capable heavy bombers in maintaining strategic stability and deterring nuclear attack against the U.S., our allies, and partners. The Triad's three legs offer a diverse set of attributes and capabilities that produce synergistic effects vital for central deterrence, extended deterrence, and assurance. Additionally, the Triad's balance of attributes provides the U.S. with highly effective risk mitigation against failure of a single warhead or delivery system, targeted adversary investment to counter one or more of the legs, or unpredictable changes in the strategic environment or technological developments.

ICBMs, in particular, are highly stabilizing and responsive. The current ICBM basing mode complicates adversary targeting and creates an extraordinarily high threshold for attack or coercion. The high readiness posture of the ICBM force combined with the U.S.'s early warning and command and control capabilities maximizes Presidential decision time during times of crisis. Together, these attributes contribute to the maintenance of strategic stability by vastly minimizing conditions under which an adversary would favor pre-emption.

Since the 2010 NPR initiated the examination of a Minuteman III follow-on study while re-validating the importance and necessity of the Triad, the Air Force did not include a "no-ICBM" scenario in its Ground Based Strategic Deterrent analysis.

Mr. GARAMENDI. When was the most recent comprehensive review/study of the nuclear triad strategy? Given the tight budgets in the years ahead do you believe it is wise/useful to conduct such a review?

Secretary JAMES. The most recent, comprehensive review was conducted in 2011 when the President directed the Department of Defense (DOD), in consultation with other departments and agencies, to conduct in-depth analysis as a follow-on to the 2010 Nuclear Posture Review (NPR). The results of this review were submitted to the Congress pursuant to 10 U.S.C Section 491. The Air Force supports the DOD's position that it is prudent to periodically review our nuclear forces and strategy as circumstances dictate. These reviews provide force planners with an important opportunity to identify emerging problems in the nuclear portfolio and develop appropriate mitigation strategies, assess changes in geopolitical conditions and their impacts on nuclear forces, or to make adjustments that would enhance U.S. national security or that of our allies.

Mr. GARAMENDI. If the NNSA budget was part of the DOD or AF budget what reductions/increases would you recommend?

Secretary JAMES. If given authority over some portion of the National Nuclear Security Administration's (NNSA) budget, the Air Force would work to strengthen focus and resources on programs providing direct support to the sustainment and modernization of the U.S. nuclear weapons stockpile. The Air Force would also support efforts to more effectively align NNSA programs with our efforts to recapitalize and modernize nuclear delivery platforms.

Mr. GARAMENDI. What is the status of the new version of the LRSO? What is the total cost of the LRSO? What is the total projected cost of the LRS-B beyond of the FY 15 Budget? Could the LRSO serve the same fundamental purpose as the LRS-B and if not, why?

Secretary JAMES. The Long Range Stand Off (LRSO) weapon is the follow-on system to the nuclear armed Air Launched Cruise Missile (ALCM) AGM-86B, operational since 1986. The LRSO program has completed an Analysis of Alternatives (AoA) and is in the Materiel Solution Analysis Phase of the program's lifecycle. The FY15 President's Budget LRSO funding is outlined below.

LRSO FY15 PB

(TY\$M)	FY15	FY16	FY17	FY18	FY19	Total (FYDP)
LRSO	\$4.9	\$9.9	\$19.8	\$40.7	\$144.9	\$220.2

The FY15 PB funds Milestone A preparation activities to include concept refinement, risk reduction efforts, and acquisition strategy refinement. The cost of the missile program will continue to be refined during the Materiel Solution Analysis phase as the program works toward Milestone A. The funding profile for the Long Range Strike Bomber (LRS-B) beyond the FY15 President's Budget is classified. The Average Procurement Unit Cost (APUC) is \$550 million in base-year 2010 dollars and is applicable for a 100 aircraft procurement.

The LRSO and LRS-B are both critical strike components of the Long Range Strike family of systems, which also includes Intelligence, Surveillance and Reconnaissance, electronic attack, communication and other capabilities. Despite upgrades, current bombers are increasingly at risk to modern air defenses. LRSO and LRS-B will provide complementary capabilities to provide the President with the option to hold any target at risk at any point on the globe.

LRSO could not be used as a substitute for LRS-B. LRS-B's long range and significant broad mix of stand-off and direct-attack munitions payload, including LRSO, will provide operational flexibility to Joint commanders across the range of military operations. Initial LRS-B capability will be delivered in the mid-2020s, before the current fleet goes out of service.

LRSO will replace the current Air Launched Cruise Missile (ALCM) and will be compatible with LRS-B, and the B-2 and B-52 to provide critical nuclear standoff capabilities.

Mr. GARAMENDI. What is the total/all-inclusive cost of the land based ICBM program?

General WELSH. [The information was not available at the time of printing.]

Mr. GARAMENDI. The Air Force is now studying the next gen of ICBMs. What is the rationale for having the existing or future ICBM fleet—is this question apart of that study?

General WELSH. [The information was not available at the time of printing.]

Mr. GARAMENDI. When was the most recent comprehensive review/study of the nuclear triad strategy? Given the tight budgets in the years ahead do you believe it is wise/useful to conduct such a review?

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General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. CONAWAY

Mr. CONAWAY. The U.S. Air Force PB15 Force Structure applies a reduction of seven Compass Call aircraft at Davis-Monthan AFB in 2016. What are the reasons for the reduction of the Compass Call aircraft?

Secretary JAMES. Financial constraints imposed by the Budget Control Act and sequestration compelled the Air Force to reduce the Compass Call fleet.

Mr. CONAWAY. How much money will be saved with the proposed 2016 Compass Call fleet reduction?

Secretary JAMES. Savings will total \$315.8 million.

Mr. CONAWAY. What are the plans for the Compass Call fleet beyond 2016?

Secretary JAMES. The Air Force will retain and operate eight aircraft.

Mr. CONAWAY. If cuts to the Compass Call fleet occur, how does the Air Force intend to accomplish the Compass Call electronic warfare mission?

Secretary JAMES. To prepare for continuing the electronic warfare mission in the event fleet reductions are implemented, the Air Force is analyzing requirements and available capabilities via the Air Superiority and Global Precision Attack Core Function Support Teams.

Mr. CONAWAY. Are there identified alternative platforms that deliver the same capability?

Secretary JAMES. The Air Force is currently in the process of assessing various aircraft replacement options.

Mr. CONAWAY. Will the Compass Call fleet be retired prior to identifying a replacement platform if there is no alternative platform that can assume the Compass Call fleet mission?

Secretary JAMES. The Air Force will attempt to avoid any capability gaps. However, continued fiscal constraints as a result of sequestration will hinder the Air Force's ability to develop and field a replacement platform.

Mr. CONAWAY. When will the results of the Analysis of Alternatives (AOA) to determine follow-on Compass Call capabilities be available for review?

Secretary JAMES. An AoA is currently under development; however it is too early to predict when the results may be available.

Mr. CONAWAY. How long does the Air Force believe it will take to field follow-on a Compass Call capability?

Secretary JAMES. The Air Force will have a more definitive way ahead once the AoA is completed.

Mr. CONAWAY. The U.S. Air Force PB15 Force Structure applies a reduction of seven Compass Call aircraft at Davis-Monthan AFB in 2016. What are the reasons for the reduction of the Compass Call aircraft? How much money will be saved with the proposed 2016 Compass Call fleet reduction? What are the plans for the Compass Call fleet beyond 2016? If cuts to the Compass Call fleet occur, how does the Air Force intend to accomplish the Compass Call electronic warfare mission? Are there identified alternative platforms that deliver the same capability? 5. Will the Compass Call fleet be retired prior to identifying a replacement platform if there is no alternative platform that can assume the Compass Call fleet mission? 6. When will the results of the Analysis of Alternatives (AOA) to determine follow-on Compass Call capabilities be available for review? 7. How long does the AF believe it will take to field follow-on Compass Call capability?

General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. JOHNSON

Mr. JOHNSON. The Air Force is starting a major nuclear recapitalization, including new bombers, nuclear fighters, new nuclear cruise missiles, a tailkit for B61, and new ICBM's. Does the Air Force have a good understanding of the total costs? What are the top priorities for the Air Force, especially between B61 and LRSO?

Secretary JAMES. The Air Force has a sound understanding of the sustainment and modernization costs for Air Force nuclear delivery systems. In accordance with Section 1043 of the National Defense Authorization Act for Fiscal Year 2012, these costs were recently reported to the Congress in a report that accompanied the submission of the President's FY2015 budget request.

(U) Sustainment and Modernization Costs for Air Force Nuclear Delivery Systems¹

(then-year dollars in billions)

	FY 2015–2019 ²	10-Year Cost Estimate
ICBM		
Minuteman III³	\$6.7	\$11.6
Follow-on ICBM⁴	AoA & Acquisition Planning	\$6.0
ICBM Fuze Modernization	\$0.7	\$1.4

(U) Sustainment and Modernization Costs for Air Force Nuclear Delivery Systems¹—Continued

(then-year dollars in billions)

	FY 2015–2019²	10-Year Cost Estimate
Heavy Bombers		
B–52H⁵	\$7.3	\$13.1
B–2A⁶	\$6.0	\$11.3
Long Range Strike-Bomber	\$11.4	\$33.1
ALCM	\$0.3	\$0.6
LRSO missile	\$0.2	\$2.8
B61–12 TKA	\$1.2	\$1.3
Dual Capable Aircraft⁷	\$1.2	\$2.7
Total⁸	\$35.0	\$83.9

Source: Section 1043 Report to Congress for Fiscal Year 2015, May 7, 2014

NOTE: Numbers may not add up due to rounding.

1. Estimated costs include RDT&E; procurement; operations and support; and personnel. DOD activities do not include overhead costs such as personnel assigned to higher headquarters who work on nuclear deterrence related issues.

2. DOD FYDP Fiscal Years 2015–2019.

3. Includes ICBM Squadrons, Helicopter Support, and Demonstration/Validation. Not included: Common Vertical Life Support Platform (program cancelled June 2013), MEECN, and ICBM–EMD.

4. The GBSD AoA cost through Milestone A is \$27 million. Ten-year cost is ROM due to AoA activities.

5. Includes B–52 Active Squadrons and B–52 Reserve Squadrons

6. Includes B–2 Active Squadrons, B–2 Reserve Squadrons, and B–2 DMS

7. Includes operations and maintenance funding for the F–16C squadrons at Aviano Air Base, Italy, F–15E squadrons at RAF Lakenheath, UK, Nuclear Weapons Storage, and F–35 DCA RDT&E funds. Ten-year projection computed using inflation rates of 1.8% for MILPERS and 2.0% for other appropriations.

8. Costs shown may include NCCS integration costs.

Recapitalization and modernization of the Air Force nuclear enterprise is essential to sustaining U.S. strategic and extended deterrence commitments in the decades to come. The ongoing B61 Life Extension Program and future Long-Range Standoff weapon (LRSO) programs are both critical to this effort. The first production unit (FPU) delivery date for the B61–12 is in 2020, and the FPU for LRSO is anticipated in the 2025–2027 timeframe. These weapon systems are distinct not only in their development and production schedules, but also in the operational capabilities they will offer. The B61–12 will provide a long-term gravity weapon capability for U.S. bomber and fighter aircraft, to include the F–35 and North Atlantic Treaty Organization dual-capable aircraft. The LRSO cruise missile will replace the aging Air-Launched Cruise Missile in providing the nation a credible standoff nuclear weapon capable of delivery from current and future bomber aircraft. Together, these programs will provide critical and complementary deterrence capabilities to the U.S. and our allies.

Mr. JOHNSON. The Air Force is starting a major nuclear recapitalization, including new bombers, nuclear fighters, new nuclear cruise missiles, a tailkit for B61, and new ICBM's. Does the Air Force have a good understanding of the total costs? What are the top priorities for the Air Force, especially between B61 and LRSO?

General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. LAMBORN

Mr. LAMBORN. Air Force is responsible for integrating significant High Consequence Mission Critical (HCMC) IT Services and Solutions like Air And Space Operations Center Weapon System Integrator (AOC WSI LSI), and Distributed Common Ground Support System Sustainment Support (DCGS). The Air Force clearly understands that integrating programs like these is a daunting, complex, and challenging endeavor, and that distributing portions of such a projects to multiple lead systems integrators, significantly increases complexity, difficulty, and program risk. In fact, the Air Force demonstrated a clear understanding of this concept by designating Commander Air Combat Command (COMACC) as the Core Function Lead Integrator (CFLI) for Command and Control (C2) and Global Integrated Intelligence, Surveillance, and Reconnaissance (GIISR), vesting all system integrator responsibilities with a single, responsible integrator.

NETCENTS II, when finally awarded, is a fine contract for commodity IT procurement, but fails to meet the necessary requirements of providing a single systems integrator for HCMC IT services and solutions procurement, even though the Air Force clearly demonstrates a thorough understanding of the requirement. The very nature of any multiple award ID/IQ contract increases the complexity, difficulty, and program risk. Will the Air Force consider conducting a single award ID/IQ vehicle acquisition dedicated to HCMC IT procurement to come along side NETCENTS II as an effective way to overcome the multiple integrator issue?

Secretary JAMES. NETCENTS II is a highly flexible suite of contracts which serves as an enabling mechanism for the Air Force IT Enterprise transformation. These contracts allow procuring organizations to take advantage of IT consolidation efforts and the reuse of existing solutions. To support the AF transformation effort, NETCENTS II utilizes broadly written requirements at the basic contract level, which can be further constrained at the task order level, thus enabling the high consequence IT products and services. The Air Force opted to utilize a suite of contracts, each with a multiple-award ID/IQ contract structure to foster increased competition between vendors, reduce cost, and to provide procuring organizations a more focused field of competitors which specialize within the required IT domain. This solution further enables a more rapid acquisition of IT services and solutions, thereby reducing program risk. Within the NETCENTS suite of contracts, High Consequence IT requirements were captured and included in the Services contracts—NetOps and Infrastructure Solutions, and Application Services.

In a prior response to a similar inquiry [CRR-FY14-AF High Consequence Information Technology Services, Dated: 12 Sep 13], the analysis demonstrated that NETCENTS II was fully capable of supporting a full range of HCMC IT services, although a mandatory use waiver process was outlined based on a business case and other mission needs. Indeed, NETCENTS II can support the full mission capability lifecycle from early systems engineering through development, test, operations, and sustainment, with mission assurance, security, and rigorous product specification for application services, infrastructure, and integration. The contractual vehicle supports not only Core Function Lead Integrator (CFLI) for Command and Control (C2) and Global Integrated Intelligence, Surveillance, and Reconnaissance (GIISR), but all Air Force CFLIs, and is not limited to commodity IT.

The contract scope is consistent with 2008 NDAA Sec 802, and updates which further limit/prohibit the Lead System Integrator contracts. Competitive integration is a key element of NETCENTS II, combining both traditional military-industrial partners as well as commercial IT partners. Additionally, NETCENTS II is supportive of both on premise systems and use of secure cloud capabilities consistent with 2010 Executive Direction and NDAA 2012, as appropriate, adding significant resiliency to the mission environment.

The AOC WSI and DCGS programs agree that a single integrator will eliminate many integration issues and difficulties however this is on a program to program basis, and the waiver process may need to be used to provide a flexible acquisition strategy to meet specific program requirements.

So while there exists a policy for waivers through the Air Force CIO and Air Force acquisition process, NETCENTS II can currently, and will in the future, support HCMC IT services and solutions procurement.

Mr. LAMBORN. Air Force is responsible for integrating significant High Consequence Mission Critical (HCMC) IT Services and Solutions like Air And Space Operations Center Weapon System Integrator (AOC WSI LSI), and Distributed Common Ground Support System Sustainment Support (DCGS). The Air Force clearly understands that integrating programs like these is a daunting, complex, and challenging endeavor, and that distributing portions of such a projects to multiple lead systems integrators, significantly increases complexity, difficulty, and program risk.

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General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. BARBER

Mr. BARBER. If the Air Force completely divests of the A-10, which platform will become the next premier close air support aircraft?

Secretary JAMES. The Air Force will have a number of multi-role platforms capable of performing Close Air Support (CAS) if the A-10 is divested. Certain Air Force squadrons of different platforms will be tasked with CAS as a primary mission and thus specialize in CAS. Other squadrons will have CAS as a secondary mission. These platforms include F-15E, F-16, MQ-1/9, B-1, B-52, AC-130, and eventually F-35.

This fleet of multi-mission, CAS-capable platforms will ensure the Combatant Commanders maintain the flexibility required to provide CAS when needed in their areas of responsibility.

Mr. BARBER. In making its FY15 budget, has the Air Force considered Ground Commanders' inputs on the capabilities needed to best support troops on the ground when they request close air support? If the Air Force has considered Ground Commanders' inputs on CAS, then what are those considerations and what platform best supports that mission?

Secretary JAMES. The Air Force Fiscal Year 2015 budget includes Ground Commanders' considerations into the support ground troops need. The Air Force studied the future requirements of the ground component commanders as approved in the theater OPLANS. We've determined there are sufficient aircraft capable of providing Close Air Support (CAS). Factors that led to our conclusion included: 1) the type and number of potential targets, 2) the nature of the future enemy ground force and 3) the future threat environment for the air and ground components to operate in. These factors indicate that multiple capabilities are necessary to conduct the CAS mission and provide effective support to ground forces. Furthermore, it was concluded that no single platform best supports the CAS mission when these factors are taken into account. The Air Component Commander retains flexible options to employ the best platform for the effects that are requested by the ground commander.

Mr. BARBER. What is the percentage of all CAS missions in Iraq and Afghanistan that the A-10 has executed from 2003 to 2013? What is the percentage of monetary costs associated with A-10 CAS missions during this same time period compared to all other CAS fixed-wing platforms?

Secretary JAMES. The Air Force previously submitted a report on "Close Air Support Requirements" to the Congressional Defense Committees in March 2014, which shows that A-10 aircraft executed 19 percent of all CAS missions flown by U.S. airframes from 2006 thru October 2013. Data prior to 2006 was not available for this analysis. Pre-2006 data was tracked via a different method, which makes direct comparisons to post-2006 data difficult.

The report has an overall classification of SECRET//NOFORN and therefore cannot be reproduced in its entirety here, however, the Air Force would be happy to forward a copy through appropriate channels upon request.

It is difficult to accurately convert the "missions" metric from the report into monetary costs. It is important to note that mission count does not equate to sortie count, or a specific number of flying hours. The Air Force utilizes a cost per flying hour to determine airframe expense, which does not directly correlate to particular missions flown. For example, fighters (A-10, F-16) typically fly a CAS mission with two or more aircraft, whereas other CAS-capable aircraft (AC-130, B-52) typically fly CAS missions with a single aircraft, and will have to travel different distances to conduct their operations.

Because of these factors, the Air Force cannot accurately convert current mission percentage to a definitive cost comparison between airframes and mission set at this time.

Mr. BARBER. If the Air Force divests of the A-10s are, what is the plan for the force structure that supports the A-10?

Secretary JAMES. In the event that the Air Force divests the A-10, the force structure supporting the A-10 will be re-allocated to other mission support areas based on prioritized requirements to improve overall force readiness. This includes the plan to move over 700 maintenance positions to support the F-35. The Air Force will organize, train and equip its remaining multi-role aircraft to minimize the impact created by restricted funding to the missions best suited to meet current and future operational requirements. Force structure changes will align with the Defense Strategic Guidance, will balance across the active, reserve, and guard components within the current fiscal constraints, maximizing the balance between capability, capacity and readiness of the Air Force.

Mr. BARBER. How much money will the United States Air Force save in divestment of the A-10? Please enumerate the specific savings the Air Force believes it will achieve and the specific programs and contracts affected with the vertical divestment of the A-10.

Secretary JAMES. By divesting the A-10, the Air Force expects to save \$4.3 billion across the Future Years Defense Plan. These savings are maximized through “vertical divestment” of the entire fleet of A-10. Fleet divestiture eliminates fixed costs that cannot be notably reduced when only part of the fleet is divested. Fixed cost include, but are not limited to, training (formal training unit [FTU], weapons instructor course [WIC], simulators, tech pubs, etc.) and weapons system sustainment infrastructure (sustaining engineering/support, pipeline spares, depot tooling and test equipment, etc.), as well as, nonrecurring hardware and software design, development and test (mods, OFP updates, tech orders, obsolescence, etc.) and new weapons integration.

Mr. BARBER. If the Air Force begins to retire the A-10 in Fiscal Year 2015 and units and infrastructure shut down, how much will it cost the Air Force in each fiscal year, beginning with FY15, to fully divest the A-10?

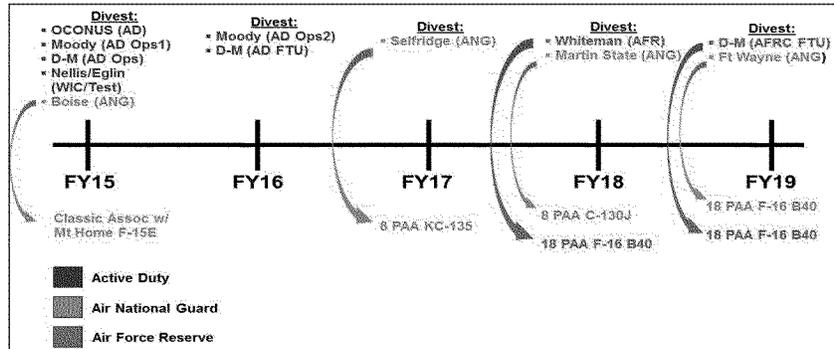
Secretary JAMES. The costs associated with divesting the A-10 are comprised primarily of induction into the Aerospace Maintenance and Regeneration Group for retirement preparation and storage:

FY15 (\$M)	FY16	FY17	FY18	FY19	FYDP
3.7	1.9	0.8	1.7	1.7	9.8

The Air Force’s Fiscal Year 2015 Total Force Proposal was developed to minimize costs and leverages existing infrastructure and personnel training/expertise at bases losing A-10s and transitioning to other aircraft. Consequently, any additional facility and personnel costs at these units will be minimal and are accounted for in normal operating budgets.

Mr. BARBER. If the Air Force divests the A-10 in Fiscal Year 2015 and Fiscal Year 2016, what infrastructure changes has the Air Force considered in order to move different missions and platforms to bases that would lose the A-10 mission?

Secretary JAMES. The following timeline illustrates the Air Force’s A-10 retirement plan along with planned backfills:



Starting in Fiscal Year 2015 (FY15), the Air Force will begin retiring overseas-based active duty A-10s as well as aircraft based at Moody Air Force Base (AFB) (GA), Davis-Monthan AFB (AZ), Nellis AFB (NV), and Eglin AFB (FL). The Air National Guard squadron at Boise (ID) will form a Classic Association with the F-15E squadron at Mountain Home AFB. The remaining active duty A-10s at Moody AFB and Davis-Monthan AFB will be retired in FY16. As part of the Air Force plan to retire Air Reserve Component (ARC) A-10s in the latter half of the Future Years Defense Plan (FYDP), the aircraft at Selfridge (MI) Air National Guard Base (ANGB) will be replaced by eight KC-135 aircraft in FY17. Whiteman (MO) Air Reserve Base (ARB) and Martin State (MD) ANGB A-10s will be replaced by 18 F-16 Block 40s and eight C-130Js, respectively, in FY18. The reserve unit at Davis-Monthan AFB and Ft Wayne ANGB will gain 18 F-16 Block 40s each once their A-10s are retired in FY19.

Mr. BARBER. What are the proposed numbers and specific positions that will be cut at Davis Monthan AFB from Fiscal Years 2015–2019 if the Air Force divests of the A-10 mission? Has the Air Force done an analysis of how communities surrounding the installations, including Davis Monthan AFB, that house A-10 missions will be affected should divestment occur?

Secretary JAMES. The FY15 President’s Budget identified a projected total force manpower reduction associated with the A-10 divestment at Davis Monthan of approximately –700 authorizations from FY14–FY15 ramping to a total of approximately –2100 billets by FY19. The attached table summarizes the projected draw-down of A-10 positions by Air Force Specialty Code title.

[The table referred to can be found in the Appendix on page 102.]

Representatives from Air Force Air Combat Command, whose purview Davis-Monthan AFB falls under, participated in the development of the Air Force’s Fiscal Year 2015 (FY15) Program Objective Memorandum (POM) and would take into account any potential impacts to the community around the base as a result of A-10 retirements. In light of the budgetary environment the Air Force was forced to operate in, our FY15 budget represents the best attempt at balancing economic interests with operational requirements while adhering to strict fiscal guidelines.

Mr. BARBER. Davis-Monthan Air Force Base has critical capabilities that many bases cannot offer including proximity to training ranges, abundant flying weather, and large runways. If A-10s are divested, how does the Air Force plan on sustaining flight operations at Davis Monthan AFB in order to maintain its ability to support future missions? What future missions does the Air Force envision placing at Davis Monthan AFB? What is the expected timeline for placing these missions?

Secretary JAMES. Despite our intention to retire the A-10s at Davis-Monthan AFB, the base will remain an integral part of the Air Force’s ability to support Combatant Commander airpower requirements. To this end, the departing A-10s will be replaced by a number of F-16s in Fiscal Year 2019.

Mr. BARBER. Has the Air Force planned any infrastructure changes at Davis Monthan AFB between the potential divestment of the A-10 and the placing of future missions, in order to prevent a gap in operations?

Secretary JAMES. Despite our intention to retire the A-10s at Davis-Monthan AFB, the base will remain an integral part of the Air Force’s ability to support Combatant Commander airpower requirements. To this end, the departing A-10s will be replaced by a number of F-16s in Fiscal Year 2019.

Mr. BARBER. What are the Air Force's plans between Fiscal Years 2015–2019 for the F–16s currently based at Luke Air Force Base once the new squadrons of the F–35 have been fielded and delivered to the base?

Secretary JAMES. There are currently 96 Primary Aircraft Authorization (PAA) F–16s based at Luke AFB. Between April and September 2014, 25 of these aircraft will move to Holloman AFB. During the April–September 2015 period, another 25 aircraft will move to Holloman AFB bringing that base's total to 50 PAA F–16s (Luke will then have 46 PAA) by October 2015.

Of the remaining F–16s at Luke AFB, 20 are Block 25 and 26 are Block 42. The Block 25 aircraft are expected to remain at Luke AFB until they reach their expected operational life beginning in FY20, at which time they will be retired. The Block 42 aircraft are expected to remain at Luke AFB well beyond 2019. The facilities and ramps vacated by the aircraft moving to Holloman AFB will provide room for up to five squadrons of F–35s at Luke AFB.

Mr. BARBER. The Air Force has testified that in Afghanistan and Iraq faster-flying fighters and heavy bombers have provided 80 percent of the close air support mission. How has the Air Force come to this percentage? What is the exact breakdown by date, air frame, and flight time of each close air support mission during the war in Afghanistan?

Secretary JAMES. The Air Force cited the percentage in a previous report on "Close Air Support Requirements" submitted to the Congressional Defense Committees in March 2014. This report provides the most current and detailed analysis of Iraq and Afghanistan CAS missions. The citation comes from a chart posted on subpage 8 of 15. USCENTCOM provided the AOR mission data for this report.

The report has an overall classification of SECRET//NOFORN and therefore cannot be reproduced in its entirety here, however, the Air Force would be happy to forward a copy through appropriate channels upon request.

The USCENTCOM data used in the report does not contain the level of detail required to break down Afghanistan CAS missions by date, airframe and flight time. Additional time would be required to determine if USCENTCOM has data of sufficient detail to answer this request.

Mr. BARBER. What is the comparison between an A–10 weapons payload that supports close air support (CAS) and other platforms' weapons payloads that support CAS?

General WELSH. Combat payloads options are fairly similar for most fighter aircraft. Key fighter similarities and differences are listed in the example below. Bomber aircraft have much higher capacity of bomb munitions, but do not have rocket or gun capabilities. Remotely piloted aircraft payloads are limited to 500 pound class bombs and missiles, but do not carry rocket or guns.

Fighter CAS payload example:

Bombs Key similarities: F–16, F–15E, A–10 all carry 500 and 2000 pound class precision (GBU10/12/38/31 series) and no-precision munitions (MK82/84 series), as well as cluster bomb munitions CBU–103/4/5)

Key differences: F–16 and F–15E capable of carrying Small Diameter Bomb version 1 F–15E capable of carrying Small Diameter Bomb version 2 A–10 while capable, has not been integrated with these weapons at this time

Rockets F–16, A–10: M151 (High Explosive) rockets, M156 (white phosphorous) marking rockets, Maverick missile

F–15E: no rocket or Maverick missile capability

Guns A–10: 1150 rounds of 30MM (High Explosive or Armor Penetrating or mix of the two) F–16: 510 Rounds of 20MM (High Explosive or Semi Armor Piercing) F–15E: 940 rounds of 20MM (High Explosive or Semi Armor Piercing)

Other A–10: LUU system of illumination flares; illuminate an area in both normal & infrared spectrums

Mr. BARBER. What is the percentage of all CAS missions in Iraq and Afghanistan that the A–10 has executed from 2003 to 2013? What is the percentage of monetary costs associated with A–10 CAS missions during this same time period compared to all other CAS fixed-wing platforms?

General WELSH. [The information was not available at the time of printing.]

Mr. BARBER. Can the A–10 perform Forward Air Controller–Airborne (FAC–A), Combat Search and Rescue (CSAR) and Strike Coordination and Reconnaissance (SCAR) missions?

General WELSH. Yes. The A–10 has FAC–A and CSAR as primary missions, while SCAR is a secondary mission.

Mr. BARBER. If the Air Force divests the A–10 in Fiscal Year 2015 and Fiscal Year 2016, what infrastructure changes has the Air Force considered in order to move different missions and platforms to bases that would lose the A–10 mission?

General WELSH. [The information was not available at the time of printing.]

Mr. BARBER. What are the proposed numbers and specific positions that will be cut at Davis Monthan AFB from Fiscal Years 2015–2019 if the Air Force divests of the A–10 mission? Has the Air Force done an analysis of how communities surrounding the installations, including Davis Monthan AFB, that house A–10 missions will be affected should divestment occur?

General WELSH. [The information was not available at the time of printing.]

Mr. BARBER. Should the Air Force divest of the A–10, what plan is in place for utilizing the expertise and experience of A–10 pilots, including their CAS experience and institutional knowledge?

General WELSH. The specifics of the A–10 divestiture manning plan are still being developed. However, the draft framework being considered consists of re-assigning A–10 pilots based upon three experience levels.

A–10 Experience Level	Likely Post A–10 Assignment Vector
Inexperienced (<500 hours in A–10)	New RegAF A–10 pilots will possibly PCS to ANG/AFRC A–10 unit until experienced (> 500hrs in A–10). Otherwise they will likely be re-trained in another fighter system (F–15/16/22)
Experienced but less than 1st Flying Gate complete (<8 years in flying assignments)	Another flying assignment. This assignment may include another fighter platform or instructing new pilots in various flying training programs, depending upon the needs of the AF
Experienced and 1st Flying Gate complete (>8 years in flying assignments)	Another flying assignment. However, if no other flying positions are open after all less experienced A–10 pilots are accounted for, these experienced officers will likely use their CAS knowledge to develop policy and war plans on our severely undermanned fighter staffs.

Mr. BARBER. Davis-Monthan Air Force Base has critical capabilities that many bases cannot offer including proximity to training ranges, abundant flying weather, and large runways. If A–10s are divested, how does the Air Force plan on sustaining flight operations at Davis Monthan AFB in order to maintain its ability to support future missions? What future missions does the Air Force envision placing at Davis Monthan AFB? What is the expected timeline for placing these missions?

General WELSH. [The information was not available at the time of printing.]

Mr. BARBER. What are the Air Force’s plans between Fiscal Years 2015–2019 for the F–16s currently based at Luke Air Force Base once the new squadrons of the F–35 have been fielded and delivered to the base?

General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY DR. FLEMING

Dr. FLEMING. The Air Force eliminated the 917th Air Force Reserve Fighter Group, twenty-four A–10s at Barksdale Air Force Base. A BRAC round put these A–10s at Barksdale to support a number of missions, including Green Flag Exercises at Fort Polk. As I examined the A–10 decision, it became clear that there was no coordination between the Army and the Air Force when that decision was made. The Air Force Reserves will likely increase the number of Reserve equipped squadrons, with F–16s fighters. Will the Air Force consider installations that lost Reserve fighter wings in FY14 when it “pluses up” Reserve wings with F–16s? That is, will the Air Force look at Barksdale Air Force Base to backfill the A–10s with an F–16 or future F–35, to replace the A–10, considering the type of joint support Barksdale provides, for example at Green Flag East? Is Air Force coordinating with Army in making these decisions?

Secretary JAMES. The Air Force historically determines the most operationally effective and fiscally efficient posturing of its assets during the development of our annual program and budget. Therefore, the establishment of a new flying mission at Barksdale AFB may be considered in the years to come. However, the Budget Control Act (BCA) and sequestration hampers the Air Force’s ability to distribute resources in a manner posing the least risk to our warfighting capabilities. Revert-

ing to strict BCA funding caps in Fiscal Year 2016 and beyond will further hinder the Air Force's ability to replace force structure, and compel us to divest additional capabilities and potentially leading to more unit deactivations.

While there is no formal coordination of force structure movements between the Military Services, the Army has been aware of the Air Force's decision to retire the A-10 and was briefed on this action on multiple occasions. We will notify the Army in similar fashion if and when the Air Force decides to establish a follow-on mission at Barksdale AFB.

Dr. FLEMING. Given the priority that the Air force places on the nuclear mission, please explain why the highest level of oversight, a four-star general, is not responsible for overseeing our most lethal and important weapon and deterrent capability. What value could be provided to U.S. Strategic Command with the component leadership of a four-star general over Air Force nuclear operations?

General WELSH. On May 28, 2014, Air Force Secretary James and I announced that we have recommended to the Secretary of Defense to elevate the Air Force Global Strike Command position to a four-star general, from its current three-star rank. As the Air Force is at the maximum statutory authorization for four-star generals, we recognize we will need to identify a compensatory four-star command for downgrade to allow the position of Commander, Air Force Global Strike Command to be upgraded from O-9 to O-10. The Secretary and I are actively discussing which four-star command will be recommended for downgrade. Once the command is identified, we will develop a timeline and prepare a nomination package for Senate consideration.

Dr. FLEMING. I understand that the FY14 Air Force Weapons Storage Area Report is complete. In it, the Air Force discusses its WSA recapitalization program. The 2008 Schlesinger Report established that the closure of the Barksdale Air Force Base WSA was a mistake that was based solely on cost and that incurs strategic risk. Does the Air Force's timeframe for completing the recapitalization program factor in the deterrent capability provided by an additional operational WSA for nuclear-armed Air-Launched Cruise Missiles (ALCMs)?

General WELSH. The Air Force has developed a WSA Recapitalization Plan that will ensure ALCM operational requirements are maintained during the construction of new Weapons Storage Facilities (WSF). Under this plan, a WSF will be constructed at Barksdale AFB prior to the construction of one at Minot AFB, ensuring mission capability is preserved.

Dr. FLEMING. Did the WSA Report consider the potential cost savings of utilizing advanced security surveillance technologies, thus cutting down on personnel costs? Are remote monitoring systems that are nuclear certified available to the Air Force?

General WELSH. As part of the WSA recapitalization initiative, the Air Force intends to leverage advanced technologies that have the potential to reduce personnel requirements and their associated costs. Personnel requirements will be determined as part of the design and certification process. A number of remote detection, assessment, and denial systems are already being successfully employed today across our WSAs.

QUESTIONS SUBMITTED BY MR. MAFFEI

Mr. MAFFEI. Secretary James and General Welsh, in a budget constrained environment I believe that it is incumbent upon each of us to ensure that every system is as affordable and efficient as possible. Each service can no longer afford to purchase unique solutions that are similar, but only slightly different to what other branches may already have.

I understand that both the Army and the Air Force are in the process of procuring single mission ground radars. Meanwhile, the Marine Corps are developing a multi-mission radar called Ground/Air Task Oriented Radar (G/ATOR) which was just approved for Milestone C and has been approved by the Joint Requirements Oversight Council (JROC).

As you know, there was language in the Senate Defense Appropriations Committee reports for the FY2012 and 2014 that recommended the Air Force and Army minimize redundancy and maximize platform commonality while pursuing procurement of new ground radar solutions to reduce development and life-cycle costs. Similarly, both the House and Senate Armed Services Committees have included report language in the past that encouraged the Services to look at reducing redundancy in ground radar programs.

There has been over \$500 million invested in the flexible, scalable, multi-mission Marine Corp's G/ATOR program. I understand that if the Air Force chooses to procure a G/ATOR variant for its Three Dimensional Long Range Radar (3DELRR) pro-

gram that it could generate significant cost-savings at a lower risk and an accelerated schedule. Additionally, I believe that this option could further yield savings to the tax payer by lowering the per unit cost to the Marines for each G/ATOR unit. How is Air Force incorporating this past congressional guidance encouraging commonality and reducing redundancy into its 3DELRR competition and how does it intend to leverage the significant progress that has been made in G/ATOR to date towards it needs?

Secretary JAMES. The Air Force has incorporated past Congressional guidance by inviting the G/ATOR vendor to participate in the competition. However, because the initial Marine Corps radar requirements did not meet Air Force requirements, the JROC approved separate Air Force long range radar requirements. The Air Force surveyed industry and determined only three vendors could fulfill the Air Force requirements. All three were invited to compete, including the G/ATOR vendor. Source selection started in January 2014, and the results are expected by the end of September 2014. The Air Force anticipated the inclusion of the G/ATOR vendor in the competition would yield multiple acquisition benefits including capitalizing on previous DOD G/ATOR research and development investment. 3DELRR is also an OSD Defense Exportability Features pilot program, incorporating export design features to reduce production, operation, and sustainment costs in the long term. Additionally, the Air Force and Marine Corps program offices cooperated for many years on 3DELRR requirements, development and testing to enhance the 3DELRR program. 3DELRR remains an option for the Marine Corps to replace its long range TPS-59 radar, sometime after 2020.

Mr. MAFFEI. Secretary James and General Welsh, in a budget constrained environment I believe that it is incumbent upon each of us to ensure that every system is as affordable and efficient as possible. Each service can no longer afford to purchase unique solutions that are similar, but only slightly different to what other branches may already have.

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General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. PETERS

Mr. PETERS. The FY15 budget included a significant investment in next-generation jet engine technology development. How does the Air Force envision the scope of the project moving forward and what does it mean for industry? Will the technology build on the existing F-135 engine or be a brand new engine? When does the Air Force expect to down-select to one competitor?

Secretary JAMES. The Air Force has invested in adaptive engine technologies through the Adaptive Versatile Engine Technology (ADVENT) effort (FY07 to FY13) and the Adaptive Engine Technology Development (AETD) effort (FY12 to FY16). The acquisition strategy for the new engine technology is still in development; however, the Air Force is working to maintain competition as long as possible in this follow-on effort. If DOD is held to sequestration levels for FY16-FY19, there will be no funds for the next generation engine technology program.

All future aircraft engines are likely to benefit from technologies proven through this program. In addition, the anticipated fuel savings could free-up funds for the Air Force to invest in the modernization of other Air Force warfighter capabilities. The next generation engine program, a follow-on to AETD, will further mature adaptive engine technologies through extensive ground testing to facilitate integration and flight testing. The emphasis is on proving advanced component and sub-system maturity prior to incorporation into major systems.

The Air Force is now in the process of developing the acquisition approach, so specific program titles, goals, and milestones are yet to be defined. However, the next generation engine program has an objective of reducing specific fuel consumption by 25% and improving range by 30%, which will be game-changing for the Department's capability to operate in anti-access/area-denial environments. The program will increase performance, durability, and efficiency in jet engines and bolster the nation's engine industrial base for the future.

QUESTIONS SUBMITTED BY MR. SCOTT

Mr. SCOTT. The savings projection cited from retiring the A-10C's is \$3.7 billion, yet it is acknowledged that the A-10 is the most affordable combat aircraft per flying hour. Has the cost premium from flying other CAS capable aircraft been factored in to the projected savings? There is also a cost differential when considering the munitions employed by different aircraft. The F-16 other aircraft typically have higher munitions costs associated with their use than the A-10. Additionally, please detail the impact of additional contract termination costs, new training costs associated with transitioning pilots to CAS missions, and other factors associated with the A-10's that would mitigate the projected savings from retiring the A-10 fleet.

Secretary JAMES. The FY15 budget constraints forced difficult decisions regarding overall fighter force capacity and capability. The decision to divest the A-10 was based on prioritizing new capability and readiness above near-term risk in capacity, to ensure a more capable and ready force for 2023 and beyond. Subsequently, the Air Force is pursuing investments in capabilities the Air Force uniquely provides to the joint force and the Nation, such as global, long range, multi-role platforms capable of operating in highly contested environments against a determined, well-armed, and well-trained adversary. Under current fiscal constraints imposed by Budget Control Act (BCA), the Air Force cannot afford to retain a single-mission tactical aircraft with limited capabilities in such an environment. Furthermore, several other Air Force platforms, including the F-15E, F-16, B-1 and B-52, are capable of conducting the CAS mission and have successfully performed CAS missions in combat over the past 12 years.

Additional data and analysis will be provided to the congressional defense committees in a classified setting.

Mr. SCOTT. The savings projection cited from retiring the A-10C's is \$3.7 billion, yet it is acknowledged that the A-10 is the most affordable combat aircraft per flying hour. Has the cost premium from flying other CAS capable aircraft been factored in to the projected savings? There is also a cost differential when considering the munitions employed by different aircraft. The F-16 other aircraft typically have higher munitions costs associated with their use than the A-10. Additionally, please detail the impact of additional contract termination costs, new training costs associated with transitioning pilots to CAS missions, and other factors associated with the A-10's that would mitigate the projected savings from retiring the A-10 fleet.

General WELSH. [The information was not available at the time of printing.]

QUESTIONS SUBMITTED BY MR. BROOKS

Mr. BROOKS. There has been a lot of discussion recently about the Air Force's decision to retire its A-10 aircraft, the service's primary close air support (CAS) platform. It seems to me that an efficient way to counter the increased risk associated with divesting the A-10 would be to arm other fixed-wing aircraft like the F-16, the F-15E, B-1s and AFSOC platforms with the most precise missiles and guided munitions available.

General Welsh, I understand that the United Kingdom developed, with U.S. and UK suppliers, a Dual Mode Brimstone (DMB) missile which the UK has used extensively on Royal Air Force Tornado G4 fighter aircraft in combat CAS operations over Afghanistan and Libya. The fully developed DMB is being offered to the U.S. for consideration on multiple U.S. Navy and U.S. Air Force platforms.

In the critical CAS environments in which the USAF will operate do you see the DMB missile as a valuable addition to the weapons array needed by Air Force F-16s, F-15Es, B-1s and AFSOC for those CAS missions?

General WELSH. Over the last few years, the Air Force has closely monitored and evaluated the Dual Mode Brimstone missile. We agree the weapon's performance in combat is excellent. However, the Air Force is committed to SDB-II because it has a Tri-Mode Seeker, greater stand-off distance, can be employed in bad weather, defeats moving targets, and costs less. The Air Force believes SDB-II provides greater operational capability and flexibility.

QUESTIONS SUBMITTED BY MR. VEASEY

Mr. VEASEY. General Welsh, our pivot to Asia in our national security strategy will be an important focus of this committee. This is a critical region to U.S. interests and clearly we want to maintain the best possible intelligence collection capabilities in this theater. The FY2015 budget proposes to begin retiring the U-2 high altitude intelligence and reconnaissance aircraft and relying on other platforms to fulfill that mission.

When the U-2 goes out of service will we still be able to fulfill all of the high altitude intelligence collection requirements we have in the Pacific?

Will we be able to continue monitoring activities in North Korea without regard to weather conditions as we can now with the U-2?

Will other assets provide the same sort of flexibility to react in a crisis and the same capabilities as the U-2?

General WELSH. [The information was not available at the time of printing.]

Mr. VEASEY. General Welsh, the National Defense Authorization Act for Fiscal Year 2007 prohibits the Air Force from retiring the U-2 Surveillance Aircraft until the "Secretary of Defense certifies to Congress that the intelligence, surveillance, and reconnaissance capabilities provided by the U-2 aircraft no longer contribute to mitigating any gaps in intelligence, surveillance, and reconnaissance capabilities identified in the 2006 Quadrennial Defense Review." If the FY15 budget submission effectively retires or begins the process to retire the U-2, have the conditions of the FY07 NDAA been met? More importantly, will the retirement of the U-2 result in ISR gaps in support to the warfighter?

General WELSH. [The information was not available at the time of printing.]

Mr. VEASEY. General Welsh and Secretary James, did any of the Combatant Commanders have input into the decision to retire the U-2s or offer their views? If so, what was their recommendation?

General WELSH. During the Office of Secretary of Defense (OSD)-led FY15 Program Budget Review process, each Combatant Commander was consulted and had an opportunity to offer their respective views to the Secretary of Defense on the OSD decision to retire the U-2 in FY16. As General Welsh noted in previous HAC-D testimony in March 2014, "ISR constitutes the No. 1 shortfall of the Combatant Commanders year after year and they (Combatant Commanders) would never support even more cuts than we already have in our budget proposal." However, the specific views and recommendations by each Combatant Command are held with OSD.

QUESTIONS SUBMITTED BY MRS. WALORSKI

Mrs. WALORSKI. The Aerial Refueling mission is an integral part of U.S. airpower, significantly expanding deployment, employment, and redeployment options available by increasing the range, payload, and flexibility of our air forces.

Given the Air Force Commission's recent recommendation that the Air Force "entrust as many missions as possible to its Reserve Component forces," which will result in significant cost savings, can you speak to how you will meet air refueling requirements from Combatant Commanders and the 2013 National Defense Strategy, and specifically what role Reserve forces do play and will play in this important mission? In 2016 and beyond, will the much-needed KC-46 be quickly and equally integrated into Reserve forces along with Active forces?

Secretary JAMES. The Aerial Refueling mission has a long history of significant Reserve Component (RC) participation. Today's force mix ratio—where the Active Component (AC) provides forces at a 1:2 deploy-to dwell ratio supported by the RC using a mix of volunteerism and mobilization on a 1:5 mobilization-to-dwell ratio—ensures the Air Force meets the global air refueling requirements as directed by Combatant Commanders and the 2013 National Defense Strategy. Given current funding levels, the Air Force expects both the AC and RC air refueling forces to

maintain readiness and capability. However, reverting to strict Budget Control Act funding caps in Fiscal Year 2016 and beyond will hinder our ability to use the RC at its current operational tempo.

The RC has been involved in the KC-46A program since day one and the Air Force is pursuing concurrent fielding of the KC-46 across all components. Additionally, the Air Force is committed to establishing active/reserve associations at all CONUS main operating bases to include the Formal Training Unit. Classic Associations with Air Force Reserve Command are programmed for Altus AFB and McConnell AFB, while an Active Association with the Guard is planned for Pease ANGB.

Mrs. WALORSKI. The Aerial Refueling mission is an integral part of U.S. airpower, significantly expanding deployment, employment, and redeployment options available by increasing the range, payload, and flexibility of our air forces.

Given the Air Force Commission's recent recommendation that the Air Force "entrust as many missions as possible to its Reserve Component forces," which will result in significant cost savings, can you speak to how you will meet air refueling requirements from Combatant Commanders and the 2013 National Defense Strategy, and specifically what role Reserve forces do play and will play in this important mission? In 2016 and beyond, will the much-needed KC-46 be quickly and equally integrated into Reserve forces along with Active forces?

General WELSH. [The information was not available at the time of printing.]

