

**STATEMENT OF
REPRESENTATIVE DUNCAN HUNTER (CA-50)
MEMBER OF CONGRESS
BEFORE THE
HOUSE SUBCOMMITTEE ON DEFENSE
COMMITTEE ON APPROPRIATIONS
MARCH 9, 2017**

Good morning Chairwoman Granger, Ranking Member Visclosky, and Members of the Defense Subcommittee. Thank you for providing me with the opportunity to testify to the Subcommittee on issues that are important to our national security.

Account: **Aircraft Procurement, Army**

Line Item: **MQ-1 UAV**

P-1 Line 3

I would like to bring to your attention the U.S. Army Gray Eagle, which is a medium-altitude, long endurance unmanned aerial vehicle. Currently, Gray Eagle Companies are authorized 12 MQ-1C Gray Eagle aircraft per Company. Due to resourcing limitations, only 9 aircraft per company have been fielded. To achieve full operational capability, units must borrow 3 aircraft from non-deploying units to bring them to the full U.S Forces Command Table of Organization and Equipment (TO&E) Authorization for deployment. This shortfall in Division-level Intelligence, Surveillance, and Reconnaissance (ISR) assets impacts the training and readiness of both a deploying unit as well as units that are forced to surrender aircraft to fill the resourcing shortfall.

DOD assessments determined that Gray Eagle units at Division level required 12 aircraft to adequately meet operational requirements, supported in the Consolidated Programming Document. Due to limited funding, the Army was forced to either fully field fewer units or partially field each Company. This strategy supported Division requirements to integrate and train Maneuver and Intelligence units with organic assets, although with a limited number of aircraft. Risk was accepted to both the organizational training base and to the “train as you fight” philosophy.

The high demand for Gray Eagle units to support ISR missions in multiple theaters has driven unit deployments to a high operational tempo. Commanders have demanded full equipment allowance for deployed units, while units not deploying supply three aircraft from their already reduced assets to ensure deployed Companies have the full complement of aircraft. As more units are deployed and combat losses are experienced, additional aircraft must be taken from non-deployed units.

This places increased stress on non-deployed units to meet both individual and collective training requirements. Non-deployed units are likely to experience a lack of adequate resources to conduct 100% of their maintenance and flight operations training mandates.

Gray Eagle units must have their full authorization of equipment to build the skills needed to support full spectrum operations upon deployment. Partially fielded units with full TO&E Authorizations have additional concerns beyond current operations. For example, Non Commissioned Officers, leaders and staff are not adequately challenged if they do not have to account for, sustain, and repair a full complement of aircraft. If this situation continues, it will affect the long-term quality of Army Unmanned Aerial Systems units, as well their ability to train, maintain and operate at the levels expected of all Army Aviation units.

To fully equip Gray Eagle Companies to their full TO&E for Aircraft, Ground Support Equipment, Ground Data Terminals and Ground Control Systems, three additional Gray Eagle Extended Range (GE-ER) aircraft are needed per division. The additional acquisition of 12 improved Gray Eagle aircraft in fiscal year 2018 also supports the industrial based through 2021.

I recognize that your Subcommittee has a tough job to balance many urgent requirements with very limited funding resources. I urge your Subcommittee, as you mark up the Department of Defense Appropriations Act, 2018 to look at this very important requirement and provide

\$195 million in the Aircraft Procurement, Army appropriation account so that all Army companies have their full allowance of Gray Eagle systems and related ground support equipment.

I would like to bring another important issue to your attention, long range acoustic hailing devices, which allow service members to effectively determine the intent of a person, crowd or vehicle at a safe distance and attempt to deter them before escalating to the use of lethal force and keeping the warfighter out of harm's way. These hailing devices are a proven non-lethal deterrent and are already in use in the Navy, Marine Corps, Coast Guard, Reserves, and National Guard. In 2009, the Army validated a requirement for 6,350 units but a Program of Record wasn't established until 2015. The overall requirement has been reduced to 3,773 as the size of the Army has been reduced but to date, the Army has procured less than 50 of these potentially life-saving devices via the Program of Record even though the cost to buy out the entire requirement would only be \$80M. Funding for this was included in the FY17 President's budget request in Other Procurement, Army, and I thank the Committee for their strong support of that request. The FY17 President's Budget request also indicated planned funding in FY18 but, inexplicably, at a lower rate of procurement quantities than planned for FY17. I request the support of the Committee for expediting the procurement and fielding of this critical capability.

Thank you again for the opportunity for me to bring these important issues to the Subcommittee's attention.