

**Congressman Andy Barr's (KY-06) Written Testimony to the House Committee on Armed Services Regarding C-130J Recapitalization in the FY18 National Defense Authorization Act**

April 27, 2017

Thank you Chairman Thornberry for providing me the opportunity to speak before the House Armed Services Committee today to advocate for the recapitalization of vital equipment necessary for our military to complete its missions, while strengthening our national security.

As you know, for more than forty years, the C-130H "Hercules" has remained the military's primary transport aircraft, providing humanitarian assistance, precision airdrop and tactical airlift across the globe. Furthermore, the dual-role mission of the Air National Guard (ANG) means this aircraft is just as critical in overseas missions as it is in the homeland.

While the Air Force has adopted the National Commission on the Structure of the Air Force (NCSAF) recommendation on concurrent fielding of the F-35 and KC-46 aircraft, the Air Force and Air Mobility Command need to produce a similar roadmap for the C-130J "Super Hercules" aircraft. The Air Force and Air Mobility Command should work with the Air National Guard in funding a long-term C-130 recapitalization plan over a 10-year period utilizing the 21 C-130Js allocated for production by Lockheed-Martin Corporation but not yet designated for specific assignment to an Air Force flying unit.

Furthermore, recapitalization meets the Air National Guard Capstone Principle of to "Maximize concurrent and balanced recapitalization and modernization." In May 2015 the Air Force released its official *U.S. Air Force Strategic Master Plan*, which on page 26 states that, "the ANG requires interoperable, first-rate equipment that can seamlessly employ as operationally indistinguishable units with the active component."

Despite the approval of the Air Forces Strategic Master Plan, the Air Force and Air Mobility Command reneged on their pledge to the Air National Guard to field "concurrent and proportional" aircraft with the Air National Guard when it recently modernized its entire active duty C-130 fleet to the new C-130J model.

This leaves the Air National Guard and the Air Force Reserve components, including my state of Kentucky, as the only components flying the aging C-130H, with little-to-no active Air Force support.

Recapitalization is potentially an existential issue for National Guard Air-wings across the country like the Kentucky Air National Guard, which flies some of the oldest of the "legacy" C-130H fleet in Air Force, and is subject to inevitable downsizing over next 5-to-20 years.

I request that the House Armed Services Committee begin recapitalization for the Air National Guard's aging C-130 H fleet to newer J models through the FY18 National Defense Authorization Act (NDAA). While modernization efforts on H models are underway, it is

imperative for the Air National Guard to begin recapitulation in order to remain on equal footing with the Active Duty in fulfilling both foreign and domestic missions.

Thank you for your consideration of this request and for your continued support of the men and women of the Air National Guard.