RECORD VERSION

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BEFORE THE

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ON

DEPARTMENT OF DEFENSE TACTICAL AND ROTARY AIRCRAFT ACQUISITION AND MODERNIZATION PROGRAMS IN THE FISCAL YEAR 2021 PRESIDENT'S BUDGET REQUEST

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Introduction

Chairman Norcross, Ranking Member Hartzler, and distinguished Members of the Subcommittee on Tactical Air and Land Forces, thank you for this opportunity to discuss the Fiscal Year 2021 (FY21) President's Budget request for Army Tactical and Rotary Aircraft Acquisition and Modernization Programs. On behalf of the Secretary of the Army, the Honorable Ryan McCarthy, and the Chief of Staff of the Army, General James McConville, we thank you for the invitation to join you today and look forward to a productive discussion.

Aviation is one of the Army's largest portfolios in terms of budget, and an important element of the Joint, inter-organizational, and multi-national team. Aviation provides significant capabilities to maintain superiority over our adversaries by increasing lethality and survivability of the force, providing enhanced mobility into and within the theater of operations, and enabling unprecedented situational awareness and battlespace integration.

In FY21, the Army continues to align the aviation portfolio to the 2018 Army Strategy's lines of effort for Readiness and Modernization to achieve the Army of 2028; the 2018 National Defense Strategy's Approach to Build a More Lethal Force; and the 2018 National Security Strategy's Pillar III, "Preserve Peace through Strength." In order to maintain standoff and overmatch against near-peer competitors, we must continue to develop new capabilities. The Assistant Secretary of the Army for Acquisition, Logistics and Technology (ASA(ALT) and Army Futures Command (AFC), including Program Executive Office Aviation and the Future Vertical Lift (FVL) Cross-Functional Team (CFT), are working together to rapidly develop capability to support Multi-Domain Operations (MDO).

Aviation modernization priorities are aligned under four Signature Modernization Efforts (SMEs), formerly referred to as Lines of Effort, to provide capability for the Army of 2028: the Future Long-Range Assault Aircraft (FLRAA); the Future Attack Reconnaissance Aircraft (FARA); the Future Unmanned Aircraft System (FUAS),

comprising Future Tactical UAS, Air Launched Effects (ALE) and Scalable Control Interface (SCI); and Modular Open System Approach (MOSA). While doing so, we must balance our investments in future capabilities with the readiness and modernization of our current Black Hawk, Apache, and Chinook fleets. In accordance with the FY20 National Defense Authorization Act, the Army is currently preparing an Army Aviation Strategic Plan and Modernization Roadmap that will include an analysis of the platforms and capabilities necessary to support current and future missions.

Our focus on modernization comprises two parallel lanes of execution – modernization through new platforms and targeted modernization efforts for the current fleet. Characteristics that originate from the FVL CFT are key efforts that have priority in both funding and staffing. Aviation modernization efforts will provide the necessary standoff and overmatch against near-peer competitors through the tenets of Reach (speed, range, and endurance), Lethality, Survivability, and Affordability. Concurrently, the Army continues to refine the highest priority requirements for MDO that drive incremental modernization updates into the current fleet, which are synchronized and coordinated throughout the Army Aviation Enterprise.

Resourcing Army Modernization

Major investments in new airframes and technology are necessary to achieve standoff and overmatch against near-peer competitors. However, fiscal and technological realities require incremental modernization of the current fleet, which will result in varied fleet configuration and capability. As such, the current fleet's role in MDO may be limited in scale. The Army's forthcoming congressionally-required report, Army Aviation Strategic Plan and Modernization Roadmap, will address the approach to these challenges.

In FY21, the President's Budget request totals $36.9 billion for the Army's Research, Development, and Acquisition (RDA) program, which includes $24.1 billion for Procurement and $12.8 billion for Research, Development, Test and Evaluation (RDT&E). Aviation RDA includes $3.536 billion for Procurement and $1.317 billion for

RDT&E. These resources are balanced between investment for FVL modernization capabilities, ongoing production, and targeted modernization of the current fleet.

FY21 Aviation Key Investments

Army aviation investments include required capability in the reconnaissance, attack, assault, unmanned systems, utility, cargo, fixed wing, and aviation enabler systems mission profiles. Specific investments in this portfolio include the following:

FARA. FARA is the Army's number one aviation modernization priority and is integral to effectively penetrate and dis-integrate adversaries' Integrated Air Defense Systems. FARA will fill the capability gap for light weight attack/reconnaissance. FARA provides significant advancements in aviation technology over the capability once provided by the OH-58 Kiowa. It will enable Combatant Commanders with greater tactical, operational, and strategic capabilities through significantly increased speed, range, endurance, survivability, and lethality. The current FARA Competitive Prototyping (FARA CP) effort will down-select from five to two vendors in late March 2020. The two selected vendors will develop flying prototypes culminating in government flight test evaluation no later than FY23.

FLRAA. FLRAA will provide power projection from relative sanctuary with significantly increased range, speed, mobility, and payload over current Army and U.S. Special Operations Command (SOCOM) aircraft. The Army seeks to continue the industry momentum from the successful Joint Multi Role Technology Demonstrator (JMR-TD) efforts. In FY21, we plan to complete requirements derivation, trade-off analysis, and preliminary conceptual design work to help inform the Army on the requirements, acquisition strategy, and program processes of the FLRAA PoR. The program will continue efforts to refine affordability and MOSA, develop the Contract Requirements Package, and initiate the Source Selection Evaluation Board to support an FY22 PoR contract award.

FUAS. FUAS funding supports the characterization of the FTUAS platform, which is intended to be a runway independent unmanned aircraft that provides the Brigade Combat Teams with expeditionary, intelligence, surveillance, and reconnaissance with improved target location and designation. The FY21 requests supports early development of FTUAS that would enable anticipated initial fielding of this Brigade Combat Team Shadow replacement by FY25.

Apache. The Army will continue to explore ways to achieve cost avoidance and efficiencies for the AH-64 Apache, while completing the AH-64E Apache Remanufacture Program. This program is designed to renew the current Apache fleet by incorporating current technologies and a new airframe to extend the aircraft's useful life and make it the most technologically advanced weapon systems on the battlefield.

Black Hawk. The UH-60 Black Hawk continues to be the Army's workhorse and modernization efforts focus on the continued procurement of the UH-60M aircraft, complete qualification of the H-60V, recapitalization (RECAP) of UH-60L aircraft into the UH-60V aircraft with a digital cockpit, and continued divestment of legacy aircraft. The divesture of H-60As from the Army National Guard is scheduled to be complete by the end of FY22 and from the Active Component by the end of FY24.

Lakota. The UH-72A Lakota continues to be fielded to the Combat Training Centers and Fort Rucker, Alabama, to conduct training operations. All expected buys will be completed in FY21.

ITEP. The Improved Turbine Engine Program (ITEP) is key to improving Black Hawk and Apache range, payload, and loiter time over the current 701D engine. ITEP increases the capability to operate in high hot (6k/95 degrees) environments. FY21 funding continues Engineering and Manufacturing Development (EMD) including engine component testing, First Engine To Test, begins Preliminary Flight Rating testing, covers Apache platform/engine A-Kit Critical Design Review, and begins physical airframe integration.

Chinook. The Army will complete fielding of the CH-47F Block I in FY21. The CH-47F fleet is one of the Army's youngest and most modern fleets. The Army is committed to the CH-47F Block II EMD program and is investing in the ongoing MH-47G Block II production for our Special Operations Aviation Forces. The Army remains committed to working with our allies and partners to pursue Foreign Military Sales opportunities to maintain the health of the Chinook industrial base. The Army expects to make a decision on its heavy lift platforms for the future in 2023.

Aviation Mission System and Architecture. The Aviation Mission System and Architecture Project Office within PEO Aviation is advancing open system architecture to support rapid introduction/updates of capabilities, enhance aircrew safety, increase battlefield lethality, improve aircraft survivability, and provide cross-platform portability. This provides Army aviation a scalable digital backbone with distributive processing and aligns to MOSA standards, allowing Air-to-Air and Air-to-Ground convergence and the rapid integration of evolving technologies.

Survivability. Aircraft survivability is critical to Army modernization and readiness efforts to equip the force and maintain future dominance. The Aircraft Survivability Portfolio provides advanced sensor detect capabilities with the Limited Interim Missile Warning System (LIMWS) and advanced laser defeat capabilities with the Common Infrared Countermeasure (CIRCM) system. Designed for rotary wing, tilt-rotor, and small fixed-wing platforms, these capabilities ensure Army aviation is able to dominate a complex and continuously changing environment to pace the threat. The Army is also continuing the development of capabilities that allow the exploitation of a Degraded Visual Environment (DVE). The Army's DVE directed requirement effort delivers a DVE system that provides a forward looking, fused-sensor image giving aircrews situational awareness in single aircraft, takeoff, and landing in brownout conditions.

Fixed Wing. FY21 budget funds fixed wing fleet modernization through development, prototype, and demonstration efforts shaping the Army's future Aerial

Intelligence, Surveillance and Reconnaissance (A-ISR) strategy while ensuring fleet readiness is maintained. The FY20 Airborne Reconnaissance Low-Enhanced (ARL-E) Follow-on Operational Test and Evaluation enables fielding the new multi-sensor platform in FY21. Prototyping a new Enhanced Medium Altitude Reconnaissance and Surveillance System with Electronic Intelligence (EMARSS-E) capability and developing a high-altitude A-ISR demonstration platforms for tactical concept validation will aid in refining the Army's fixed wing modernization requirements and priorities.

Reform. Army aviation is instrumental in implementing the Army's new intellectual property (IP) policy (Army Directive 2018-26, "Enabling Modernization through Management of Intellectual Property"). The Army's IP Policy stresses identifying and planning for IP needs early in the lifecycle of any system. It includes IP requirements, strategy, licensing considerations, and open communication with industry. PEO Aviation is also participating in the Program Management Resource Tools (PMRT) pilot program. PMRT is designed to capture and manage program data across the enterprise to enable real-time analysis and data-driven decisions. This effort will help to ensure senior Army leadership has the information necessary to make informed decisions across Army programs, while providing a modern management tool for programs.

Conclusion

It is clear that the security challenges of tomorrow will be met with the Tactical and Rotary Aircraft Acquisition and Modernization Programs we develop, improve, and procure today. Because our adversaries will continue to invest in technology to counter or evade U.S. strengths and exploit vulnerabilities, resource reductions and insufficient Army Rotorcraft Modernization will place at risk the Army's ability to overmatch its opponents.

We can assure you that the Army's senior leaders are working hard to address current challenges, as well as the needs of Army aviation in the future. We are doing so

with affordability as our watchword, meeting the equipping needs of our Soldiers while we endeavor to remain good stewards of our Nation's resources.

Mr. Chairman and distinguished Members of this Subcommittee, thank you for your steadfast and strong support of the outstanding men and women in uniform, our Army Civilians, and their Families.