RECORD VERSION

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BEFORE THE

SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES
COMMITTEE ON ARMED SERVICES
UNITED STATES HOUSE OF REPRESENTATIVES

ON

DEPARTMENT OF DEFENSE ROTARY AIRCRAFT ACQUISITION AND MODERNIZATION PROGRAMS IN THE FISCAL YEAR 2022 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 2022 (FY22) President's Budget request for Army Rotary Aircraft Acquisition and Modernization Programs. On behalf of the Secretary of the Army, the Honorable Christine E. Wormuth, and the Chief of Staff of the Army, General James C. McConville, we thank you for the invitation to join you today and look forward to a productive discussion.

Aviation is 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.

Aligned with the President's Interim National Security Guidance, the Army's modernization efforts contribute to the Nation's enduring elements of power advantage over new threats created by changes in global power distribution. 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), including Program Executive Office Aviation, Program Executive Office Missiles and Space, and Army Futures Command, including the Future Vertical Lift (FVL) Cross-Functional Team (CFT), are working together to rapidly develop capability to support Multi-Domain Operations (MDO) and Joint All Domain Operations (JADO).

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 Attack Reconnaissance Aircraft (FARA); the Future Long-Range Assault Aircraft (FLRAA); 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 modernizing, we must balance our investments in future capabilities with the readiness and targeted relevance of our current Black Hawk, Apache, and Chinook fleets.

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, overmatch, and decision dominance against near-peer competitors through the tenets of transformational 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 enable FVL and are synchronized and coordinated throughout the Army Aviation Enterprise.

Resourcing Army Modernization

Major investments in new airframes and technology are necessary to achieve standoff, overmatch, and decision dominance 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.

In FY22, the President's Budget request totals $34.1 billion for the Army's Research, Development, and Acquisition (RDA) program, which includes $21.3 billion for Procurement and $12.8 billion for Research, Development, Test and Evaluation (RDT&E). Aviation RDA includes $2.8 billion for Procurement and $1.8 billion for RDT&E. These resources are balanced between investment for FVL modernization capabilities, ongoing production, and targeted modernization of the current fleet.

FY22 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 a key aviation modernization priority and is integral to dominate the lower tier of the air domain (≤300') and effectively penetrate and dis-integrate adversaries' Integrated Air Defense Systems in JADO. 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 provide Combatant Commanders with greater tactical, operational, and strategic capabilities through significantly increased speed, range, endurance, low latent decision dominance, survivability, and lethality. As part of the current FARA Competitive Prototyping (FARA CP) effort, two vendors are approximately half way through air vehicle development and are on track to fly in FY23. Weapons system design efforts are occurring in parallel, and the initial design review will occur in late FY22.

FLRAA. FLRAA will provide power projection from relative sanctuary with significantly increased and transformational range, speed, mobility, and payload over current Army and U.S. Special Operations Command (SOCOM) aircraft. FLRAA remains on schedule and is maintaining competition between the two Project Agreement Holders (PAHs) through extended Competitive Demonstration and Risk Reduction (CD&RR) activities. The use of the Other Transaction Authority (OTA) has enabled consistent open communications through continuous dialogue and requirements-sharing between the PAHs and PM FLRAA, enabling both cost and schedule efficiencies to maintain momentum. The preponderance of CD&RR is associated with digital engineering and model-based systems engineering, leveraging data from Phase I and Joint Multi-Role Technical Demonstrator (JMR-TD) flight tests. FLRAA is using the adaptive acquisition framework authorities (Middle Tier of Acquisition (MTA) transitioning to Major Capability Acquisition) to deliver FLRAA on an accelerated schedule with appropriate acquisition oversight. The program continues to refine affordability and MOSA, develop the Contract Requirements Package, and

initiate the Source Selection Evaluation Board to support an FY22 MTA contract award.

FUAS. FUAS funding supports the prototyping and development efforts on ALE and FTUAS. ALE are a central component of the FVL ecosystem providing forward stand-in lethal and non-lethal effects through advanced teaming of manned and unmanned platforms. ALE improves operational reach, survivability, and lethality for both the enduring and future platforms. Funding also supports the development of the expeditionary and runway-independent FTUAS platform, which will replace Shadow within Brigade Combat Teams. This follows a highly successful year-long demonstration period including multiple Soldier touchpoints that influenced our "Buy, Try and Inform" strategy to support a successful Army Requirements Oversight Council for an Abbreviated-Capabilities Development Document.

Aviation Munitions. FY22 funding appropriately balances modernization efforts and acceptable risk in ongoing production rates. Aviation munitions funding supports fulfillment of the interim Long Range Precision Munition (Spike NLOS) as a limited fielding directed requirement, initiates the enduring Long Range Precision Munition, and continues production of HELLFIRE, JAGM, and Hydra rockets (guided and unguided).

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 largest fleet of helicopters in the Army's inventory and an aviation workhorse on the battlefield. H-60M Black Hawk efforts focus on the continued procurement and fielding of the UH-60M aircraft as well as managing obsolescence efforts. Additionally, H-60 Black Hawk

continues to be focused on completing qualification of the H-60V, recapitalization (RECAP) of UH-60L aircraft into the UH-60V aircraft with a digital cockpit, and continuing divestment of legacy aircraft. The divesture of H-60As will be complete from the National Guard 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 Army National Guard (ARNG) and the United States Army Aviation Center of Excellence (USAACE), Fort Rucker, Alabama, to conduct training operations. The procurement of additional aircraft will be complete by the end of FY21.

ITEP. The Improved Turbine Engine Program (ITEP) will power the FARA and is key to improving Black Hawk and Apache range, payload, and loiter time over the current 701D engine. ITEP increases lethality with the capability to operate with full mission payloads in high altitudes and hot temperatures (6k/95 degrees), reduces fuel consumption, and improves reliability/maintainability. FY22 funding continues Engineering and Manufacturing Development (EMD) including testing, airframe integration design reviews, and live fire planning.

Chinook. The Army completed fielding all CH-47F Block I units in FY20. The remaining CH-47F Block I production units will be delivered as Repair Cycle Floats. The CH-47F fleet is one of the Army's youngest and most modern fleets. The Army is investing in the CH-47F Block II EMD program and 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 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 (AMSA). The Aviation Mission System and Architecture Project Office within PEO Aviation is advancing open system architecture to support rapid introduction/updates of capabilities, enable interoperability, 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. In addition, PM AMSA continues to develop the Assured Position Navigation and Timing (APNT) capability that will enable M-code and allow Army Aviation to fight and win in a highly contested or denied environment. Finally, in support of the Degraded Visual Environment (DVE) Directed Requirement, PM AMSA completed the integration of the first 15 DVE capable aircraft. This capability will undergo an operational assessment that will inform the Army's future DVE strategy.

Survivability. Aircraft survivability is critical to Army modernization and readiness efforts to equip the force and maintain 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.

Reform. The Army is validating MDO concepts with the use of high fidelity modeling and simulation and then conducting increasingly complex Joint experimental and demonstration events, Experimental Demonstration Gateway Event (EDGE) and Project Convergence (PC). In FY22, the Army builds upon lessons learned from PC20 and EDGE21, which included Soldier touchpoints for early opportunities to validate technologies and requirement concepts as well as progressive efforts connecting Joint All Domain Command and Control (JADC2) to the lower tier of the air domain by extending the reach and lethality of the Future Attack Reconnaissance Aircraft (FARA) ecosystem to accelerate joint kill chains in all-domain operations.

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 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, it is critical that the Army Rotorcraft portfolio receive timely, adequate, predictable, and sustained funding to maintain overmatch.

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 our outstanding uniformed service members, our Army Civilians, and Army Families.