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THE HOUSE COMMITTEE
ON ARMED SERVICES

STATEMENT OF

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BEFORE THE

SEAPOWER AND PROJECTION FORCES SUBCOMMITTEE

OF THE

HOUSE ARMED SERVICES COMMITTEE

ON

MODERNIZATION AND RECAPITALIZATION OF LEGACY C-130s

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INTRODUCTION

Mr. Chairman, Ranking Member Courtney and distinguished Members of the Subcommittee, I thank you for the opportunity to appear before you today to discuss the Navy's legacy C-130 Aircraft Modernization and Recapitalization. Our budget request aligns the requirements of these aircraft to the current National Defense Strategy which identifies a more complex global security environment characterized by overt challenges to the current international order and the resurgence of long-term, strategic competition between nations. This request recognizes that we are emerging from a period of strategic atrophy that has resulted in the erosion of some of our competitive military advantage.

Navy aviation remains highly capable today and we are prepared to respond as the nation requires. The Navy provides a maritime strike and expeditionary power projection force that is continuously forward-deployed. We provide the persistent presence and multi-mission capabilities that represent a majority of U.S. influence across the global commons. To support the critical power projection that this force provides, the Navy requires unique and robust logistic support to enable our warfighters. While the joint force providers deliver a large amount of the aerial logistics support between theaters, the Navy is required to provide the intra-theater airlift support that is specific to the distributed nature of Naval Operations. We call this capability Navy Unique Fleet Essential Airlift (NUFEA) and it bridges the logistics gap from the joint force provider at the Aerial Port of Debarkation to the Fleet Logistics Sites or distributed operations sites, supporting not only Naval Aviation or the Carrier Strike Group, but all of Naval Operations from Surface/Subsurface combatant repairs to Expeditionary support. The requirement for this unique naval support has been proven time and again since World War Two.

Operated entirely by the Navy Reserve, the Navy uses two aircraft for the NUFEA mission, the C-40A Clipper, and the C/KC-130T Hercules. Both aircraft serve our needs well; however, only the C/KC-130T can support the missions with large or outsized cargo as well as operations into small, remote, or unfinished airstrips as are encountered from

time to time to support the Fleet. The Navy has established a risk reduced redline requirement of 24 C-130 series aircraft from the identified requirement of 32. These aircraft are distributed across 5 Fleet Logistics Support (VR) Squadrons located in fleet concentration areas around the country: Naval Air Station (NAS) Point Mugu, California; NAS New Orleans, Louisiana; NAS Jacksonville, Florida; Naval Air Facility Washington, D.C.; and Joint Base McGuire-Dix-Lakehurst, New Jersey. The Navy also operates one C-130T with the Naval Flight Demonstration Squadron creating a total program of 25 Navy C-130s.

Navy C/KC-130T Modernization Initiatives

NP2000 and the Propeller Red Stripe

The readiness of the Navy's C/KC-130T fleet of aircraft is of critical importance as was demonstrated following the grounding of the fleet in September last year. For that reason, we thank the Committee for their support in funding $121.0 million for the NP2000 propeller system in PB18 to restore the readiness of the Navy's C/KC-130T fleet and return the aircraft to a flying status faster than planned. As we speak, the first two systems have been installed by the manufacturer in Kiln, Mississippi with the first flight scheduled this month. Already in use by the Air Force Air National Guard, the NP2000 propeller system also addresses a top readiness degrader for the C/KC-130T fleet by replacing the legacy 4 blade system with a modern and more efficient 8 blade high thrust composite blade system. The NP2000 will provide performance improvements to the C/KC-130T fleet and is expected to increase the readiness rates currently seen. We anticipate that all the aircraft will be fully modified by FY20.

Avionics Obsolescence Upgrade (AOU)

AOU provides the fleet with critical safety and navigation enhancements that brings the C/KC-130T fleet into compliance with the Performance Based Navigation (PBN) mandates from the Federal Aviation Administration (FAA) and International Civil

Aviation Organization (ICAO). The system is required for and meets multiple new worldwide requirements for Communication, Navigation, and Surveillance/Air Traffic Management (CNS/ATM) bringing the C/KC-130T into the future of air navigation. These mandates begin in 2020 and if not met, will prevent the Navy's only medium lift rapid response aircraft from meeting operational missions. AOU also incorporates multiple aircraft safety improvements including an improved aircraft avoidance and awareness system, a terrain awareness system, a digital flight data recorder, and an emergency location transmitter - all proven lifesaving systems that increase safety for aircrew and passengers.

The FY 2019 budget requests $15.2 million for AOU APN for the developmental test required to reach Initial Operational Capability (IOC). IOC for this program was expected to be achieved in FY 2018; however, Flight Test has been delayed due to the grounding of all Navy and Marine Corps C/KC-130T aircraft resulting in a new projected IOC in 2nd Quarter FY 2020.

Carbon Brakes

The Navy is also modernizing the C/KC-130T brake system with carbon brakes that provide enhanced safety and maintainability over the current steel brake assemblies at a reduced weight resulting in cost savings in maintenance, sustainment, and fuel.

The Carbon Brake modernization was supported in the FY 2018 National Guard and Reserve Equipment Appropriation (NGREA) request submitted by the Chief of Navy Reserve (CNR) for $8.9 million. Installations will be completed by the end of FY 2020.

Navy C/KC-130T Recapitalization Initiative

Ultimately, the Navy will need to recapitalize the C/KC-130T fleet to a Naval standard version KC-130J. The Navy KC-130J will form the backbone of the Naval Air Logistics enterprise. With the ability to support large or outsized cargo as well as deliver fuel to forward operating locations, the KC-130J is vital to the Navy’s ability to operate

forward and support the Fleet. The KC-130J will also save the Navy money by buying into an existing production line aircraft in a new Multi-Year Program that has already undergone full development with Non-Recurring Engineering (NRE). Further, the refueling capability the aircraft supports will enable the Navy to meet critical capability gaps to support the warfighter with expeditionary fuel support and in-flight refueling, saving the Navy more in the future years.

The FY 2019 budget request includes $12.0 million in APN for the Economic Order Quantity (EOQ) funding to procure 3 Navy aircraft in FY 2023. This is the beginning of the Navy's recapitalization with a current program of record of 25 KC-130J aircraft that will serve our country for decades to come.

Closing

To protect our Nation and support our allies and partners, Navy Aviation programs require your continued support. As we prioritize our preparedness, we request your assistance to improve the resilience of our current force posture, modernize this key capability, and accelerate the technological advancements to address challenges in every domain. The modernization and recapitalization of our NUFEA fleet is a key piece in the overall effort to increase the lethality of the Navy in this increasingly complex global security environment.

Addendum A

LOGISTICS SUPPORT AIRCRAFT

CMV-22B

The FY 2019 President's Budget requests $143.1 million in RDT&E for continued product improvements and development of the Navy variant, the CMV-22B; $843.2 million in APN for seven Lot 23 CMV-22Bs, procurement of long lead items for FY 2020 (Lot 24) aircraft; and $214.8 million to support 'Operations and Safety Improvement Programs' (OSIPs). Planned OSIP efforts include the correction of deficiencies, readiness improvements, common configuration modernization, aerial refueling, and avionics improvements.

C-2 Greyhound

As the DoN recapitalizes the long-range aerial logistics support and Carrier Onboard Delivery (COD) capabilities with CMV-22B, the C-2A fleet will continue to provide critical COD support for operations worldwide until the FY 2024 timeframe. The FY 2019 budget request provides for $11.32 million in APN and $0.8 million in RDT&E to manage remaining C-2A aircraft mission systems obsolescence, including critical Center Wing Section repair kits to maintain sufficient capacity and readiness to safely complete the transition to CMV-22B.

End of Addendum A