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

DEPARTMENT OF THE AIR FORCE

PRESENTATION TO THE
HOUSE ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES
UNITED STATES HOUSE OF REPRESENTATIVE

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SUBJECT: Air Force, Force Structure and Modernization Programs

STATEMENT OF:

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**INTRODUCTION**

Chairman Turner, Ranking Member Tsongas and distinguished members of the Tactical Air and Land Forces Subcommittee, thank you for the opportunity to provide an update on the United States Air Force Modernization programs and Force Structure. For the past 70 years, from the evolution of the jet aircraft to the advent of the ICBM, satellite-guided bombs, and remotely piloted aircraft, the Air Force has been breaking barriers as a member of the finest joint warfighting team on the planet. Today's demand for Air Force capabilities continues to grow as the United States now faces a more competitive and dangerous international security environment than we have seen in generations.

In, through and from air, space, and cyber, the fabric of our Air Force weaves multi-domain effects and provides joint warfighters the blanket of protection and ability to power project America's full range of combat capabilities…we are 'Always There'. With global trends and intensifying pressure from major challengers, our relative advantage in air and space is eroding in a number of critical areas. Any American weakness emboldens competitors to subvert international order and challenge the alliance and partnership network that underpins it. We are supporting Combatant Commander requirements in response to growing challenges from Russia, China, North Korea and Iran, in addition to the ever present counterterrorism mission in the Middle East and around the world.

While our forces have been heavily engaged in deterring or addressing these operational challenges, our adversaries have taken the opportunity to invest in and advance their own capabilities. To address ever narrowing capability gaps, the Air Force needs your support in the form of, steady and predictable appropriations that fulfill our annual budget requests. In accordance with the National Defense Strategy (NDS), this budget prioritizes long-term

competition with China and Russia. The Air Force must build a more lethal and ready force, strengthen alliances and partnerships, and deliver greater, more affordable performance. Future wars will be won by those who observe, orient, decide and act faster than adversaries in an integrated way across all domains. Budget levels under the current Budget Control Act restrictions will force the Air Force to continue making unacceptable tradeoffs between force structure, readiness, and modernization. With your support of our Fiscal Year (FY) 2019 budget request, the Air Force will drive innovation, reinforce budget discipline and affordability, and deliver performance with the funds entrusted to us. This budget reinforces the Air Force commitment to our allies and international partners through programs such as the European Deterrence Initiative and Indo-Pacific security initiatives.

Stitched together, the fabric of our Air Force weaves multi-domain effects and provides U.S. servicemen and women the blanket of protection and the ability to power project America's full range of combat capabilities. Make no mistake, your Air Force is always there.

**READINESS IN A CHANGING WORLD**

Being "always there" comes at a cost to our Airmen, equipment, and infrastructure, and we are now at a decision point. Sustained global commitments and funding constraints have affected capacity and capability for a full-spectrum fight against a near-peer adversary. In 2013, sequestration forced hard decisions that sacrificed the readiness and size of the Total Force in order to ensure our technological superiority against future adversaries. In the FY16 and FY17 budgets, we made the necessary adjustments to balance near-term readiness with future modernization, but due to continuous combat operations, reduced manpower, an aging fleet, and inconsistent funding, our readiness has suffered.

In a world of increasing threats, stronger adversaries and a persistent war against violent extremism, there is a greater disparity between commitments and the resources necessary to achieve our national security objectives. Instead of rebuilding readiness for near-peer conflicts, your Air Force is globally engaged in operations against lesser-equipped, but still highly lethal and adaptive enemies. Airmen serve at home and abroad to underpin joint force success but it comes at the expense of full-spectrum readiness.

To regain full-spectrum readiness, The Air Force must rebuild our Operational Training Infrastructure. This includes not only live, virtual and constructive environments, but also the ranges and space necessary to train against high-end threat systems in a multi-domain environment. Once established, our 4th and 5th generation fighter units need relief from current tasking against low-end adversaries in order to train for emerging threats. We prioritized this initiative by creating a directorate on the Air Staff dedicated solely to this monumental effort. However, the complexity of linking all of the systems needed for tomorrow's fight and deconflicting training requires both manpower and finances.

Your Air Force needs permanent relief from the current BCA caps, sufficient funding, flexible execution authority, and manpower to recover full-spectrum readiness. We will continue to do all we can to innovate, transform, and improve how we maximize our resources.

**PEOPLE**

Airmen are our greatest resource and our Air Force needs to increase end strength to meet national security requirements. Manpower shortfalls in key areas remain the number one issue limiting readiness and is our top priority as we rebuild squadrons across the Air Force. At the start of 2016, our end strength stood at 311,000 active duty Airmen, down from more than 500,000 during Desert Storm—a 38 percent decrease. Though we appreciate your support to build the

Active Duty force up to about 325,100 in 2018, we will still be stretched to address national security requirements.

To improve readiness and attain manning levels matching our mission requirements, we worked with the Secretary of Defense to address personnel shortages in the FY 2019 President's Budget to include an increase in our Active Duty end strength to 329,100, and Total Force military end strength to 506,200 (adding approximately 4,700 personnel across the Active, Guard, and Reserve components). Our Total Force model (incorporating our Active Duty, Guard, Reserve, civilians, and our contracted capabilities) not only recognizes the value of an integrated team, but helps guarantee today's and tomorrow's capability. We will develop plans to address experienced personnel and critical skills shortfalls in a number of career fields such as aircrew, space nuclear, cyber and battlefield Airmen.

As a Service, we face an aircrew shortage crisis across all disciplines. Your Air Force has the world's finest aircrew who enable an incomparable duality of global mobility and combat lethality. As airlines continue hiring at unprecedented rates, they draw away our experienced pilots. Without a healthy pool of pilots, we risk the ability to provide airpower to the nation.

Pilots are strategic national assets and the pilot crisis extends beyond the Air Force and military. It is a national problem which requires senior-level attention in Congress, the Commercial Industry, and the DoD. To address this national challenge, since 2014 the 'Air Force -Airline Collaboration', formally known as the National Pilot Sourcing Forum has increased efforts to effectively utilize and train an adequate number of pilots to meet our nation's pilot demand signal.

However, pilot retention has declined for five straight years. At the conclusion of FY17 the Air Force had a rated manpower shortfall (including remotely piloted aircraft pilots) of approximately 2,000 pilots across the Total Force. This shortfall is most pronounced in our regular

Air Force fighter community which is short more than 950 pilots. We are grateful for your support to increase the pilot bonus, and we will continue to ensure our retention programs are appropriately sized and utilized. Your Air Force will utilize the FY17 NDAA Aviation Bonus authority ($35K per year maximum) and implement a tiered-model using a directed business case model to identify areas of greatest need.

Retaining our pilot force goes beyond financial incentives…it is about culture. Your Air Force is implementing many non-monetary efforts to reinvent the culture and improve the quality of life and quality of service for our Airmen. We have reduced additional duties and superfluous training courses, as well as acquired contracted support in fighter squadrons to perform burdensome administrative tasks, enabling our pilots to focus on their primary duty: flying. We have also increased the transparency of the assignment process and increased flexibility to promote family stability. Your Air Force is exploring opportunities to reduce deployment burdens by enabling more Air Reserve Component volunteers for 179/365-day deployments. We must show our Airmen that we are creating a culture that reminds them they serve in something bigger than themselves…defending America.

In addition to retaining our talented personnel, the Air Force must also increase pilot production and absorption while reducing requirements. The increased end-strength provided in the FY17 NDAA will allow us to maximize the training pipeline and fill out under-manned units, which are vital to our recovery. Our fighter pilot production targets have increased 15% (to 335 Total Force pilots) per year while we surge the number of new aircraft maintainers by more than 1,500 per year to better man flying squadrons and reestablish sortie generation rates with a completion target of 3-5 years. However, other options beyond manpower increases exist to season our young pilots while accelerating readiness recovery.

**SAFETY ISSUES**

Over the past year the Air Force has continued its 10-year trend of reducing Class A and B mishaps. In fact, FY17 was the second safest year in Air Force history. Our trends indicate that the Air Force's efforts to prevent mishaps through all means possible, including material, non-material, and technological improvements, is having the desired effects. Although we have not achieved a rate of zero Class A and B mishaps, we have made great strides in several areas.

The Air Force remains dedicated to solving the challenge of physiological events across the Air Force and other services. Physiological events are not isolated to one aircraft or to one oxygen delivery subsystem. As a result, there is almost certainly not a single solution. The Headquarters Air Force Unexplained Physiological Event Integration Team and the Navy's Physiological Episodes Action Team, both led by general officers, continue to work closely together to thoroughly investigate this issue. Together, they have engaged a broad range of internal and external partners, including subject matter experts from the Air Force and Navy, National Aeronautics and Space Administration, Federal Aviation Administration, industry, academia, dive communities, and medical field to develop a successful resolution and keep our aviators safe.

A major factor in reducing the loss of Airmen from fatal mishaps in fighter/attack aircraft is the development and fielding of the Automatic Ground Collision Avoidance System (Auto G-CAS). To date, this advancement has produced seven automatic recoveries and saved at least eight lives in the F-16. Auto G-CAS has proven its worth and we have accelerated our effort to implement this life and resource-saving system on our F-35 fleet with flight testing slated to begin April of 2019.

Another challenge we face every day is aircraft-wildlife strikes. In Fiscal Year 2017, we sustained 3,990 wildlife strikes, costing more than $30M, or $1.7M per 100,000 flight hours. We continue to address this challenge through many different efforts and have successfully reduced this rate by 50% since FY14.

The Air Force strives to prevent mishaps by finding, highlighting, and mitigating hazards before they become mishaps. The Air Force employs a set of proactive programs to help commanders at all levels accomplish this goal. We recently launched a smartphone and personal device application that enables Airmen around the world to quickly and easily report hazards. Mitigating hazards before they injure our Airmen or damage and degrade our combat capabilities fundamental to the Air Force's proactive mishap prevention program.

**FORCE STRUCTURE AND MODERNIZATION**

The Air Force budget request of $156.3 billion for FY19 builds on the progress made in 2018 to restore the readiness of the force, increase lethality, and cost-effectively modernize. Sustaining these efforts requires predictable budgets at the requested funding levels. Testament to this reality are the force structure and modernization challenges resultant of past underfunding and volatile budget landscapes. Acknowledging that the Bipartisan Budget Agreement increased the Department topline, the Air Force developed a $1.9B targeted UPL that aligns and accelerates National Defense Strategy. The FY19 unfunded list prioritizes space requirements to deliver capability to the Joint Force at the speed of relevance, Nuclear and Multi-domain Command & Control to enable a more lethal force and support NC3 modernization, and classified programs to deter adversaries by keeping them off balance and unsure of our capability.

Five years ago during a period of severe fiscal constraints, the Air Force rebalanced its fighter force structure using analysis which showed the Air Force could decrease fighter force

structure by approximately 100 aircraft if we were willing to accept higher risk. This resulted in the current fighter inventory of approximately 1,145 primary mission aircraft and slightly more than 1,950 total aircraft. The current inventory complies with FY16 NDAA language on the limitation on retirement of Air Force fighter aircraft; however, sustained operational demand for rotational fighter presence continues unabated.

The FY19 President's Budget (PB) retains 56 combat squadrons and lays the foundation for fighter force recapitalization. The Air Force is in the process of determining how many squadrons we need to deliver the combat capability required to execute the new defense strategy.

Due to underfunding modernization for over a decade, the Air Force must also manage a bow wave in modernization over the next ten years The budget funds our priority modernization initiatives with the purchase of 48 F-35 fighters in FY19 and 258 F-35A aircraft over the next five years in addition to upgrading F-16 and F-15 C/D aircraft to retain affordable capacity. Integrating the F-35 and its unparalleled global precision attack capability with fourth-generation aircraft as well as space and unmanned aircraft, will help us maintain air superiority in highly contested environments.

However, the Air Force's ability to ensure the freedom from attack, freedom to attack, and freedom to maneuver that we provide to the Joint warfighter is being increasingly challenged by potential adversaries who are developing and implementing advanced Anti-Access / Area Denial (A2/AD) capabilities. Adversary A2/AD technologies continue to advance at a pace where they will soon out-match our current capabilities, and are being proliferated world-wide as demonstrated by the introduction of advanced Surface-to-Air Missiles in Syria. Modernizing our fleet to address this shrinking gap in capability is one of our top priorities.

Increasing lethality includes our ability to gain and maintain air superiority when and where needed against potential adversaries in 2030 and beyond. Over the next five years, we will develop an integrated family of systems that can establish and maintain air superiority in a contested environment. The FY19 budget includes $11.0 billion as part of a $63.8 billion effort over the five-year plan. This will be a multi-domain effort with a renewed emphasis on electronic warfare, networked capabilities, and control of the electromagnetic spectrum.

Fighter fleet capacity is predicated on the capabilities of the aircraft that make up that fleet and thus, finding the right balance of 5th and 4th generation aircraft will remain fluid as we continually assess evolving threats. The "4th/5th" generation balance discussion is quickly becoming a "5th/6th" generation balance discussion and the FY19 PB adds $2.7 billion over the Future Years Defense Program (FYDP) to fund the next generation of air dominance capabilities. The Air Superiority Family of Systems will utilize an agile acquisition strategy in order to facilitate parallel development and prototyping activities that puts the Air Force on a timeline needed to close air superiority capability gaps identified in the Air Superiority 2030 Flight Plan. The Air Superiority Family of Systems will provide a complementary capability to the F-35A and will not impact JSF program objectives.

The F-35 continues to be an acquisition priority as its capabilities ensure lethality and survivability against emerging high-end threats. The program recently delivered full (Block 3F configuration) warfighting capability and system development and demonstration is on track to complete this calendar year. The price per copy of an F-35A is now less than $100 million and the FY19 PB procures 48 aircraft for the Air Force as the program readies to jump to 54 a year in FY21. FY19 will also see the F-35 modernization program begin to shift to a Continuous Capability Development and Delivery (C2D2) acquisition strategy that will deliver continuous

modernization, enhancements, and improvements that will deliver Block 4 capability. This capability is geared toward meeting the estimated threat in the 2025 timeframe and beyond. We cannot emphasize enough how important it is that we fully fund Block 4 to prevent delaying required capabilities for American and Coalition warfighters, including the integration of additional weapons and upgrades to the electronic warfare system, data link systems and radar.

The F-22, currently the only U.S. fighter capable of operating in highly contested environments, is also an integral piece of the Air Force's force structure modernization plan. Its stealth, super cruise, integrated avionics and sensors combine to deliver the Raptor's unique capability. We plan to retain the F-22 until the 2060 timeframe, and the FY19 PB reflects this commitment as we look to increase its capabilities and mission effectiveness through a myriad of modernization efforts. These efforts include sensor enhancements, datalink upgrades, enhanced GPS and the integration of a new helmet mounted display cueing system.

In addition to pursuing new capabilities and modernizing fifth generation fighters, the Air Force also seeks to extend the service life and modernize critical capabilities of key fourth generation aircraft. Doing so will help maintain Service capacity and readiness to meet the needs of the Warfighter while ramping up the F-35 production line and developing the Air Superiority Family of Systems.

FY19 continues the increase in the Air Force's commitment to fielding a future penetrating counterair capability following the recommendations of the Air Superiority 2030 Enterprise Capability Collaboration Team. As our adversary capabilities advance, a new Next Generation Air Dominance (NGAD) capability will play a critical role in targeting and engaging future threats in the most highly contested environments. It will also be instrumental as a node in the larger network, providing data from its sensors to enable complementary weapon systems. This

capability will provide the survivability, lethality and persistence to meet emerging worldwide threats across the spectrum of conflict.

The Air Force continues to assess fleet sustainability and alternatives for meeting warfighter close air support (CAS) demands, particularly in permissive environments. The A-10 has been the backbone of the CAS mission for more than 40 years and has proven to be the least costly 4th generation fighter platform but has exceeded its original service life. This year the original A-10 re-winging program completes as the 173rd wing set will be installed later this summer. Additionally, a new re-winging program will begin third quarter of FY18 with the release of a Request for Proposals for up to 109 additional wing replacement sets. The new wing program will aim to avoid any further groundings beyond 2025 and will ensure a minimum of six combat squadrons remain in service until 2032. In addition to re-winging efforts, the Air Force is exploring ways to augment the A-10 fleet.

In FY17, the Air Force continued experimentation efforts, including executing Phase I of the Light Attack Experiment. This was a live-fly event conducted at Holloman Air Force Base, New Mexico in August 2017 which assessed the military utility of various non-developmental, light-attack platforms. This first phase of the experiment allowed the Air Force to assess the potential of these off-the-shelf, light attack aircraft to accomplish various permissive, close air support missions. The Air Force leveraged Other Transaction Authority (OTA) agreements, including industry cost-share agreements, to execute the experiment within *five months of authorization*. The Air Force plans to hold Phase II of the Light Attack Experiment in Fiscal Year 2018 as we develop the acquisition strategy for a potential procurement in the coming years.

To ensure the F-16's lethality and air dominance we are pursuing an active electronically scanned array radar upgrade that offers advanced capabilities and improved reliability to support

USNORTHCOM's critical Aerospace Control Alert (ACA) mission. The Air Force has an initial 72 radars on contract, with a plan to procure and field up to an additional 300 over the next five years. Installation of these radars are slated to begin next year, with all ACA units having the capability by the end of 2021. We are also upgrading the F-16's mission computer, display generator, electronic warfare components, and the ALQ-131 self-protection jamming pod to enable advanced technology jamming techniques. Additionally, the legacy service life extension program will extend the F-16 airframe structural service life from the current 8,000 hours to 12,000+ hours, adding fifteen to twenty years of service for selected F-16s.

Along with the F-16, the Air Force expects the F-15E to be an integral part through at least 2040, and we are pursuing a new electronic warfare self-protection suite, the Eagle Passive/Active Warning Survivability System for the Strike Eagle fleet. The F-15C/D fleet is funded through the FYDP and will undergo multiple offensive and defensive upgrades to ensure its warfighting effectiveness until any recapitalization plans are finalized.

To transform at the pace necessary to meet the challenges of global competition, as well as operations in a denied environment, the Air Force must develop an integrated force able to fight across all domains. The future security environment is more complex and volatile than any other we have experienced, demanding a more lethal, resilient, and rapidly innovating Air Force. The Air Force Warfighting Integration Capability (AFWIC) is how the Air Force will answer this challenge to rapidly evolve a more lethal force. AFWIC will drive enterprise-wide integration and future force design enabling the Air Force to rapidly transition into a networked multi-domain 21st Century force. AFWIC centralizes enterprise design and capability planning, identifies prioritized ways and means to guide resourcing priorities that improves Air Force lethality and enhances AF

capabilities for the joint and coalition fight. AFWIC is more than a re-organization. AFWIC evolves the way we design and plan in order to adapt and transform.

Previously, integration occurred at the 4-star level, and after independent plans, concepts, and budgets were already built. AFWIC integrates at the earliest and lowest possible levels, driving integration at the very beginning of concept development and future force design. AFWIC's centralized future force design, produced upfront, establishes a singular Air Force blueprint, sets priorities for investment, and appropriately aligns resources to implement the Air Force Strategy across a 15-year timeframe. Harnessing the ingenuity of the warfighter, AFWIC will be staffed by creative, innovative, and experienced personnel from every warfighting domain and functional capability who will leveraging their own experience and the insights of the MAJCOMs and Combatant Commands to pursue potential future force design options. This ecosystem of operators, engineers, and technologists will shepherd future force design elements from an innovative opportunity through concept exploration, experimentation, wargaming, and capability development, ultimately leading into the future force design.

By creating a future force design blueprint, and capability development guidance that more clearly links Strategy to Planning within the SPPBE process, the AFWIC enables the prioritization of resources to achieve the unified vision. When combined with centralized capability development, we are able to address our previously stovepiped modernization processes and provide clear priorities for the acquisition and technology development communities. By working together with the Commands, Requirements and Acquisition communities, and the planners & programmers in an iterative, collaborative, and fully teamed way, the AFWIC will fill a key design void with respect to previous processes. When combined, these process changes and activities

will allow the Air Force to more clearly and consistently articulate our strategy and priorities with a single voice and transform into a truly networked multi-domain force.

**MUNITIONS**

Over the past year, the demand for munitions continues to grow. To meet this demand, the Air Force continues to work with the other services and industry partners to efficiently ramp production capacity across the preferred munitions programs. The 2019 Budget request continues to leverage overseas contingency operations funding to replenish the vast number of munitions expended to date in operations around the globe. The budget request also incorporates more Air Force base funding to build munitions inventories to support the National Defense Strategy and meet future operational requirements. The services continue to balance today's immediate needs with a long-term, sustainable capacity, ultimately fueling a more resilient industrial base for the future.

Hellfire missiles continue to provide a time-sensitive, direct-strike capability for our remotely-piloted vehicles and remain in high demand. Partnering with the Army, production capacity was ramped from 9,500 missiles per year in FY18 to 11,000 missiles per year starting in FY19. The Air Force plans to procure 4,338 missiles in FY19. With the other Services' and critical foreign military sales partners, the production line will remain funded to maximum production capacity for the foreseeable future.

The Joint Direct Attack Munition (JDAM) is also a weapon of choice for today's operators with an average of 50-70 expended daily to support ongoing operations. JDAM production capacity increased to 45,000 tailkits per year in FY18 to meet the needs of the services and FMS

partners. The Air Force plans to procure 36,000 tailkits in FY19 with Navy and FMS partners procuring the remaining 9,000 tailkits available in FY19.

Another significant achievement, the Air Force teamed with the Navy and industry to rapidly procure and field the Advanced Precision Kill Weapon System (APKWS). The Services have teamed with industry to ramp production from roughly 2,700 guidance kits per year to 20,000 guidance kits starting in FY19. The Air Force plans to procure 7,279 kits in FY19.

Small Diameter Bomb I (SDB I) continues to provide precision, lethal strike capacity with reduced collateral damage effects and increased load-out per sortie for our warfighters. The Air Force has ramped the line from 3,000 weapons per year in FY15 to 8,000 weapons in FY18. The Air Force plans to order 6,826 weapons in FY19 with 1,174 weapons for partner nations. All of these production increases expedite the inventory replenishment of our critical munitions and build stockpiles.

As the Air Force responds to current operational demands, we are also looking toward the future to ensure we are prepared to defend against more advanced threats as directed in the National Defense Strategy. Advanced weapons capabilities are necessary to address sophisticated threat systems. The FY19 budget request reflects the Air Force's plan to continue investing in advanced weapon capability, specifically with the Advanced Medium Range Air-to-Air Missile (AMRAAM), Joint Air-to-Surface Standoff Missile-Extended Range (JASSM-ER) and SDB II. These weapons provide unique capabilities in a more contested, anti-access/area denial (A2/AD) environment.

Production of AMRAAM missiles, a critical air dominance weapon, remained consistent with FY18 procurement levels as industry partners continue to work through parts obsolescence issues through the Form Fit Function Refresh (F3R) effort. JASSM-ER is the premier A2/AD

weapon for striking advanced ground threat systems, and production will remain at maximum capacity in FY19 and beyond. The Air Force plans to procure 360 missiles in FY19 while also improving the weapon's capabilities and addressing upcoming parts obsolescence issues. Finally, SDB II enters its fifth and final low-rate initial production lot in FY19, and in conjunction with the Navy, the Air Force's order of 510 weapons maximizes the production capacity as it prepares to ramp in FY20. Though not yet fielded, the SDB II will soon provide a key air-to-ground capability to kill mobile and fixed targets through adverse weather from standoff ranges.

**ROTORCRAFT**

The FY19 PB continues investment in your Air Force's critical rotorcraft modernization programs. The FY19 PB requests $78.9 million for the CV-22 fleet to assist in execution of the National Military Strategy by providing transformational mission capability to special operations forces warfighters. The Air Force continues to make improvements to the CV-22 with modifications designed to improve reliability, survivability and capability. Future efforts will make the CV-22 more cost-effective, while ensuring the viability of its unique long-range payload capacity coupled with vertical take-off and landing capability.

The Air Force is the only Service with a dedicated force organized, trained, and equipped to execute theater-wide Personnel Recovery. The newly designated Combat Rescue Helicopter (CRH) will be specifically equipped to conduct Combat Search and Rescue across the entire spectrum of military operations. Due to the advancing age and current attrition rates of the HH-60G, the Air Force must continue to modify existing HH-60G helicopters while utilizing the Operational Loss Replacement program to meet Combatant Command requirements until we can fully recapitalize with the CRH program. In addition to 112 air vehicles, the CRH program provides for training devices, support equipment and the necessary post production support to

successfully field a replacement for the HH-60G. The Air Force has accelerated procurement and fully funded the CRH program across the FYDP to meet National Military Strategy objectives through Personnel Recovery missions. The FY19 PB requests $96.1 million and $1.1 billion for the HH-60G and CRH programs. Furthermore, the current UH-1N fleet supports a wide range of missions for five Major Commands. However, it does not meet speed, range, payload, or survivability requirements. The risk created by these capability gaps makes replacing the UH-1N a critical priority and a vital element of our nuclear enterprise reform initiative. The FY19 President's Budget requests $288 million for the UH-1N Replacement Program which will fund the continued integration of non-developmental items, the non-recurring engineering work required to certify the modified air vehicle, and preparations for the test program. We are currently conducting the source selection and look forward to a contract award following resolution of the current GAO protest.

**SUMMARY**

The demand for air, space, and cyber power is growing and our Chief is committed to ensuring that America's Airmen are resourced and trained to fight alongside the Army, Navy, Marines and Coast Guard to meet national security obligations. The Air Force seeks to balance risk across capacity, capability, and readiness to maintain an advantage, however persistently unstable budgets and fiscal constraints have driven us to postpone several key modernization efforts. These delays created a rapid approaching modernization bow wave that includes programs critical to meet our capacity and capability requirements across all mission areas. The delays have also opened an opportunity to our competitors to close gaps and negate our traditional advantages.

The result of these changes by the world is a marked decrease in our technological advantage. The Air Force once had a decided advantage across all fronts. Today, the Air Force

has some advantage in some technological areas however potential adversaries are nipping at our heals or shoulder to shoulder with us in others. To address the shrinking technology gap, we must modernize and continue to invest in S&T so we can ensure we grow back the technology gap.

Although we are grateful for the recent fiscal relief, we still face uncertainty. The Air Force budget request of $156.3 billion for Fiscal Year 2019 builds on the progress made in 2018 to restore the readiness of the force, increase lethality, and cost-effectively modernize. Sustaining these efforts requires predictable budgets at the requested funding level. It is critical to ensure we can meet today's demand for capability and capacity without sacrificing modernization for tomorrow's high-end fight against a full array of potential adversaries. With additional funds we can modernize faster, be ready sooner, and be capable of achieving our NDS tasks in a timely manner.

As critical members of the joint team, the USAF operates in a vast array of domains and prevails in every level of conflict. However, we must remain focused on integrating air and space capabilities across the domains through our core missions of Air Superiority, Space Superiority, Global Strike, and Rapid Global Mobility to continue to provide our nation with security it enjoys. We look forward to working closely with the committee to ensure the ability to deliver combat air power for America when and where we are needed.

**SAFETY ADDENDUM**

FY 2017 USAF flight Class A mishaps include:

- 18 Sep 2017: (RAF Lakenheath, UK) F-15E Engine fire on take-off. No injuries
- 06 Sep 2017: (Nellis AFB, NV) Midair collision between two A-10s. Both pilots successfully ejected.
- 23 Jun 2017: (Dayton, OH) F-16 departed the runway on landing. Aircrew was injured.
- 21 Jun 2017: (Ellington Field, TX) F-16 bird strike on takeoff led to a high speed abort. Pilot ejected successfully.
- 13 Jun 2017: (Joint Base Elmendorf-Richardson, AK) F-22 engine malfunction in flight. No injuries.
- 13 Apr 2017: (CENTCOM AOR) C-17 engine compressor stall and oil pressure loss in flight. No Injuries.
- 05 Apr 2017: (Andrews AFB, MD) F-16 engine failure in flight. Pilot ejected successfully.
- 14 Mar 2017: (Cannon AFB, NM) U-28A crashed on a training sortie. Three fatalities.
- 06 Mar 2017: (Moody AFB, GA) A-29 crashed on a training sortie. Pilots ejected successfully.
- 4 Jan 2017: (Minot AFB, ND) B-52H had the #3 engine separate from the aircraft during flight. No injuries.
- 03 Dec 2016: (Osan AB, ROK) F-16 departed the runway on landing. Pilot ejected successfully.
- 01 Nov 2016: (Mountain Home AFB, ID) KC-10 boom loss in flight. No injuries.