

**COMMITTEE LANGUAGE FOR FISCAL YEAR 2000**

**KC-130J  
ACCOUNT: APN**

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
12,257	(4)264,257	(2)142,057	(4)264,257	(9)576,257	(1)77,157	(1)77,157

**HASC LANGUAGE (Rpt. 106-162)**

*Page 65, Aircraft Procurement, Navy*

OTHER AIRCRAFT							
021	OTHER AIRCRAFT						
	KC-130J	-	12,257	4	252,000	4	264,257
<b>TOTAL OTHER AIRCRAFT</b>			<b>12,257</b>		<b>252,000</b>		<b>264,257</b>

*Pages 70 & 71, Aircraft Procurement, Navy*

**KC-130J**

The budget request contained \$12.3 million for KC-130J support costs, but included no funds for

The KC-130J is a tactical transport aircraft that also serves as a tanker for both helicopters and tactical fighters. The KC-130J re-replaces the Marine Corps' existing KC-130F, R, and T model aircraft, providing a 40 percent increase in range, a 25 percent higher cruise ceiling, a 21 percent increase in maximum speed, and a 41 percent decrease in take-off distance over the existing older models.

The Marine Corps currently has an inventory of 35 KC-130Fs, 14 KC-130Rs, and 28 KC-130Ts. The KC-130F, which was procured between 1960 and 1962, is the oldest aircraft in the inventory and is approaching the end of its service life.

The committee understands that a December 1998 assessment of the KC-130F fleet revealed that, unless procurement of KC-130Js is accelerated or a comprehensive and costly service life extension is undertaken, an inventory shortfall of 15 aircraft may occur as early as 2001. The committee recommended an increase of two KC-130Js in fiscal year 1999 and notes that additional KC-130J aircraft is the Commandant of the Marine Corps' number two unfunded aviation procurement priority for fiscal year 2000.

Therefore, consistent with its prior actions and the Commandant's priorities, the committee recommends \$264.3 million, an increase of \$252.0 million for four KC-130J aircraft.

*Page 115, Aircraft Procurement, Air Force*

**C-130J**

The committee notes that the Marine Corps has a clear requirement for 51 KC-130J aircraft to replace existing KC-130F/Rs, many of which are already almost 40 years old. In addition, the Air Force has reported a requirement for 150 C-130J-30s to replace C-130Es delivered in the early 1960s. None, however, were

included in the budget request, and the Air Force currently plans to delay procurement until fiscal year 2002. An aircraft production line can-not be simply turned off and on without major disruption to the total supplier network across the country and the loss of skilled employees it represents. Such a shutdown and restart of the C-130J production is estimated to cost \$500.0 million.

The committee encourages the Department of Defense to include the necessary funds in the President's fiscal year 2001 budget request or the procurement of both Marine Corps KC-130Js and Air Force C-130J-30s, in order to meet the requirement without the adverse disruption resulting from the shutdown and restart of the production line.

**SASC LANGUAGE (Rpt. 106-50)**

Page 62, Aircraft Procurement, Navy

21	OTHER AIRCRAFT KC-130J MODIFICATION OF AIRCRAFT MODIFICATION OF AIRCRAFT	-	12,257	2	129,800	2	142,057
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Page 91; Aircraft Procurement, Navy

**KC-130J**

The budget request included \$12.3 million for logistics and support for the seven KC-130J aircraft provided in the prior three fiscal years. The Marine Corps' active force KC-130F and KC-130R aircraft are projected to exceed fatigue life by fiscal year 2009. Recent center wing fatigue life data indicates that tanker aircraft may have to be retired earlier than planned, resulting in a KC-130 inventory shortfall as high as 15 aircraft by fiscal year 2001. As a result, the Marine Corps has included procurement of additional KC-130J aircraft on its unfunded requirements list. The committee recommends an increase of \$129.8 million to acquire two KC-130J aircraft, a total authorization of \$142.1 million.

**CASC LANGUAGE (Rpt. 106-301)**

Page 524, Aircraft Procurement, Navy

21	----- KC-130J MODIFICATION OF AIRCRAFT MODIFICATION OF AIRCRAFT	-	12,257	4	264,257	2	142,057	4	252,000	4	264,257
22	EA-6 SERIES	-	161,047	-	206,047	-	186,047	-	25,000	-	186,047

Page 562, Aircraft Procurement, Air Force

*C130J Aircraft*

additional logistics and training assets for the C-130J aircraft.

The House amendment would authorize the budget request. The conferees agree to authorize an increase of \$24.2 million for additional logistics and training assets for the

C-130J aircraft.

**HAC LANGUAGE (Rpt. 106-244)**

*Page 142, Aircraft Procurement, Navy*

Additional aircraft only for OMFU replacement .....	.....	.....	+12,000
KC-130J .....	12,257	576,257	+564,000
Additional aircraft .....	.....	.....	+564,000
EA-6 Series .....	161,047	272,047	+111,000

*Page 148, Aircraft Procurement, Navy*

<b>OTHER AIRCRAFT</b>					
<b>KC-130J.....</b>	<b>--</b>	<b>12,257</b>	<b>8</b>	<b>576,257</b>	<b>-8    +564,000</b>

*Page 143 and 144, Aircraft Procurement, Navy*

**KC-130J AIRCRAFT**

The Marine Corps requested \$12,257,000 for support of KC-130J aircraft. The Committee recommends \$576,257,000 to procure eight aircraft and their associated support equipment, an increase of \$564,000,000. The Marine Corps requires 51 KC-130J aircraft to replace KC-130F air-to-air refueler/tactical transports, the oldest aircraft in the Marine Corps' inventory, which were procured between 1960-1962 and are currently being flown by the active forces. KC-130Fs comprise 73 percent of the Marine Corps active force tanker inventory and 45 percent of the Department of Defense's rotary wing capable tanker inventory. They play a vital role in supporting forward-deployed Marine Air-Ground Task Forces and other CINC forward presence missions.

Current KC-130F aircraft are not night vision capable, they lack external fuel tanks (which reduces range by 1000 miles or fuel off-load capability by 18,000 pounds), and they lack defensive systems to warn and protect from enemy missile attack. The KC-130F fleet averages over 22,000 flight hours and 12,000 landings per aircraft. An engineering assessment completed in December 1998 indicated that actual center wing fatigue life remaining on these aircraft is significantly less than previously estimated. The Marine Corps subsequently informed the Committee that the urgency of the need for KC-130J aircraft to replace those in-service aircraft significantly increased after the fiscal year 2000 budget request was submitted to Congress. During the last four years, 3 aircraft (6 percent of the active tanker fleet) were struck from operation due to fatigue.

Today, while the inventory requirement is 79 KC-130 tanker aircraft, the Marines are only operating at 77 aircraft.

The Committee agrees with Marine Corps assessments concerning the overwhelming need to modernize the tactical tanker aircraft force. The Committee notes that even with congressional funding, 80 percent of the Marine Corps requirement for KC-130J aircraft has not been budgeted. The Committee directs the Secretary of the Navy to ensure that the fiscal year 2001 and subsequent budgets contain sufficient funds to sustain the KC-130J line at an efficient rate after fiscal year 2000.

**SAC LANGUAGE (Rpt. 106-53)**

Contains no language.

Page 61, Aircraft Procurement, Navy

C-2A .....	15,024 .....	24,024 .....	+ 9,000
C-130 SERIES .....	15,250 .....	15,250 .....	
FEWSG .....	600 .....	600 .....	
CARGO/TRANSPORT A/C SERIES .....	16,412 .....	16,412 .....	

Page 62, Aircraft Procurement, Navy

One (1) KC-130J Aircraft .....	12,257 .....	77,157 .....	+ 64,900
One (1) KC-130J Aircraft .....		64,900 .....	+ 64,900
F-16 SERIES .....	161,047 .....	201,047 .....	+ 40,000

**CAC LANGUAGE (Rpt. 106-371)**

Contains no language.

Page 177, Aircraft Procurement, Navy

KC-130J .....	12,257	576,257	77,157	1	77,157
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