COMMITTEE LANGUAGE FOR FISCAL YEAR 2001

EA-6 SERIES
ACCOUNT: APN

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
203,102	226,102	224,102	186,302	203,102	186,302	189,302

HASC LANGUAGE (Rpt. 106-616)

Page 68, Aircraft Procurement, Navy

	MODIFICATION OF AIRCRAFT					
020	EA-6 SERIES	-	203,102	23,000	-	226,102
	AFCS			[+21,000]		[+21,000]
	ARC-164			[+2,000]		[+2,000]
021	AV-8 SERIES	-	40,638		-	40,638

Page 73, Aircraft Procurement, Navy

EA–6B modifications
The budget request contained $203.1 million for EA–6B modifications but included no funds for the AN/ASW–41 automatic flight control system (AFCS), which provides the EA–6B pilot with automatic speed, attitude and altitude control capabilities. The budget request also contained no funds for HAVE QUICK ARC–164 radios which employ a rapid frequency-hopping technique to provide an anti-jam radio capability.
The committee understands that replacement of the current flight control system with the AN/ASW–41 AFCS will significantly increase this aircraft's mission capable rates through improved reliability and reduced maintenance man-hours. The committee notes that the Chief of Naval Operations has identified the AN/ASW–41 AFCS among his unfunded requirements in fiscal year 2001 and, therefore, recommends an increase of $21.0 million for this purpose. The committee understands that only 41 of the Department of the Navy's 123 EA–6Bs are equipped with either an ARC–164, ARC–182, or ARC–210 HAVE QUICK anti-jam radio and that during the recent Operation Allied Force engagement many EA–6Bs were not capable of jam-free ultra-high frequency (UHF) communications with other Allied aircraft in composite-force strike packages. As a result of the EA–6B's HAVE QUICK radio deficiency, the committee also understands that entire Operation Allied Force strike packages were forced to use single UHF frequencies which were vulnerable to communications jamming and could be easily monitored by our adversaries with a potential to compromise operational mission execution plans. While the committee is aware of the Department's plans to equip the EA–6B fleet with ARC-210 radios as part of the block 89A up-grade, it believes that an interim anti-jam radio capability is critical for any future EA–6B combat operations until the block 89A upgrade is complete in fiscal year 2005. Accordingly, the committee recommends an increase of $2.0 million to equip 40 additional EA–6B aircraft with ARC–164 anti-jam radios. In total, the committee recommends $226.1 million for EA–6B modifications, an increase of $23.0 million.

Page 196, Items of Interest

Aviation modernization plan
The committee notes recent reports that the Office of the Chief of Naval Operations is considering a major revision of naval aviation plans which would remove aircraft from inventory, cancel future aircraft systems concepts, and reconfigure the carrier air wing in order to develop an affordable modernization plan for naval

aviation. The reports indicate that the recommendations contained in the ‘‘Common Vision for Naval Aviation’’ would be implemented beginning with the Navy’s budget request for fiscal year 2002. The committee understands that the following alternatives are being considered:

(1) Replacement of the EA–6B Prowler electronic warfare aircraft by 2010 with an electronic warfare aircraft follow-on;

(2) Retirement of the F–14 Tomcat strike-fighter aircraft by 2008;

(3) Service life extension of the C–2 Grayhound Tracker carrier onboard delivery aircraft;

(4) Retirement of the S–3B Viking antisubmarine warfare aircraft by 2008 and its mission replacement by a combination of P–3C Orion maritime patrol aircraft and SH–60R Seahawk multi-mission helicopter;

(5) Replacement of the S–3B Viking in its tanker role by F/A–18E/F fighter aircraft with a aircraft refueling capability;

(6) Service life extension of the P–3C Orion maritime patrol aircraft;

(7) Service life extension of the EP–3E Aries electronic surveillance aircraft;

(8) Cancellation of the concept of a common support aircraft that would combine the mission of the E–2C Hawkeye airborne early warning aircraft with the missions of the S–3 Viking and C–2 Greyhound aircraft;

(9) Delay introduction of a multi-mission maritime aircraft to replace the P–3C Orion and EP–3E Aries to no later than 2015; and

(10) Reduction of the number of strike aircraft in a carrier air wing from 56 to 50.

The committee commends the Navy for its initiative in developing a long-term plan for naval aviation that attempts to meet the challenges of affordability and effectiveness in a budget constrained environment. The committee recognizes the issues of current and future operational requirements, current force capabilities, personnel, training, research and development, procurement, logistics, and estimated funding available that must be considered in developing such a plan. The committee notes that the Navy’s plan is not complete and was not available during the committee’s review of the budget request.

The committee urges the Secretary of the Navy to provide information on the Navy’s revised aviation modernization plan to the congressional defense committees at the earliest opportunity to ensure adequate opportunity for oversight review of this important initiative prior to receipt of the budget request for fiscal year 2002.

Page 697, Additional Views

ADDITIONAL VIEWS OF REPRESENTATIVES JOSEPH R. PITTS AND JOHN M. SPRATT, JR.

ELECTRONIC WARFARE

Electronic warfare (EW) played a key role in the success of Operation Allied Force last year. U.S. jamming aircraft, most notably the Navy’s EA–6B Prowler, provided continuous protection of all alliance aircraft penetrating Yugoslav airspace. As a result, only two aircraft were lost in 12,000 sorties, and the sole U.S. loss was directly attributable to lack of EW coverage.

U.S. military supremacy in the twenty-first century promises to be even more dependent upon control of the electromagnetic spectrum than it was in the closing decades of the last century. The Kosovo operation made clear that America’s EW aircraft are a low-density/high-demand asset in need of significant enhancements if they are to meet the demand of a new century. Unfortunately, EW requirements have not received focused attention in the Armed Services or the Congress. With this in mind, we formed the EW Working Group last year to encourage awareness of and support for EW capabilities. We have worked and consulted with the Services, Members of Congress, and the defense industry to advance the EW mission and identify key requirements.

We are very pleased that the FY 2001 National Defense Authorization Act contains funding for several important EW priorities, specifically the $23 million in upgrades for the EA–6B Prowler. The procurement of 124 AN/ASW–41 automatic flight control systems will provide automatic speed, attitude, and altitude control capabilities for the Prowler, which will increase mission capability, improve reliability, and reduce maintenance. The Prowler fleet is overcommitted and aging fast, and maintenance is frequently deferred. The Defense Authorization bill will go a long way in restoring our Prowler fleet so that adequate EW airborne jamming support can be provided to our Armed Forces aircraft.

We thank Chairman Spence for his leadership and the Members of the Armed Service Committee for their support for EW assets and capabilities in the Authorization bill. We look forward to working with Members of the Committee in the future to assure that America's EW edge is preserved.

JOSEPH R. PITTS.

JOHN M. SPRATT, Jr.

SASC LANGUAGE (Rpt. 106-292)

Page 60, Aircraft Procurement, Navy

20 EA-6 SERIES	-	203,102	-	21,000	-	224,102

Page 87 and 88, Aircraft Procurement, Navy

EA–6B aircraft automatic flight control system

The budget request included $203.1 million for modifications for the EA6B aircraft. Although the budget request included no funds for automatic flight unfunded priorities list. A new AFCS is required to replace the obsolete air navigation computer, and will provide the pilot with axis stability and attitude, speed, and altitude control. The new system will also improve reliability and maintainability for the EA6B, the only tactical electronic jammer in use by the services. Heavily used in Operation Allied Force, the EA6B is a high demand, low density platform. The committee recommends an increase of $21.0 million for the procurement of EA6B AFCS, a total authorization of $224.1 million.

CASC LANGUAGE (Rpt. 106-945)

Page 579, Aircraft Procurement, Navy

MODIFICATION OF AIRCRAFT										
20 EA-6 SERIES	-	203,102	-	226,102	-	206,402	-	(16,800)	-	186,302
21 AV-8 SERIES	-	40,639	-	40,639	-	120,039	-	79,400	-	120,039

Contains no language.

HAC LANGUAGE (Rpt. 106-644)

Page 109, Aircraft Procurement, Navy

MODIFICATION OF AIRCRAFT						
EA-6 SERIES.....	--	203,102	--	203,102	--	---
AV-8 SERIES.....	--	40,639	--	40,639	--	---
F-14 SERIES	--	[illegible]	--	[illegible]	--	---

Page 163, RDT&E, Navy

Joint ejection seat program	.....	.....	+10,439
EW DEVELOPMENT	97,281	133,781	+36,500
Spray cooling technology for EA–6B ICAP III program	.....	.....	+8,500
Location of GPS system jammers (LOCO GPSI)	.....	.....	+6,000
EA–6B Link-16 connectivity	.....	.....	+15,000
Integrated defensive electronic countermeasures (IDECM)	.....	.....	+7,000
SC 21 TOTAL SHIP SYSTEM ENGINEERING	305,274	357,274	49,000

Contains no language.

SAC LANGUAGE (Rpt. 106-298)

Page 61, Aircraft Procurement, Navy

MODIFICATION OF AIRCRAFT:			
EA–6 SERIES	203,102	186,302	−16,800
AV–8 SERIES	40,639	81,139	+40,500

Page 62, Aircraft Procurement, Navy

One (1) Additional Aircraft	.....	74,600	+74,600
EA–6 SERIES	203,102	186,302	−16,800
Premature ICAP III Training System	.....	−16,800	−16,800
AV–8 SERIES	40,639	81,139	+40,500

Page 110, RDT&E, Navy

Joint Service Ejection Seat Program	.....	5,000	+5,000
EW DEVELOPMENT	97,281	122,281	+25,000
EA–6B Link 16 Integration	.....	30,000	+30,000
ICAP III Reserve	.....	−5,000	−5,000
SC 21 TOTAL SHIP SYSTEM ENGINEERING	305,274	312,274	+9,000

Contains no language.

CAC LANGUAGE (Report 106-754)

Page 167, Aircraft Procurement, Navy

MODIFICATION OF AIRCRAFT				
EA-6 SERIES	203,102	203,102	186,302	189,302

Page 168, Aircraft Procurement, Navy

Additional aircraft		76,300	74,600	74,600
EA-6 SERIES	203,102	203,102	186,302	189,302
Premature ICAP III Training System			-16,800	-16,800
EA-6B Block 89A Ready Room Mission Rehearsal System				3,000
AV-8 SERIES	40,639	40,639	81,139	120,639

Contains no language.