

**COMMITTEE LANGUAGE FOR FISCAL YEAR 2003**

**KC-130J  
ACCOUNT: APN**

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
	(4) 334,000	(4) 334,000	(4) 334,000	(4) 334,000	(4) 315,200	(4) 315,200

**C-130 SERIES  
ACCOUNT: APN**

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
6,263	6,263	6,263	6,263	6,263	6,263	6,263

<b>HASC LANGUAGE (Rpt. 107-436)</b>
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*Page 56, Aircraft Procurement, Navy*

22	OTHER AIRCRAFT						
	KC-130J	-	-	4	334,000	4	334,000
	DERF- KC-130 / Transfer to H.R. 4547			(1)	(83,500)	(1)	(83,500)

*Page 57, Aircraft Procurement, Navy*

39	C-2A	-	25,819	-	25,819		
40	C-130 SERIES	-	6,263	-	6,263		
41	ERFAC	-	APN	-	APN		

*Page 99, Aircraft Procurement, Air Force*

**C-130J**

The Department of the Air Force budget request contained \$175.9 million for program management, logistics, and training support for the fleet of 37 Air Force C-130J aircraft. Additionally, The Department of the Navy Defense Emergency Response Fund (DERF) budget request contained \$334.0 million for four KC-130J aircraft. The committee notes that the Air Force budget request includes a proposal to begin a five-year, 40-aircraft C-130J multiyear procurement, and understands that funds that would be provided to the Department of the Navy for the Marine Corps' KC-130J program in the DERF for fiscal years 2003 through 2008 would add 24 KC-130J aircraft throughout the five-year period and be included in the Air Force C-130J multiyear procurement for a total of 64 aircraft to be procured under the Air Force C-130J multiyear proposal.

In past years, the committee has strongly supported both the Air Force's C-130J and the Marine Corps' KC-130J aircraft variants to modernize these fleets. While the committee continues to support procurement of both variants, it is concerned that the Air Force C-130J is experiencing difficulty in meeting established operational effectiveness and suitability parameters. However, the committee believes that continued senior management attention to the achievement of its operational effectiveness and suitability goals will result in a successful initial operational test and evaluation, and that the multiyear procurement contract should proceed subsequent

to the Secretary of Defense's certification to the congressional defense committees that satisfactory progress is being made towards a successful operational test and evaluation. The committee views satisfactory progress to include, but not be limited to, the aircraft's ability to conduct worldwide airland operations, assault operations, and the completion of both software block 5.3 installation and its associated hardware components. Additionally, despite the fact that over two months have elapsed since the committee received the budget request and its associated budget justification documents, the Department of the Air Force has still not provided the committee the necessary findings outlined in section 2306b(a) of title 10, United States Code, for the committee to fully understand and evaluate the savings that would be achieved by the proposed C-130J multiyear procurement contract.

The committee recommends a provision (Section 121) that would authorize the Secretary of Defense to enter into a multiyear procurement contract for Air Force C-130J and Marine Corps KC-130J aircraft beginning with the fiscal year 2003 program year, subject to a certification to the congressional defense committees that satisfactory progress is being made towards a successful operational test and evaluation, and that each of the conditions specified in section 2306b(a) of title 10, United States Code, have been satisfied with respect to that contract.

**SASC LANGUAGE (Rpt. 107-151)**

Page 46, Aircraft Procurement, Navy

	Operational flight trainers				[ /,000]		
22	KC-130J	0	0	4	334,000	4	334,000
	KC-130J (Transfer from DERF)				[334,000]		
	MODIFICATION OF AIRCRAFT						

Page 47, Aircraft Procurement, Navy

39	C-2A	0	29,819	0	0	0	29,819
40	C-130 SERIES	0	6,263	0	0	0	6,263
41	FEWSG	0	606	0	0	0	606

Contains no language.

**CASC LANGUAGE (Rpt. 107-772)**

Page 366, Aircraft Procurement, Navy

22	KC-130J	4	334,000	4	334,000	4	334,000	4	334,000
	KC-130J (Transfer from DERF)		[4 / 334,000]		[4 / 334,000]		[4 / 334,000]		

Page 368, Aircraft Procurement, Navy

39	C-2A	29,819	29,819	29,819	29,819
40	C-130 SERIES	6,263	6,263	6,263	6,263
41	FEWSG	606	606	606	606

Contains no language.

**HAC LANGUAGE (Rpt. 107-532)**

*Page 125, Aircraft Procurement, Navy*

22 KC-130J	0	334,000	+334,000
4 Aircraft - Transfer from DERF			334,000
22 EA C SERIES	222,527	222,527	+6,000

*Page 129, Aircraft Procurement, Navy*

OTHER AIRCRAFT					
KC-130J	--	--	4	334,000	+4 +334,000
MODIFICATION OF AIRCRAFT					

*Page 129, Aircraft Procurement, Navy*

TRAINER A/C SERIES					
C-2A	--	2,844	--	2,844	-- --
C-130 SERIES	--	29,819	--	29,819	-- --
FEWSG	--	6,263	--	6,263	-- --
	--	606	--	606	-- --

Contains no language.

**SAC LANGUAGE (Rpt. 107-213)**

*Page 112, Aircraft Procurement, Navy*

22	OTHER AIRCRAFT:									
	KC-130J		4	334,000	4	315,200	+4	+315,200		-18,800
	MODIFICATION OF AIRCRAFT:									

*Page 114, Aircraft Procurement, Navy*

22	Operational night trainer					+3,300
	KC-130J			315,200		+315,200
	DERF transfer: Additional aircraft					+334,000
	Airframe unit cost growth					-13,800
	Excessive growth: production support					-5,000

*Page 113, Aircraft Procurement, Navy*

39	C-2A	29,819	29,819	29,819		
40	C-130 SERIES	6,263	6,263	6,263		
41	FEWSG	606	606	606		

Contains no language.

**CAC LANGUAGE (Rpt. 107-732)**

*Page 172, Aircraft Procurement, Navy*

OTHER AIRCRAFT				
KC-130J.....	---	334,000	315,200	315,200

*Page 175, Aircraft Procurement, Navy*

Operational flight trainers			+3,500	+3,500
<b>22 KC-130J</b>	<b>0</b>	<b>334,000</b>	<b>315,200</b>	<b>315,200</b>
4 Aircraft - Transfer from DERF		+334,000	+334,000	+334,000
Airframe unit cost growth			-13,800	-13,800
Excessive growth: production support			-5,000	-5,000
<b>22 KC-130J</b>	<b>0</b>	<b>334,000</b>	<b>327,500</b>	<b>327,500</b>

*Page 173, Aircraft Procurement, Navy*

C-130 SERIES.....	6,263	6,263	6,263	6,263
PEWEE.....	606	606	606	606

Contains no language.