

COMMITTEE LANGUAGE FOR FISCAL YEAR 2003

**JPATS
ACCOUNT: APN**

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
0	(10) 60,000	(6) 46,000	(6) 42,500	15,000	(6) 42,500	(1) 26,000

HASC LANGUAGE (Rpt. 107-436)

Page 56, Aircraft Procurement, Navy

21	JPATS	-	-	10	60,000	10	60,000
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Page 61, Aircraft Procurement, Navy

Joint primary air training system (JPATS)

The budget request contained no funds for the Navy JPATS. The JPATS, consisting of both the T-6A aircraft and a ground-based training system, will be used by the Navy and Air Force for primary pilot training. The T-6A will replace both the Navy's T-34 and Air Force's T-37B fleets, providing safer, more economical and more effective training for future student pilots. Despite the fact that the Department of the Navy does not plan to continue JPATS procurement until fiscal year 2007, the committee continues to believe that its procurement for the Navy would not only reduce procurement costs for both the Navy and the Air Force but would also reduce operations and maintenance costs, and notes that the Chief of Naval Operations has included JPATS procurement among his top unfunded priorities for fiscal year 2003. The committee recommends an increase of \$60.0 million and expects that this amount will procure ten T-6A aircraft and associated ground-based training systems.

SASC LANGUAGE (Rpt. 107-151)

Page 46, Aircraft Procurement, Navy

40	ADVANCE PROCUREMENT (C)	v	v	v	v	v	v
21	JPATS	0	0	6	46,000	6	46,000
	Additional aircraft				[39,000]		
	Operational flight trainers				[7,000]		

Page 69, Aircraft Procurement, Navy

Navy joint primary aircraft training system

The budget request included no funding for continued Navy procurement of the joint primary aircraft training system (JPATS) to support Navy training requirements. The budget also included no funding for JPATS trainers to allow the Navy to take fuller advantage of JPATS aircraft already bought.

The Navy had planned to buy JPATS aircraft throughout the Future Years Defense Program (FYDP). Last year, the Navy decided that its existing trainer, the T-34C, has sufficient service life remaining to allow the Navy to delay any additional JPATS procurement until later in the FYDP, specifically fiscal year 2007.

The Navy has been a partner in this joint program with the Air Force, although the Air Force began buying the aircraft five years before the Navy. The committee remains concerned that the Navy is willing to take such a course of action in a joint program, where its actions obviously force the Air Force to absorb greater costs than the Air Force had originally planned.

The Navy provided a report to Congress explaining the decision to interrupt JPATS production. The report indicated that: (1) they had not changed their position on the remaining useful life on the T-34C trainers; (2) the Navy would use JPATS trainers already bought to provide training services for the naval flight officer pipe-line; and (3) the Navy still did not need to buy any more JPATS aircraft until later in the FYDP. Nevertheless, the Chief of Naval Operations (CNO) submitted a list of priority items that should be budgeted if additional funds were made available. The CNO's list ranked additional funding of JPATS trainer procurement as number seven on a list of 101 items. The CNO indicated that JPATS purchases now would "enable earlier transition out of aging T-34 aircraft."

The committee continues to believe that the improved aircrew survivability offered by the ejection seat-equipped JPATS aircraft is an important factor warranting continued purchases of the trainer by the Navy. The T-34C aircraft that would otherwise be used for training are aging and will be an increasing burden on operating and support costs for the Navy. The committee, therefore, recommends an increase of \$39.0 million to buy six JPATS aircraft for the Navy. Continued purchases by the Navy would mean fielding a more efficient and safer primary aircraft training system. The committee also recommends an additional \$7.0 million to buy operational flight trainers to support training operations using JPATS already procured, for a total authorization of \$46.0 million.

CASC LANGUAGE (Rpt. 107-772)

Page 366, Aircraft Procurement, Navy

	10,000			
20 T-431S (TRAINER) GOSHAWK (AF-C1)				
21 JPATS	10	60,000	6	46,000
Additional aircraft		[10 / 60,000]	6	42,500
Operational flight trainers				[6 / 39,000]
Other Aircraft				[7,000]

Contains no language.

HAC LANGUAGE (Rpt. 107-532)

Page 25, Aircraft Procurement, Navy

21 JPATS	0	15,000	+15,000
Additional Aircraft			+15,000

Page 129, Aircraft Procurement, Navy

T-431S (TRAINER) GOSHAWK	8	221,381	8	221,381	---	---
JPATS	---	---	---	15,000	---	+15,000
TOTAL, TRAINER AIRCRAFT		221,381		236,381		+15,000

SAC LANGUAGE (Rpt. 107- 213)

Page 112, Aircraft Procurement, Navy

21	JPATS		15,000	6	42,500	+6	+42,500	+6	+27,500
	TOTAL, TRAINER AIRCRAFT	221,381	236,381		263,881		+42,500		+27,500

Page 114, Aircraft Procurement, Navy

21	Purchase 2 aircraft						+126,000
	JPATS				42,500		+42,500
	Purchase 6 additional aircraft						+39,000
	Operational flight trainer						+3,500
22	KC-130J				315.200		+315.200

Page 115, Committee Overview

Training aircraft.—Funding of \$39,000,000 is recommended to purchase 6 JPATS training aircraft. The Committee expects the Navy to fund this program at economic production levels in the future. In addition, the Committee recommends an increase of \$3,500,000 to purchase an operational flight trainer.

CAC LANGUAGE (Rpt. 107-732)

Page 172, Aircraft Procurement, Navy

JPATS	15,000	42,500	26,000
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Page 175, Aircraft Procurement, Navy

21	Purchase 1 aircraft	0	15,000	42,500	26,000
	JPATS				
	Additional Aircraft		+15,000	+39,000	+22,500
	Operational flight trainers			+3,500	+3,500

Contains no language.