

COMMITTEE LANGUAGE FOR FISCAL YEAR 2004

**JSF - EMD
ACCOUNT: RDT&E, NAVY**

PRESBUD	HASC	SASC	CASC	HAC	SAC	CAC
2,171,736	2,171,736	2,227,736	2,227,736	2,105,736	2,216,536	2,183,536

HASC LANGUAGE (Rpt. 108-106)

Page 162, RDT&E, Navy

ACCOUNT	PROGRAM	AMOUNT	AMOUNT
0604800N	140 Joint Strike Fighter (JSF)	2,171,736	2,171,736
0604800N	141 Manu IT	56,000	56,000

Contains no language.

SASC LANGUAGE (Rpt. 108-46)

Page 166, RDT&E, Navy

ACCOUNT	PROGRAM	AMOUNT	AMOUNT	AMOUNT
0604800N	140 JOINT STRIKE FIGHTER (JSF)	2,171,736	56,000	2,227,736
	Interchangeable engine development		[56,000]	

Page 185, RDT&E, Navy

Joint Strike Fighter

The budget request included \$2.2 billion in PE 64800N and \$2.2 billion in PE 64800F for the Joint Strike Fighter (JSF) development program. The total request for the JSF program included \$100.0 million to continue development of the second source, inter-changeable engine for the JSF, designated as the F136 engine. The fiscal year 2003 F136 program was funded at \$174.7 million. The committee believes that the interchangeable engine should be made available for competitive procurement as early as possible.

The result of a reduction to this program would be to delay the interchangeable engine by at least two years.

Therefore, the committee recommends an increase of \$56.0 million in PE 64800N to continue the F136 interchangeable engine development on its original schedule. The committee believes that the Department of Defense should make the financial adjustments to the Future Years Defense Program that are necessary to restore the original interchangeable engine schedule.

CASC LANGUAGE (Rpt. 108-354)

Page 573, RDT&E, Navy

0604800N	140	JOINT STRIKE FIGHTER (JSF) interchangeable engine development	2,171,736	2,171,736	2,227,736 [56,000]	56,000 [56,000]	2,227,736
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Contains no language.

HAC LANGUAGE (Rpt. 108-187)

Page 259, RDT&E, Navy

JOINT STRIKE FIGHTER (JSF)	2,171,736	2,105,736	-66,000
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Pages 209 and 210, RDT&E Special Interest Items

JOINT STRIKE FIGHTER (JSF)/F-35

The Joint Strike Fighter (JSF) represents the next generation of strike fighters. It also represents a new concept—a family of strike fighters with the Short take-off-vertical-landing (STOVL) for the Marine Corps and United Kingdom, the Conventional take-off-landing (CTOL) for the Air Force, and the Carrier take-off-landing (CV) for the Navy. The JSF has increased range, incorporates stealth, advanced countermeasures, advanced avionics, data links, and adverse weather precision targeting.

The JSF’s preliminary design review (PDR), scheduled for completion at the end of March 2004, remains open due to the identification of a number of items requiring corrective action, many of which are considered critical. The most significant critical design items that remain open are associated with weight of the aircraft at PDR.

The aircraft weight estimates presented at PDR exposed “uncertainties” in the ability of the program to meet schedule and thresh-old requirements. The most extreme of the weight issues is with the STOVL variant, which is approximately 1,200 to 1,500 pounds over the PDR target weight, nearly the Initial Operating Capability (IOC) target weight. The historical growth in aircraft weight is 4 to 6 percent from PDR to IOC. If the weight cannot be constrained at PDR, the STOVL variant could be as much as 2,000 pounds over the required weight at IOC—the weight of one of its required weapons.

At the end of the March PDR meeting, the Department made a decision to hold the PDR open for the vehicle systems, mission systems, airframe, and air systems, pending completion of a Blue Ribbon Action Team (BRAT) review. Until design impacts can be identified and the baseline program adjusted to the BRAT review, JSF is constrained from moving to the next design phase.

Critical design review (CDR) scheduled for the 3rd quarter of 2004 and first flight scheduled for the end of 2005, have not yet been rescheduled. The Committee believes it most likely these milestone events will indeed

be rescheduled and recommends a \$45,000,000 reduction to the JSF program based on its judgment that these milestones will not occur as planned in fiscal year 2004.

The fiscal year 2004 request for Mission Support is \$273,973,000, an \$86,500,000 increase (46 percent) over the fiscal year 2003 level.

The Committee recommends a reduction of \$87,000,000 from Mission Support based on its judgment that the budgetary requirements are overstated and should be maintained at fiscal year 2003 levels. This is also in keeping with the Committee's view that the fiscal year 2004 and 2005 schedules for JSF design and testing will be rescheduled, resulting in a reduction in the activities associated with these events.

The Committee is very concerned that justification material submitted in support of the budget request, contains no detailed break-out of the nearly \$4.3 billion request (\$4.9 billion including inter-national participation) for JSF. It is noted that programs of lesser cost and visibility provide significantly more information on tasks (and the cost of each task) scheduled for accomplishment with the requested funding. The JSF request of over \$4.5 billion for research and development includes a one-line explanation that the requested funds will continue system development and demonstration. Program Office responses to the Committee's requests for additional information and further explanation, are often incomplete and never timely. This is cause for great concern and Department officials must correct this situation.

SAC LANGUAGE, (Rpt. 108-87)

Page 147, Aircraft Procurement, Navy

140	DISTRIBUTED CONFERENCE SYSTEM	2,171,736	2,216,536	+ 44,800
141	JOINT STRIKE FIGHTER (JSF)			
	SMART CARD			

Page 153, RDT&E, Navy

140	JOINT STRIKE FIGHTER [JSF]	2,171,736	2,216,536	+ 44,800
	Inflation Adjustment Correction			- 28,000
	F136 Interchangeable Engine			+ 72,800

Page 157, RDT&E, Navy

Joint Strike Fighter Interchangeable Engine.—The Committee is dismayed that the Joint Strike Fighter program office was permitted to take a reduction for inflation savings disproportionately against the F136 Interchangeable Engine. This cut resulted in a \$56,000,000 reduction to this engine's research and development effort in fiscal year 2004.

The Committee has been supportive of this engine development program for several years and has, in fact, increased funding to accelerate this engine's development. This cut to the program flies in the face of longstanding Committee support.

The Committee, therefore, recommends a total cut of \$56,000,000 to the Joint Strike Fighter program which is to be taken equally from the Navy and the Air Force Joint Strike Fighter programs with the exception of the

F136 engine program. The Committee also recommends that the fiscal year 2004 cut to the F136 Interchangeable Engine be restored to the original program with an appropriate adjustment for the inflation cut.

Finally, the Committee has added \$20,000,000 to this program only for risk reduction to the F136 Interchangeable Engine program.

CAC LANGUAGE (Rpt. 108-283)

Page 265, RDT&E, Navy

JOINT STRIKE FIGHTER (JSF)	2,171,736	2,105,736	2,216,536	2,183,536
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Page 285, RDT&E, Navy

	2,171,736	2,105,736	2,216,536	2,183,536
140 JOINT STRIKE FIGHTER (JSF) - EMD				
Systems engineering and mission support		-43,500		-27,000
Critical design review		-22,500		0
Inflation adjustment correction			-28,000	-28,000
F-136 Interchangeable Engine - restore inflation reduction			+52,800	+52,800
F-136 Interchangeable Engine - risk reduction			+20,000	+14,000

Page 231, RDT&E, Items of Special Interest

JOINT STRIKE FIGHTER (JSF)

The conferees agree to provide a total of \$4,322,623,000 for continued development and testing of the F-35, Joint Strike Fighter (JSF). This recommended level is \$43,200,000 below the budget request, \$88,800,000 above the level recommended by the House, and \$60,000,000 below the level recommended by the Senate.

The conferees agree to a reduction of \$54,000,000 for excessive management support, as proposed by the House, a reduction of \$56,000,000 and an increase of \$52,800,000, as proposed by the Senate, based on the inappropriate application of inflation adjustments, and an increase of \$14,000,000 for risk reduction on the F-136 interchangeable engine. The conference agreement to reverse the decision of the JSF program office with respect to the application of inflation adjustments, is based on the understanding that the “across the board inflationary adjustment” was applied disproportionately to the F-136 interchangeable engine development, resulting in a \$56,000,000 reduction to this development effort. The conference agreement redistributes this inflation adjustment to the entire program and restores \$52,800,000 to the engine development program, as proposed by the Senate.