

# DIVISION A—DEPARTMENT OF DEFENSE AUTHORIZATIONS

## TITLE I—PROCUREMENT

### BUDGET ITEMS

#### ARMY

##### *Stryker vehicle lethality upgrades*

The House bill contained an increase in funding for Stryker vehicle lethality upgrades of \$35.0 million in Research, Development, Test & Evaluation, Army and \$44.5 million in Procurement of Weapons and Tracked Combat Vehicles, Army respectively.

The Senate amendment contained an increase in these same funding areas of \$97.0 million and \$314.0 million, respectively.

The agreement, in Sections 4101 and 4102, includes increased funding in line with the Senate amendment.

We support the Army's plan to upgrade 81 Stryker vehicles with increased lethality as requested by the U.S. Army Europe in a recent Operational Need Statement. We understand the urgency for this requirement given heightened security concerns of our NATO partners due to Russian aggression in Ukraine. As such, we expect the rapid production of fully serviceable, upgraded Strykers. In order to meet the compressed timeline for fielding upgraded Strykers to the 2nd Cavalry Regiment, we expect the Army to manage this program with dispatch and efficiency. Identified risks associated with cost, schedule, and performance are to be managed with focused controls and leadership. We view this initiative, which is intended to increase the combat power of a forward deployed unit, as an opportunity to succeed in accordance with significant acquisition reforms illustrated in many provisions within this bill.

With regard to cost, we note the Army currently plans on starting with existing chassis of Stryker vehicles discarded during the upgrade to Double V Hull (DVH) Strykers. This approach appears to add significantly to the unit cost for the lethality upgrades which the Army has informed the defense committees may be approximately \$4.5 million per vehicle. We note that the Army already has extensive upgrade programs for the Stryker vehicle to include additional DVH Strykers and the Engineering Change Proposal modernization program. It is unclear

if the Army ultimately plans on adding the lethality initiative to DVH Strykers, including those equipped with the Engineering Change Proposal upgrade. We are concerned that simply adding a broad Stryker lethality package for the Army's Stryker Brigade Combat Teams could add billions of dollars to the already stressed resources of the combat vehicle portfolio. Therefore, the committee encourages the Army to reduce the unit cost of the Stryker lethality upgrade program and evaluate ways to more efficiently pursue upgrades to the Stryker vehicle fleet and Stryker Brigade Combat Teams.

## **AIR FORCE**

### *C-130H Modifications*

The base budget request included \$7.0 million in Aircraft Procurement, Air Force, Line 44 for C-130.

The House bill authorized a funding increase in that line item of \$73.2 million for the restructured C-130 Avionics Modernization Program (AMP) Increments I and II (\$10.0 million), T-56 3.5 Engine Modification (\$33.2 million), and Eight-bladed Propeller (\$30.0 million).

The Senate amendment would authorize an increase in that line item by \$123.2 million for the restructured C-130 AMP Increments I and II (\$75.0 million), T-56 3.5 Engine Modification (\$33.2 million), Electronic Propeller Control System (\$13.5 million), and In-flight Propeller Balancing System certification (\$1.5 million).

The agreement authorizes a total funding increase for Aircraft Procurement, Air Force, Line 44 of \$139.2 million for the restructured C-130 AMP Increments I and II (\$75.0 million), T-56 3.5 Engine Modification (\$33.2 million), Eight-Bladed Propeller (\$16.0 million), Electronic Propeller Control System (\$13.5 million), and In-flight Propeller Balancing System certification (\$1.5 million).

## **SUBTITLE A—AUTHORIZATION OF APPROPRIATIONS**

### *Authorization of appropriations (sec. 101)*

The House bill contained a provision (sec. 101) that would authorize the appropriations for procurement activities at the levels identified in section 4101 of division D of this Act.

The Senate bill contained an identical provision (sec. 101).

The agreement includes this provision.

## **SUBTITLE B—ARMY PROGRAMS**

*Prioritization of upgraded UH-60 Blackhawk helicopters within Army National Guard (sec. 111)*

The House bill contained a provision (sec. 112) that would require the Chief of the National Guard Bureau to issue guidance that prioritizes UH-60 helicopter upgrades within the Army National Guard to those units with the highest flight hour aircraft and highest utilization rates, as well as require the Chief to submit a report to the congressional defense committees within 30 days after issuing such guidance, that describes such guidance.

The Senate amendment contained no similar provision.  
The Senate recesses.

*Roadmap for replacement of A/MH-6 Mission Enhanced Little Bird aircraft to meet special operations requirements (sec. 112)*

The House bill contained a provision (sec. 142) that would direct the Secretary of Defense to submit to the congressional defense committees a strategy for the replacement of the A/MH-6 Mission Enhanced Little Bird aircraft to meet requirements particular to special operations for future rotary-wing, light attack, and reconnaissance requirements.

The Senate amendment contained no similar provision.  
The Senate recesses with a clarifying amendment.

*Report on Options to Accelerate Replacement of UH-60A Blackhawk Helicopters of Army National Guard (sec. 113)*

The House bill contained a provision (sec. 113) that would require the Secretary of the Army to submit a report to the congressional defense committees by March 1, 2016, containing detailed options for the potential acceleration of the replacement of all UH-60A helicopters of the Army National Guard.

The Senate amendment contained no similar provision.  
The Senate recesses.

*Sense of Congress on Tactical Wheeled Vehicle Protection Kits (sec. 114)*

The House bill contained a provision (sec. 114) that would express the sense of Congress regarding the survivability and operational performance benefits provided by tactical wheeled

vehicle add-on armor protection kits for the Army's heavy tactical wheeled vehicle fleet.

The Senate amendment contained no similar provision.  
The Senate recesses.

## **SUBTITLE C—NAVY PROGRAMS**

### *Modification of CVN-78 class aircraft carrier program (sec. 121)*

The Senate amendment contained a provision (sec. 114) that would amend subsection (f) of section 122 of the John Warner National Defense Authorization Act for Fiscal Year 2007 (Public Law 109-364; 120 Stat. 2104), as added by section 121(c) of the National Defense Authorization Act for Fiscal Year 2014 (Public Law 113-66; 127 Stat. 692), by adding a reporting requirement to the USS *John F. Kennedy* (CVN-79) quarterly report. Beginning January 1, 2016, the Secretary of the Navy would be required to submit, as part of the CVN-79 quarterly report, a description of new design and engineering changes to CVN-78 class aircraft carriers that exceed \$5.0 million and occurred during the reporting period. The provision would require the report to include program or ship cost increases for each design or engineering change and any cost reduction achieved. The Secretary of the Navy and Chief of Naval Operations would each be required to sign this additional reporting requirement and would be precluded from delegating the certification. The required certification would have to include a determination that each change serves the national security interests of the United States; cannot be deferred to a future ship due to operational necessity, safety, or substantial cost reduction; and was reviewed and endorsed by the Secretary of the Navy and Chief of Naval Operations.

The House bill contained no similar provision.

The House recesses with a technical amendment.

### *Amendment to cost limitation baseline for CVN-78 class aircraft carrier program (sec. 122)*

The Senate amendment contained a provision (sec. 111) that would further amend section 122 of the John Warner National Defense Authorization Act for Fiscal Year 2007 (Public Law 109-364) as amended by section 121(a) of the National Defense Authorization Act for Fiscal Year 2014 (Public Law 113-66) by adjusting the procurement cost cap for USS *John F. Kennedy* (CVN-79) and subsequent CVN-78 class aircraft carriers from \$11,498,000,000 to \$11,398,000,000.

The House bill contained no similar provision.

The House recedes with an amendment that would add an additional amendment to section 121(b) of the John Warner National Defense Authorization Act for Fiscal Year 2007 (Public Law 109-364), as amended by section 121(a) of the National Defense Authorization Act for Fiscal Year 2014 (Public Law 113-66). We recognize that the Department of the Navy has made considerable gains in controlling the cost of CVN-78 class aircraft carriers and believe further efforts at cost reduction are warranted. The current cost cap and cost estimate for CVN-79 is \$11.5 billion, which includes only limited program management reserve for unforeseeable issues during CVN-79 construction. We expect the Department to continue to employ efforts to reduce costs on this ship class and accordingly are lowering the Congressional cap to \$11.4 billion. However, if during construction of CVN-79 the Chief of Naval Operations determines that measures required to complete the ship within the revised cost cap shall result in an unacceptable reduction to the ship's operational capability, the Secretary of the Navy may increase the CVN-79 cost cap up to \$11.5 billion. If such action is taken, the Secretary of the Navy shall adhere to the notification requirements specified in section 121(d) of the John Warner National Defense Authorization Act for Fiscal Year 2007 (Public Law 109-364).

We note that section 122 of the John Warner National Defense Authorization Act for Fiscal Year 2007 (Public Law 109-364) set the cost cap for the lead ship at \$10.5 billion, plus adjustments for inflation and other factors, and at \$8.1 billion for subsequent CVN-78 class carriers, plus adjustments for inflation and other factors. Section 122 was amended by section 121(a) of the National Defense Authorization Act for Fiscal Year 2014 (Public Law 113-66), which revised the cost cap for the lead ship to \$12.9 billion, plus adjustments for inflation and other factors, and to \$11.5 billion for subsequent CVN-78 class carriers, plus adjustments for inflation and other factors. We understand 90 percent or \$3.1 billion of the \$3.4 billion increase in the cost cap for follow-on ships is attributable to economic inflation, which includes actual inflation realized and updated projections of future inflation based on Navy shipbuilding inflation indices. In view of this significant cost growth attributed to inflation, the Congressional Budget Office is directed to provide a report to the congressional defense committees no later than December 1, 2015 that includes the following elements:

- (1) Explanation of how inflation was calculated and projected in the cost estimates for CVN-78 class aircraft carriers in each annual budget from fiscal year 2007 to fiscal year 2015;

(2) Description of inflation rates for CVN-78, CVN-79, and CVN-80, by fiscal year, from fiscal year 2007 until the obligation work limiting date for each ship;

(3) Comparison of projected inflation rates vs. actual inflation rates for CVN-78 class aircraft carriers, by fiscal year, from fiscal year 2007 to fiscal year 2015;

(4) Explanation of the key factors that are used to plan for and calculate current and projected inflation rates for CVN-78 class aircraft carrier cost estimates;

(5) Explanation of root causes of inflation escalation above the planned inflation assumed in CVN-78 class aircraft carrier cost estimates; and

(6) Component-level explanation of the \$3.1 billion increase in the cost estimate for CVN-79 and following aircraft carriers attributable to economic inflation.

*Extension and modification of limitation on availability of funds for Littoral Combat Ship (sec. 123)*

The Senate amendment contained a provision (sec. 116) that would amend section 123 of the Carl Levin and Howard P. "Buck" McKeon National Defense Authorization Act for Fiscal Year 2015 (Public Law 113-291) by extending the limitation on funds for LCS-25 and LCS-26 until pre-existing requirements are met and would additionally require the Navy to provide to the congressional defense committees the following: an acquisition strategy for LCS-25 through LCS-32; a LCS mission module acquisition strategy; a plan to outfit Flight 0 and Flight 0+ Littoral Combat Ships with capabilities identified for the upgraded Littoral Combat Ship; and a current test and evaluation master plan for the Littoral Combat Ship mission modules.

The House bill contained no similar provision.

The House recesses.

*Modification to multiyear procurement authority for Arleigh Burke-class destroyers and associated systems (sec. 124)*

The House bill contained a provision (sec. 121) that would amend section 123(a) of the National Defense Authorization Act for Fiscal Year 2013 (Public Law 112-239) to clarify that the Secretary of the Navy has the authority to procure Flight III destroyers as part of the existing *Arleigh Burke*-class multiyear procurement authority.

The Senate amendment contained no similar provision.

The Senate recesses.

The Senate report accompanying S. 3254 (S. Rept. 112-173) of the National Defense Authorization Act for Fiscal Year 2013

described Senate intent regarding the current multiyear procurement authority for *Arleigh Burke*-class destroyers and associated systems. The Senate report supported the change to buying Flight III destroyers through an engineering change proposal and the inclusion of such ships in the multiyear procurement authority, following submission of a specified report. The House report accompanying H.R. 1960 (H. Rept. 113-102) of the National Defense Authorization Act for Fiscal Year 2014 expressed concern about the physical limitations associated with the integration of the Air and Missile Defense Radar on the Flight III version of the *Arleigh Burke*-class destroyer and requested a report to assess this integration process. Having received the required reports, we support the changes proposed by the Secretary of the Navy to integrate the Air and Missile Defense Radar into the *Arleigh Burke*-class destroyers and the addition of these Flight III ships to the current *Arleigh Burke*-class multiyear procurement contract.

*Procurement of additional Arleigh Burke class destroyer (sec. 125)*

The Senate amendment contained a provision (sec. 117) that would allow the Secretary of the Navy to enter into a contract beginning with the fiscal year 2016 program year for the procurement of 1 *Arleigh Burke*-class destroyer in addition to the 10 DDG-51s in the fiscal year 2013 through 2017 multiyear procurement contract or for 1 DDG-51 in fiscal year 2018. The Secretary may employ incremental funding for such procurement.

The House bill contained no similar provision.

The House recesses.

*Refueling and complex overhaul of the USS George Washington (sec. 126)*

The House bill contained a provision (sec. 122) that would provide economic order quantity authority for the construction of two *Ford*-class aircraft carriers and incremental funding authority for the nuclear refueling and complex overhaul of five *Nimitz*-class aircraft carriers.

The Senate amendment contained no similar provision.

The Senate recesses with an amendment that would limit new aircraft carrier program procurement authority to the nuclear refueling and complex overhaul of USS *George Washington* (CVN-73).

The Department of the Navy awarded a detail design and construction contract for the USS *John F. Kennedy* (CVN-79) on June 5, 2015. At the time of award, Program Executive Officer

(PEO), Aircraft Carriers, Rear Admiral Thomas Moore, indicated "... with a stable design, mature requirements and an improved build process, we will reduce construction hours by 18 percent, lower the cost to build the ship by almost \$1 billion in real terms compared to CVN-78 ...". Following \$2.4 billion in cost growth on the lead ship, CVN-78, we are encouraged by the ongoing collaboration between the Department of the Navy and industry to achieve cost reductions. We note that other ship construction programs have been able to reduce costs through acquisition efficiencies and economic order decisions. Therefore, to better assess acquisition options, we direct the Secretary of the Navy to submit a report to the congressional defense committees by March 1, 2016, that provides an assessment of the merits associated with using economic order quantity procurement with CVN-80 and CVN-81. This report should assess the specific aircraft carrier components that would be best suited to include in a potential economic order quantity contract, and the estimated cost savings that could be achieved using this procurement authority.

*Fleet replenishment oiler program (sec. 127)*

The Senate amendment contained a provision (sec. 118) that would grant the Secretary of the Navy contracting authority to procure up to six fleet replenishment oilers (T-AO(X)). This new ship class is a non-developmental recapitalization program based on existing commercial technology and standards. The ship design is considered to be low risk by the Navy, with the design scheduled to be complete prior to the start of construction on the lead ship. This provision would enable an estimated \$45.0 million in savings per ship, for ships 2-6, for a total of \$225.0 million in savings compared to current annual procurement cost estimates.

The House bill contained no similar provision.

The House recedes.

*Limitation on availability of funds for USS John F. Kennedy (CVN-79) (sec. 128)*

The Senate amendment contained a provision (sec. 112) that would limit \$100.0 million in Shipbuilding and Conversion, Navy procurement funds for USS *John F. Kennedy* (CVN-79) subject to the submission of a certification regarding full ship shock trials and two reports.

The House bill contained no similar provision.

The House recedes with an amendment that would provide the Secretary of Defense with waiver authority to delay full ship

shock trials on the USS *Gerald R. Ford* (CVN-78) until after the ship's first deployment but prior to the first major maintenance availability.

*Limitation on availability of funds for USS Enterprise (CVN-80)*  
(sec. 129)

The Senate amendment contained a provision (sec. 113) that would limit \$191.4 million in advance procurement funds for *USS Enterprise* (CVN-80), until the Secretary of the Navy submits a certification and report to the Committees on Armed Services of the Senate and of the House of Representatives. \$191.4 million is the sum of funding requested for plans (detailed) and basic construction for CVN-80.

The House bill contained no similar provision.

The House recedes with an amendment that would require submission of the certification and report to all four congressional defense committees, as well as require the certification be provided within 90 days of enactment of this Act.

*Limitation on availability of funds for Littoral Combat Ship*  
(sec. 130)

The Senate amendment contained a provision (sec. 115) that would limit 75 percent of fiscal year 2016 funds for research and development, design, construction, procurement or advance procurement of materials for the upgraded Littoral Combat Ships (LCS), designated as LCS-33 and subsequent, until the Secretary of the Navy submits to the Committees on Armed Services of the Senate and of the House of Representatives: a capabilities-based assessment to assess capability gaps and associated capability requirements and risks for the upgraded LCS, an updated capabilities development document for the upgraded LCS, and a report describing the upgraded LCS modernization.

The House bill contained no similar provision.

The House recedes with an amendment that changes the limitation to 50 percent of fiscal year 2016 funds and allows for a capabilities-based assessment or equivalent report.

*Reporting requirement for Ohio-class replacement submarine program* (sec. 131)

The Senate amendment contained a provision (sec. 119) that would require the Secretary of Defense to submit *Ohio*-class replacement submarine cost tracking information, together with annual budget justification materials. While the first *Ohio*-

class replacement submarine is not planned to be authorized until fiscal year 2021, the national importance of this program and significant cost will continue to merit close oversight by the congressional defense committees.

The House bill contained no similar provision.

The House recesses.

## **SUBTITLE D—AIR FORCE PROGRAMS**

### *Backup inventory status of A-10 aircraft (sec. 141)*

The House bill contained a provision (sec. 132) that would amend section 133(b)(2)(A) of the Carl Levin and Howard P. "Buck" McKeon National Defense Authorization Act for Fiscal Year 2015 (Public Law 113-291; 128 Stat. 3316) to where the Secretary of the Air Force may not move more than 18 A-10 aircraft in the active component to backup flying status pursuant to an authorization made by the Secretary of Defense under such section.

The Senate amendment contained no similar provision.

The Senate recesses.

### *Prohibition on availability of funds for retirement of A-10 aircraft. (sec. 142)*

The House bill contained a provision (sec. 133) that would prohibit the use of any funds during fiscal year 2016 to retire, prepare to retire, or place in storage any A-10 aircraft. The provision would also require the Secretary of the Air Force to maintain a minimum of 171 A-10 aircraft in primary mission aircraft inventory (combat-coded) status. The provision would also direct the Secretary of the Air Force to commission an independent entity outside the Department of Defense to conduct an assessment of the required capabilities and mission platform to replace the A-10 aircraft.

The Senate amendment contained a similar provision (sec. 134).

The Senate recesses with an amendment that aligns technical provisions of both versions and refers to sec. 141 regarding moving A-10 aircraft to backup inventory status.

### *Prohibition on availability of funds for retirement of EC-130H Compass Call aircraft (sec. 143)*

The House bill contained a provision (sec. 134) that would prohibit funds authorized to be appropriated by this Act or

otherwise made available for fiscal year 2016 for the Department of the Air Force to be obligated or expended to retire, prepare to retire, or place in storage or on back up flying status any EC-130H aircraft. The provision would also require the Secretary of the Air Force to commission an assessment of the required capabilities or mission platform to replace the EC-130H aircraft, and to submit a report on that assessment to the congressional defense committees not later than September 30, 2016, and would also prohibit the Secretary of the Air Force from retiring, preparing to retire, placing in storage or placing on back up flying status any EC-130H aircraft until 60 days after the Secretary submits the specified report.

The Senate bill contained a similar provision (sec. 135).

The Senate recedes with an amendment changing the prohibition limitation date to December 31, 2016, and combining the report requirements from the House and Senate versions.

*Prohibition on availability of funds for retirement of Joint Surveillance Target Attack Radar System, EC-130H Compass Call, and Airborne Warning and Control System aircraft (sec. 144)*

The Senate amendment contained a provision (sec. 138) that would limit the retirement of Joint Surveillance Target Attack Radar System (JSTARS), EC-130H Compass Call, and Airborne Early Warning and Control System (AWACS) aircraft until the follow-on replacement aircraft program enters low-rate initial production.

The House bill contained no similar provision.

The House recedes with an amendment to change the provision to apply only in fiscal years 2016 or 2017, and other technical clarifications. The provision would not apply to individual aircraft if the Secretary of the Air Force, on a case-by-case basis, determines an individual aircraft to be non-operational because of mishaps, other damage, or being uneconomical to repair.

*Limitation on availability of funds for F-35A aircraft procurement (sec. 145)*

The Senate amendment contained a provision (sec. 133) that would limit the availability of fiscal year 2016 funds for F-35A procurement to not more than \$4.3 billion until the Secretary of Defense certifies to the congressional defense committees that F-35A aircraft delivered in fiscal year 2018 will have full combat capability with currently planned Block 3F hardware, software, and weapons carriage.

The House bill contained no similar provision.

The House recedes with an amendment to amend the certification level from the Secretary of Defense to the Secretary of the Air Force, and to amend the effective date of certification criteria from "full combat capability as currently planned..." to "full combat capability, as determined on the date of enactment of this Act..."

*Prohibition on availability of funds for retirement of KC-10 aircraft (sec. 146)*

The House bill contained a provision (sec. 135) that would prohibit any funds authorized to be appropriated by this Act or otherwise made available for fiscal year 2016 for the Air Force to be obligated or expended during such fiscal year to divest or transfer, or prepare to divest or transfer, KC-10 aircraft.

The Senate bill contained no similar provision.

The Senate recedes with an amendment to change the provision to apply only in fiscal years 2016 or 2017. The provision would not include the prohibition on transfer of aircraft, and would not apply to an individual KC-10 aircraft if the Secretary of the Air Force, on a case-by-case basis, determines the aircraft to be non-operational because of mishaps, other damage, or being uneconomical to repair.

*Limitation on availability of funds for transfer of C-130 aircraft (sec. 147)*

The Senate amendment contained a provision (sec. 136) that would limit the availability of all funds authorized to be appropriated for the transfer from one facility of the Department of Defense to another any C-130H aircraft, initiate any C-130 manpower authorization adjustments, retire or prepare to retire any C-130H aircraft, or close any C-130H unit until 90 days after the date on which the Secretary of the Air Force, in consultation with the Secretary of the Army, and after certification by the commanders of the XVIII Airborne Corps, 82nd Airborne Division, and United States Army Special Operations Command, certified that the Air Force would maintain dedicated C-130 wings to support the daily training of Army airborne and special operations units, and the failure to maintain such Air Force operations would not adversely impact the daily training requirement of those airborne and special operations units.

The House bill contained a similar provision (sec. 1060c).

The House recedes with an amendment that would change the required certification to be made by the Secretaries and Chiefs of Staff of the Army and the Air Force, in consultation with the

commanders of the XVIIIth Airborne Corps, 82d Airborne Division, and Army Special Operations Command. The amendment also contains other minor technical clarifications.

*Limitation on availability of funds for executive communications upgrades for C-20 and C-37 aircraft (sec. 148)*

The House bill contained a provision (Sec. 131) that would limit availability of funds to upgrade the executive communications of C-20 and C-37 aircraft until the Secretary of the Air Force certifies to certain specified criteria.

The Senate bill contained no similar provision.

The Senate recesses.

*Limitation on use of funds for T-1A Jayhawk aircraft (sec. 149)*

The Senate amendment contained a provision (sec. 137) that would limit all the funds authorized or appropriated by this Act or that otherwise may be obligated or expended for fiscal year 2016 for avionics modifications to the T-1A Jayhawk aircraft until 30 days after the Secretary of the Air Force submits to the congressional defense committees the report required under section 142 of the Carl Levin and Howard P. "Buck" McKeon National Defense Authorization Act for Fiscal Year 2015 (Public Law 113-291).

The House bill contained no similar provision.

The House recesses with an amendment to amend the provision to state: "Of the funds authorized to be appropriated by this Act or otherwise made available for fiscal year 2016 Aircraft Procurement, Air Force, for avionics modification to the T-1A Jayhawk aircraft, not more than 85 percent may be obligated or expended until a period of 30 days has elapsed following the date on which the Secretary of the Air Force submits to the congressional defense committees the report required under section 142 of the Carl Levin and Howard P. "Buck" McKeon National Defense Authorization Act for Fiscal Year 2015 (Public Law 113-291; 128 Stat. 3320)."

*Notification of retirement of B-1, B-2, and B-52 bomber aircraft (sec. 150)*

The Senate amendment contained a provision (sec. 131) that would limit the retirement of B-1, B-2, or B-52 bomber aircraft during a fiscal year prior to initial operational capability of the Long Range Strike Bomber unless the Secretary of Defense certified to specified criteria in the materials submitted in

support of the budget of the President for that fiscal year as submitted to Congress.

The House bill contained no similar provision.

The House recedes with an amendment that would change the limitation to a notification requiring that in the period before the date of initial operational capability of the long-range strike bomber aircraft, before retiring or preparing to retire any B-1, B-2, or B-52 bomber aircraft the Secretary of the Air Force includes in the defense budget materials a notification of the proposed retirement including the rationale for the retirement, the effects of the retirement, and how the Secretary will mitigate any risks relating to the retirement. The provision would not apply to individual B-1, B-2, or B-52 aircraft if the Secretary of the Air Force, on a case-by-case basis, determines the aircraft to be non-operational because of mishaps, other damage, or being uneconomical to repair.

*Inventory requirement for fighter aircraft of the Air Force  
(sec. 151)*

The Senate amendment included a provision (sec. 132) that would amend section 8062 of title 10, United States Code, by adding a new subsection requiring the Secretary of the Air Force to maintain a minimum total active inventory of 1,950 fighter aircraft, within which the Secretary would also be required to maintain a minimum of 1,116 fighter aircraft as primary mission aircraft inventory (combat-coded). The provision would also provide additional limitations on fighter retirements by requiring the Secretary of the Air Force to certify to certain specified criteria, and also require a detailed report in advance of retiring fighter aircraft.

The House bill contained no similar provision.

The House recedes with an amendment to strike the amendment to section 8062 of title 10, change the limitation period to a 2-year period beginning on October 1, 2015, and reduce the minimum numbers of fighters required to be maintained by the Air Force to 1,900 total aircraft inventory and 1,100 primary mission aircraft inventory (combat-coded). The amendment would also eliminate the certification and detailed report requirements, and require specified information in a report to be included in the material submitted in support of the budget for a particular fiscal year, if proposing the retirement of fighter aircraft in that fiscal year's budget. The report would not apply to individual fighter aircraft if the Secretary of the Air Force, on a case-by-case basis, determines

the aircraft to be non-operational because of mishaps, other damage, or being uneconomical to repair.

We recognize that based on the 2010 Quadrennial Defense Review, the Air Force determined through extensive analysis that a force structure of 1,200 primary mission aircraft and 2,000 total aircraft is required to execute the National Defense Strategy with increased operational risk. Subsequently, based on the 2012 Defense Strategic Guidance and fiscal constraints, analysis showed the Air Force could decrease fighter force structure capacity by approximately 100 additional aircraft; however, at an even higher level of risk.

We agree reductions in fighter force capacity below the 1,900 total and 1,100 combat-coded inventory levels, in light of ongoing and anticipated operations in Iraq and Syria against the Islamic State of Iraq and the Levant, coupled with a potential delay of force withdrawals from Afghanistan and a revanchist Russia, poses excessive risk to the Air Force's ability to execute the National Defense Strategy, causes remaining fighter squadrons to deploy more frequently, and drives even lower readiness rates across the combat air forces.

*Sense of Congress regarding the OCONUS basing of F-35A aircraft (sec. 152)*

The Senate amendment contained a provision (sec. 139) that would express the sense of Congress regarding basing of the F-35A aircraft outside of the continental United States.

The House bill contained a similar provision (sec. 136).

The House recedes with an amendment to make technical and clarifying corrections.

## **SUBTITLE E—DEFENSE-WIDE, JOINT, AND MULTISERVICE MATTERS**

*Limitation on availability of funds for Joint Battle Command-Platform (sec. 161)*

The House bill contained a provision (sec. 141) that would require the Assistant Secretary of the Army for Acquisition, Logistics, and Technology to submit a report by March 1, 2016, to the congressional defense committees that addresses the effectiveness, suitability, and survivability shortfalls of the joint battle command-platform equipment identified by the Director of Operational Test and Evaluation in the Director's

fiscal year 2014 annual report to Congress. This section would also further limit the obligation or expenditure of 25 percent of the funds for the joint battle command-platform until 30 days after the Assistant Secretary submits such a report.

The Senate amendment contained no similar provision.

The Senate recesses.

*Report on Army and Marine Corps modernization plan for small arms (sec. 162)*

The Senate amendment contained a provision (sec. 151) that would require the Secretaries of the Army and Navy to jointly submit to the Committees on Armed Services of the Senate and House of Representatives a report on the plan of the Army and Marine Corps to modernize small arms.

The House bill contained no similar provision.

The House recesses.

*Study on use of different types of enhanced 5.56mm ammunition by the Army and the Marine Corps (sec. 163)*

The House bill contained a provision (sec. 144) that would require the Secretary of Defense to submit a report to the congressional defense committees on the use of two different types of 5.56mm ammunition by the Army and the Marine Corps.

The Senate amendment contained no similar provision.

The Senate recesses with an amendment that requires the Secretary of Defense to enter into a contract with a federally funded research and development center (FFRDC) such as the Center for Naval Analyses (CNA) to conduct a study on the use of two different types of enhanced 5.56mm ammunition by the Army and the Marine Corps. We note that the CNA has conducted similar studies on small arms and small caliber ammunition and believe the CNA could meet the requirements of this study.

## **LEGISLATIVE PROVISIONS NOT ADOPTED**

*Limitation on Availability of Funds for AN/TPQ-53 Radar Systems*

The House bill contained a provision (sec. 111) that would limit the obligation or expenditure of 25 percent of the funds for AN/TPQ-53 radar systems until 30 days after the date on which the Assistant Secretary of the Army for Acquisition, Logistics, and Technology submits to the congressional defense committees a review of the current delegation of acquisition

authority to the Program Executive Officer for Missiles and Space.

The Senate amendment contained no similar provision.  
The House recesses.

*Stationing of C-130 H aircraft avionics previously modified by the Avionics Modernization Program (AMP) in support of daily training and contingency requirements for Airborne and Special Operations Forces*

The Senate amendment contained a provision (sec. 120) that would require the Secretary of the Air Force to station aircraft previously modified by the C-130 Avionics Modernization Program (AMP) to support United States Army Airborne and United States Army Special Operations Command unit daily training and contingency requirements in fiscal year 2017, and not require the aircraft to deploy in the normal rotation of C-130H units. The provision would also require the Secretary to provide such personnel as required to maintain and operate the aircraft.

The House bill contained no similar provision.

The Senate recesses.

We agree the Air Force must develop a plan that incorporates the five C-130H aircraft previously modified with the AMP upgrade, the four purchased AMP installation kits, the associated simulator equipment, and sustainment and training software into the restructured AMP Increments I and II effort. We also direct the Air Force to provide a briefing on this plan to the congressional defense committees not later than 60 days after enactment of this Act. We agree the American taxpayers to date have expended considerable funds on the C-130 AMP and deserve to receive maximum value for that expenditure.

*Sense of Congress on F-16 Active Electronically Scanned Array (AESA) radar upgrade*

The Senate amendment contained a provision (sec. 140) that would express the sense of Congress on F-16 Active Electronically Scanned Array (AESA) radar upgrades that it is essential to our Nation's defense that: (1) Air Force aircraft modification funding be made available to purchase AESA radars as the Air Force bridges the gap between 4th- and 5th-generation fighters; (2) The U.S. Government must invest in radar upgrades to ensure 4th-generation aircraft succeed at zero-fail missions; and (3) The First Air Force Joint Urgent Operational Needs request should be met as soon as possible.

The House bill contained no similar provisions.

The Senate recesses.

We agree on the importance that should be accorded to funding AESA radar upgrades for existing aircraft.

### *Stryker Lethality Upgrades*

The Senate amendment contained a provision (sec. 161) that would authorize an increase in funding for Stryker vehicle lethality upgrades of \$97.0 million in Research, Development, Test & Evaluation, Army and \$314.0 million in Procurement of Weapons and Tracked Combat Vehicles, Army respectively.

The House bill contained no similar provision.

The Senate recedes.

The outcome is reflected in the tables of this report in Sections 4101 and 4201 and includes additional funding in line with the Senate amendment.