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Talking Points

DCI Meeting with SecDef--19 November 1982

The Secretary of Defense wishes to discuss division of funding responsibility for survivability measures between the NFIP and Defense budgets.

- At issue, at least at the staff level, is the measure of control the SecDef can exercise over the program.

Recommend agreement be sought over a few basic principals rather than over specific programmatic proposals as proposed in the attachment to the OSD Talking Paper.

- Basically, survivability measures which become integral elements of a collection, processing, or production system, should be funded in the sponsoring program.

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- Defense may augment survivability by transferring TOA to the NFIP with mutual understanding that such funds will not be diverted to other uses.

- Survivability measures which are not integral to a specific system (e.g., [Redacted]), can be funded in either budget by mutual agreement, on a case-by-case basis.

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Defense Dept. Prepares Its Budget

Office of Management and Budget will seek to curtail military funding bid to Fiscal 1984 real growth of 7%

By Clarence A. Robinson, Jr.

Washington—The Defense Dept. will begin completing the \$282-billion Fiscal 1984 budget late this week and start negotiations with the Office of Management and Budget, which will be seeking to curtail it to approximately a 7% real growth rate.

Armed service secretaries and Deputy Defense Secretary Frank C. Carlucci have been meeting privately over the new budget. Reagan Administration officials said last week the Defense Dept.'s base of \$282 billion would provide about a 14% growth rate above the Fiscal 1983 figure of \$240 billion expected to emerge from Congress.

High Growth

The growth of 14% is considered too high for a single year, the officials explained, and the military services will be asked to reduce their budgets each by up to 5%.

"This would still provide real growth of about 7% in Fiscal 1984 after inflation," one official said. The inflation rate being used for Fiscal 1984 by the Administration is a composite rate of 5.25%. This

will result in an overall growth of 12.25% in defense spending.

The Administration originally asked Congress for \$254 billion in Fiscal 1983, "but the cuts in Congress will make the \$282 billion in Fiscal 1984 just too big a jump in a single year," the official said.

Research and development funding for the services is expected to remain about the same as requested, according to the official. The total in this area for Fiscal 1984 is \$28.9 billion, and includes:

- Army—\$5.2 billion.
- Navy—\$7.9 billion.
- Air Force—\$12.7 billion.
- Defense agencies—\$3 billion.
- Director for test and evaluation—\$62 million.

Technology base research and development programs in Fiscal 1984 are expected to remain at \$3.6 billion in the budget request—\$2.7 billion for exploratory development programs and \$900 million for basic research.

The funding being sought in Fiscal 1984 by general research and development categories includes:

- Advanced development—\$6.3 billion.

- Engineering development—\$9.8 billion.
- Management and support—\$2.4 billion.
- Operational systems—\$6.8 billion.
- Advanced technology—\$1.1 billion.
- Strategic programs—\$8.6 billion.
- Tactical programs—\$8.6 billion.
- Intelligence/communications—\$3.7 billion.
- Defense-wide mission support, including space-based reconnaissance—\$3.2 billion.

The Air Force is requesting \$22 billion for aircraft procurement, including spares and modifications. This includes:

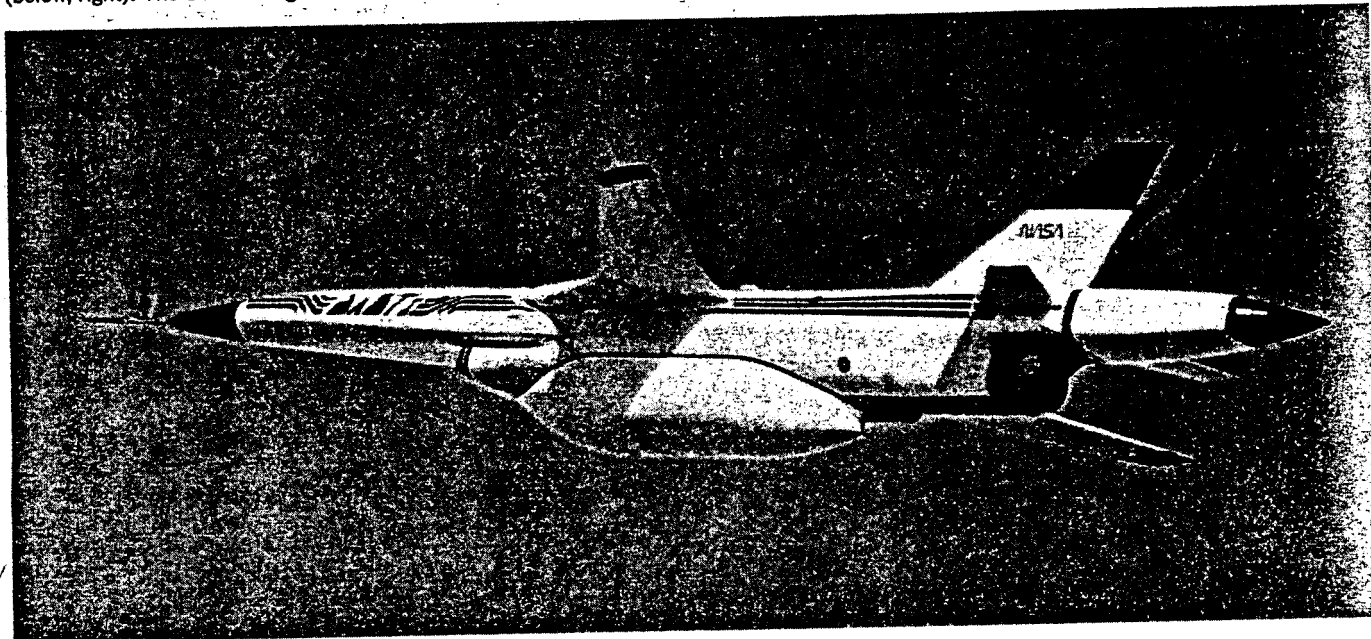
- Rockwell International B-1B bomber—\$5.9 billion for 10 aircraft plus \$773.3 million for research, development, test and evaluation.
- McDonnell Douglas F-15 fighters—\$2.2 billion for 60 aircraft plus another \$108.9 million for research and development related to the multistaged improvement program.
- General Dynamics F-16 fighter—\$2.2 billion for 120 aircraft plus an additional \$73.9 million for research and development. This is related mostly to modifications to correct system deficiencies in operational service to the electrical and flight control systems. It will fund contin-

Structural Test Vehicle Makes Free Flight After Rework

Drones for Aerodynamic and Structural Testing (DAST) flight test vehicle made its first free flight Nov. 3 after going through a period of reconstruction for about 2.5 years (below, right). The 15-min. flight test demon-

strated the remotely piloted research vehicle's flight control, instrumentation and launch and recovery systems, according to project officials at National Aeronautics and Space Administration's Dryden Flight Re-

search Facility at Edwards AFB, Calif. The Drones for Aerodynamic and Structural Testing project is a joint program of the Dryden Flight Research Facility and the Langley Research Center that is intended to develop technology that will enable aircraft to fly more efficiently with lighter and more flexible



for White House Talks

ued work on the programmable signal processor and dual mode transmitter for the improved APG-66 radar leading toward the interdiction and improved close air support missions. An additional \$129.3 million is included in the budget request for the F-16E all-weather aircraft.

The Air Force also is seeking \$111 million in Fiscal 1984 for its fighter derivative program for a comparative evaluation between the F-15E and the F-16E to determine mission analysis, cost, risk and schedule.

Advanced funding is included under both fighter line items in the budget to convert 400 aircraft to the derivative configuration, and procurement of additional aircraft would begin in Fiscal 1988.

Fighter Program

USAF plans to spend \$168 million in Fiscal 1985 for research and development on the fighter derivative program, \$133 million in Fiscal 1986 and \$61 million in Fiscal 1987. No funds are programmed in Fiscal 1988. Procurement funding for the derivative fighter includes \$32 million, \$69 million, \$347.9 million, \$940.8 million and \$4.5 billion in Fiscal 1984 through Fiscal 1988, respectively.

An advanced McDonnell Douglas F-4G Wild Weasel aircraft program is being

conducted by USAF to counter new Soviet air defense threats by updating the APR-38 to cover more quickly a larger portion of the electromagnetic spectrum. The improvement program also includes the interface of the APR-38 with the high-speed antiradiation missile (HARM) and the weapons delivery system.

Improvements by the Air Force to the Boeing E-4 national emergency airborne command post aircraft are in two block changes for funding in the Fiscal 1984 request and five-year defense plan.

Both changes add to survivable command, control and communications systems. Block 1 funding request is for \$1 million, and Block 2 for \$20.5 million, \$21.5 million, \$14.4 million in Fiscal 1984 through Fiscal 1986, respectively.

Related funding is being sought in other appropriations that includes \$11.6 million, \$14.7 million, \$77.7 million, \$38.1 million and \$800,000 in Fiscal 1984 through 1988.

Funding is being sought by USAF in Fiscal 1984 to improve the Boeing E-3A airborne warning and control system, the joint tactical information distribution system, maritime surveillance capability and software integration, and the NATO-funded large computer and software to increase the target track capability. Re-

search and development funding includes \$73.2 million, \$68.7 million, \$87.6 million, \$64.5 million and \$30.9 million in Fiscal 1984 through Fiscal 1988, respectively.

Related appropriations funding, including aircraft procurement, includes \$235 million, \$637.6 million with procurement of three aircraft, \$796.3 million with procurement of three aircraft, \$809.1 million with three aircraft, and \$894.2 million with three aircraft in Fiscal 1984 through Fiscal 1988, respectively.

Other Expenditures

Other Air Force research and development funding being sought in Fiscal 1984 includes:

- Mission adaptive wing for the General Dynamics F-111—\$2.6 million. This is to develop a smooth skin, variable camber leading and trailing edge wing system and to flight-validate the system. Fabrication of an automatic flight control system is planned in Fiscal 1984, and it will be flight tested.

- Short takeoff and landing (STOL) fighter technology—\$7.7 million in Fiscal 1984, and \$18 million, \$9.9 million, \$12 million and \$4 million in Fiscal 1985 through 1988, respectively. The money will be used to flight test on a testbed aircraft a two-dimensional thrust vector/reversing nozzle with integrated flight/pulsion control.

- Target recognizer technology for the night attack Lantirn system—\$3.9 million. This is a high-speed video processor to select probable targets in the forward-looking infrared display generated by the Lantirn pod.

- Advanced tactical fighter—\$8.3 million to complete concept development, including selection of point designs for concept validation. Funding at this level is for a competitive concept development for a new fighter for the 1990s. Funding in Fiscal 1985 through Fiscal 1988, respectively, includes \$55.7 million, \$80.5 million, \$40.1 million and \$12.3 million.

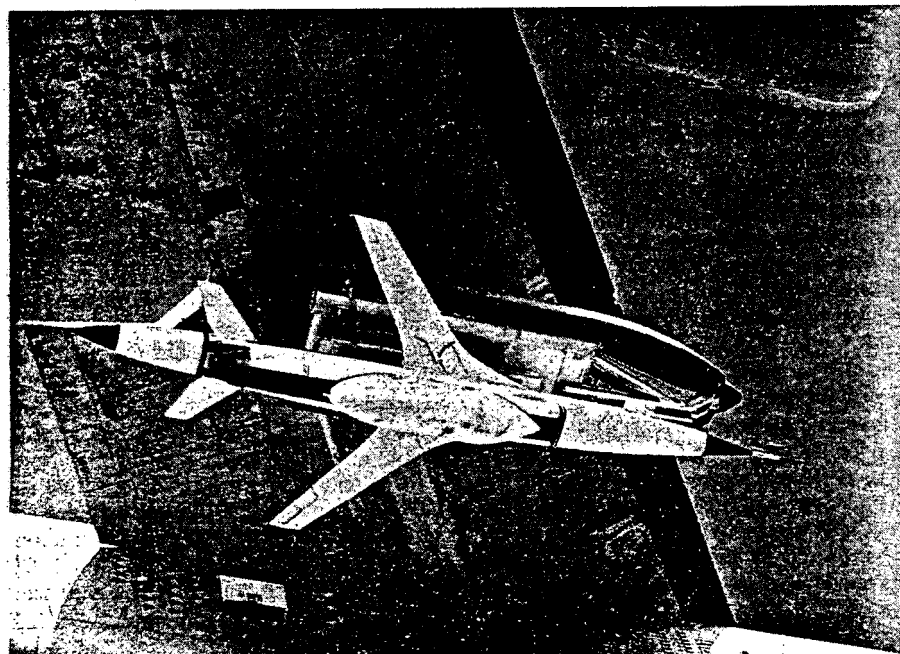
- Joint fighter engine—\$30 million to initiate concept validation of critical components designs, materials, manufacturing processes and other required technologies for the advanced tactical fighter and the Navy's fighter engine needs in the mid-1990s. Funding in Fiscal 1985 through Fiscal 1987, respectively, is \$111.5 million, \$173 million and \$127 million.

- Alternate fighter engine—\$137.1 million to enter full-scale engineering development with the General Electric F101 derivative fighter engine as a competitor for the Pratt & Whitney F100 with 750 test hours. The funds also will be used for the F100 digital electronic engine control and an improved life core.

- Advanced strategic missile systems—\$70.1 million for design, fabrication, ground and sounding rocket tests for development of ballistic reentry vehicle de-

wings. The modified Air Force/Teledyne Ryan BQM-34F Firebee target drone is designed to perform high-risk aerodynamic and structural tests (AW&ST Nov. 1, p. 71). The vehicle has a transport aircraft-type supercritical airfoil, designated the Aerolastic Research Wing—or ARW-1R. The vehicle crashed in June, 1980,

on its third flight. Project officials said the planned flutter-suppression tests scheduled during the flight earlier this month were delayed until the next flight. The vehicle was recovered in mid-air by an Air Force helicopter. The DAST vehicle is launched by a NASA/Boeing B-52 aircraft (below, left).



Inertial Upper Stage Telemetry Data Lost

Los Angeles—Most of the telemetry data from the maiden flight of the Air Force's inertial upper stage (IUS) system was not received during the Oct. 30 launch of two defense satellite communication system (DSCS) spacecraft, according to program officials.

Telemetry signals from the new system dropped out about one-third of the way through the mission, but did not affect the performance of the inertial upper stage since it is designed to operate autonomously, officials said (AW&ST Nov. 8, p. 24).

The telemetry problem is not expected to affect the launch of an inertial upper stage from the space shuttle scheduled for next January, when the system is intended to boost the first Tracking and Data Relay Satellite System (TDRSS) spacecraft to geosynchronous orbit. Air Force officials last week were investigating the telemetry problem and had isolated it to circuitry in the telemetry system on the IUS.

Despite the telemetry problem, project officials said the countdown went smoothly prior to launch and that the two spacecraft successfully were placed in orbit at very accurate positions.

The spacecraft were the TRW DSCS-2 satellite and the new General Electric DSCS-3. Both of them are designed to provide a worldwide military communications system for secure strategic and tactical voice and data transmission. Design life of the DSCS-3 satellite is 10 years.

coys, deployment devices and countermeasures. Funding in Fiscal 1985 through Fiscal 1988, respectively, is \$139.7 million, \$143.3 million, \$96.3 million and \$93.9 million.

- Advanced radiation technology—\$86.9 million to conduct a ground-based laser antisatellite technology demonstration against an instrumented target with a high-power laser. The program is structured to demonstrate good beam quality with a cylindrical chemical laser gain generator integrated with a toric optical resonator. Range will be up to 500 km. for aircraft defense, antisatellite and antisubmarine-launched ballistic missile applications. Demonstrations also will be against multiple targets. Funding remains approximately the same each year through Fiscal 1988.

- Milstar satellite system for extremely high frequency communications and terminals—\$374.5 million. Funding in Fiscal 1985 through Fiscal 1988 includes \$506.5 million, \$392.3 million, \$307.9 million and \$283.2 million, respectively.

The Navy is seeking \$11.3 billion in Fiscal 1984 for aircraft procurement. The funding provides for spares and support and advanced procurement includes:

- Grumman F-14 fighter—\$1.1 billion for 18 aircraft.

- McDonnell Douglas/Northrop F/A-18—\$2.6 billion for 84 aircraft.

- Grumman A-6E attack aircraft—\$266 million for six aircraft.

- Grumman EA-6B Prowlers—\$454 million for six aircraft.

- McDonnell Douglas/Marine Corps AV-8B V/STOL—\$760 million for 18 aircraft.

Navy research, development, test and evaluation funding being requested over the five-year defense plan includes:

- F-14 target identification software for the AWG-9 programmable signal proces-

sor—\$3.1 million, \$8.1 million, \$8.1 million, \$7.2 million and \$7.5 million from Fiscal 1984 through Fiscal 1988, respectively.

- F-14 programmable signal processor—\$4.2 million in Fiscal 1984, when funding ends.

- Aircraft engine component improvement program—\$96.6 million, \$118.9 mil-

MX Funding

Washington—Enough votes exist in the Senate to delete funding from the Fiscal 1983 Defense Appropriations Bill for MX missile production but continue research and development and study of basing modes, Sen. Ernest F. Hollings (D-S.C.) said last week.

Hollings will reintroduce an amendment to block production funding in the special session of Congress that begins Nov. 29. The original amendment failed when it was tabled by the Senate Sept. 29 on a 50 to 46 vote.

Hollings said at a press conference he has confirmed by phone calls to senators that he now has the votes for passage.

While he does not oppose research and development on the MX missile itself, Hollings said the ultimate solution may be a mobile intercontinental missile similar to the Soviet intermediate-range SS-20 mobile missile.

Another alternative is to accelerate the D-5 Trident 2 missile, he said.

Hollings also said he will try to kill the Rockwell B-1 bomber, but he is not as optimistic about those prospects as he is about his MX amendment. He also believes defense spending growth, above inflation, should be held to 3% rather than the 7.5% now before Congress, but added that Reagan must lead such an effort if it is to succeed.

lion, \$130.3 million, \$134.8 million and \$139.9 million in Fiscal 1984 through Fiscal 1988, respectively.

- Joint advanced vertical lift aircraft (JVX)—\$77.8 million, \$118.4 million, \$119.3 million, \$139.3 million and \$113.2 million from Fiscal 1984 through Fiscal 1988.

- Sikorsky SH-60 helicopter version for aircraft carrier antisubmarine warfare and other missions—\$20 million in Fiscal 1984 for modification of a prototype SH-60B. Funding for operational evaluation leading toward aircraft delivery in Fiscal 1990 includes \$30.1 million, \$20 million and \$5 million in Fiscal 1985 through Fiscal 1987.

- Lockheed P-3C modernization and radar system improvement—\$3.5 million, \$13.7 million, \$11.3 million, \$20.1 million and \$28.2 million. Procurement funding begins in Fiscal 1987 at \$43.9 million for 16 AN/APS-137 systems with an inverse synthetic aperture radar. Funding in Fiscal 1988 is \$50 million for 16 radars.

- Single advanced signal processor for the P-3C aircraft—\$7.2 million, \$15.2 million, \$12.4 million, \$7.9 million and \$8.2 million in Fiscal 1984 through Fiscal 1988. Procurement funding is scheduled for Fiscal 1984 for two systems at \$19.8 million, \$40.7 million in Fiscal 1985 for seven, \$115.3 million in Fiscal 1986 for 18, \$150.1 million in Fiscal 1987 for 24 systems and \$153.8 million in Fiscal 1988 for 24 systems.

- AV-8B research and development to complete the flight test program and begin operational evaluation—\$74 million, \$12.5 million and \$5.9 million in Fiscal 1984 through Fiscal 1986. Procurement funding includes 36 aircraft in Fiscal 1985 for \$1 billion, 40 in Fiscal 1986 for \$1.1 billion, 48 in Fiscal 1987 for \$1.3 billion, and 48 in Fiscal 1988 for \$1.2 billion.

The Navy plans to spend \$838.4 million to procure 21 Sikorsky SH-60B Seahawk ASW helicopters, an additional \$79.1 million in operational funding in Fiscal 1984. Research and development funding is \$4.5 million.

The service plans to maintain a steady procurement rate of 24 aircraft per year from Fiscal 1985 through Fiscal 1988 with funding of \$808.8 million, \$750.2 million, \$751.7 million and \$728.4 million, respectively.

The Lockheed Trident 2 submarine-launched ballistic missile research and development funding that the Navy is requesting includes \$1.4 billion, \$2 billion, \$2.3 billion, \$2 billion and \$1.5 billion for Fiscal 1984 through Fiscal 1988, respectively.

Procurement funding will begin in Fiscal 1984 at \$2.3 million and increase to \$164 million in Fiscal 1985, \$790 million in Fiscal 1986, \$1.8 billion in Fiscal 1987 for 27 missiles and \$2.9 billion in Fiscal 1988 for 72 missiles. □