

The SRAM program is unchanged from that which I presented last year. While we still do not plan to deploy SRAM on the B-52G/H's, we are continuing the development of the necessary avionics to permit such a deployment if it should become desirable.

*Strategic reconnaissance*

The strategic reconnaissance force is the same as that presented a year ago.

STRATEGIC DEFENSIVE FORCES

The strategic defensive forces proposed for the fiscal years 1968-72 period are shown on the classified table provided to the committee. The civil defense program for fiscal year 1968 is shown separately.

*Surveillance, warning, and control*

The programs shown under this heading are, with two exceptions, the same as those I presented last year. Activation of BUIC III control centers will slip somewhat from the schedule shown last year due to delays in firming up the technical details of the program. The delay will be made up by the temporary retention of two of the BUIC II control centers and 12 of the manual backup centers through fiscal year 1968. By end of fiscal year 1969 all 19 BUIC III's should be operational and the remaining BUIC II and manual control centers will be phased out.

The second change pertains to the search radars. Last year we had planned to reduce the number of these radars to 151 by end fiscal year 1967. As you may recall, this reduction was predicated on the internetting of our radar system with that of the Federal Aviation Agency (FAA). However, in order to make the inputs from the FAA radars compatible with the SAGE-BUIC III system, they must first be converted into appropriate computer language by a special piece of equipment called a "digitizer." Because of a slippage in the production of this digitizer, five more Defense Department radars will have to be operated until fiscal year 1969, when we expect to be able to reduce the number to 149.

*Manned interceptors*

The manned interceptor forces are generally the same as those presented last year.

As you know, we have been studying during the past several years various ways of modernizing our air defense forces. Interceptor versions of both the SR-71 (F-12) and the F-111 have been considered for this role. Either one, equipped with the improved ASG-18/AIM 47 fire control and missile system and used with an effective airborne warning and control system (AWACS), would be better than the present interceptors in operating from degraded bases and independently of the vulnerable fixed ground environment, and in countering concentrated bomber attacks, including air-to-surface missiles. In fact, a small force of such aircraft operating with AWACS would have a combat capability superior to the programmed force of several hundred Century series fighters and the hundreds of ground radar and control sites.

The feasibility of this plan, however, depends upon the successful development of the AWACS. We now have a test program under way to examine three proposed solutions to the problem of developing an