

2004 RESOLUTIONS  
EXECUTIVE SUMMARY  
**NATIONAL GUARD ASSOCIATION OF ILLINOIS**  
ANNUAL BUSINESS MEETING / SATURDAY 24 APRIL 2004  
Champaign, Illinois

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## DRAFT RESOLUTION NO. A-1

### RELATING TO TRICARE FOR MEMBERS OF THE NATIONAL GUARD AND RESERVE COMPONENT

#### Background:

The current world situation and downsizing of our active military forces has resulted in a "Total Force", Active, Guard and Reserve, performing duty side-by-side. The National Guard and Reserve Components maintain the same readiness standards as their active duty counterparts and participate in real world contingencies on a regular and more frequent basis. Over the years, the National Guard and Reserve Components have increasingly contributed to the superior capabilities of the nation's military; however, incentives to join and serve their country still do not mirror those of the active component soldiers and airmen they serve alongside.

Medical readiness is an important factor in unit readiness. Recognizing the benefits of healthcare readiness, Congress directed the General Accounting Office to conduct a study on opening the TRICARE health program to members of the selected reserve. The GAO study reported back more than 21 percent of reservists do not have health insurance. Providing TRICARE during all phases of service increases unit readiness and improves its ability to carry out its missions.

The Congress authorized expanded healthcare for the Reserve Components in FY04 as a test. This provision must be made permanent in FY05. Mobilization readiness, retention and recruiting, all benefit from this essential provision of law.

The FY04 test implementation by Department of Defense has been slow, and the brief one-year program will not yield results that can be used to measure even preliminary success. Additionally, the benefit was further restricted to those without current health insurance programs. Those service-members may be paying significantly more than the proposed Tricare option or not have all of the protections Tricare offers.

The overwhelming interest expressed by service-members in this crucial program make it clear to the senior leadership of all the services that a demonstrated need still exists, and our force eagerly awaits enrollment information.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, Departments of the Army and the Air Force, the Department of Defense and the Congress of the United States work to make the expanded healthcare benefits appropriated as a test in FY04 - PERMANENT IN LAW - to include all Selective Reserve component personnel and their families who desire to enroll in the program without restriction of any kind.

## DRAFT RESOLUTION NO. A-2

### RELATING TO A DEPARTMENT OF DEFENSE REQUIREMENT FOR ANNUAL DENTAL EXAMINATIONS

#### Background:

The Department of Defense (DoD) requires each of us have an annual dental examination. DoD found dental readiness problems throughout the military -- readiness problems resulting in significant amounts of lost duty time. For reservists, 70% of dental "emergencies" were found to be preventable by examination and treatment prior to activation. Thirty percent (30%) of AF Reserves activated in Desert Storm/Shield were Class 3 (significant dental problems), which should have disqualified member from worldwide duty.

#### The Solution according to the DoD:

DoD mandated Annual Dental Examination (ADE): completed by your civilian dentist annually, each intervening year of your Physical Examination & Standards (PES) cycle.

- Non-flyers PES every 5 years, so ADE needed each of the intervening 4 years.
- Flyers PES every 3 years, so ADE needed each of the intervening 2 years.

#### The Problem:

There is no dental coverage for this required procedure for the traditional or M-Day member of the National Guard. Although some members may have their own coverage through civilian employment, 100% dental coverage does not exist. This creates a large number of National Guard members being forced by DoD directive to pay out of pocket for this annual dental examination.

#### Recommendation:

It is recommended of the NGAUS that funding be appropriated to allow for membership of all National Guard Soldiers and Airman into the TriCare Dental Plan. This will allow for the offset of the costs to members complying with the new Department of Defense Annual Dental Examination directive

## DRAFT RESOLUTION NO. A-3

### RELATING TO AMENDMENT TITLE 10, USC WHICH WOULD REDUCE FROM 60 TO 55 THE AGE AT WHICH A RESERVE COMPONENT MEMBER MAY BEGIN RECEIVING RETIREMENT PAY

#### Background:

The use of the National Guard and Reserve Component in the last two and half years has marked the largest sustained call-up since the Vietnam War. With the National Guard and the Reserve Component make up 40% of the nearly 125,000 United States troops in Iraq.

With the age limit for receipt of retired pay by National Guard and Reserve Component service members was set decades ago when the National Guard and Reserve were not relied upon the way they are today. The men and women who serve in our reserve component are the soldiers and airmen who are instrumental in maintaining our Nation's defense.

Current law states that a retired reserve component member will begin to draw military retired pay upon reaching 60 years of age. With National Guard members joining the National Guard when graduating from high school or soon after it is a greater decision to stay or separate from the National Guard with the influence of high deployments and personnel sacrifice. The importance of retention and recruitment.

Reducing the age of retirement will help reduce some of the disparity in retirement benefits that vest immediately upon discharge for our active duty counterparts.

#### Recommendation:

It is the recommendation of the NGAUS to urge the Department of Defense and the Congress of the United States to support legislation to amend Title 10, USC to reduce receipt of retired reserve military pay from 60 to age 55.

## DRAFT RESOLUTION NO. A-4

### RELATING TO THE PREPARATION OF CIVILIAN AND UNIFORMED EMERGENCY RESPONDERS TO WEAPONS OF MASS DESTRUCTION

#### Background:

As the Nation directs its resources in response to the War on Terrorism, the provision of appropriate training for dealing with the medical response to weapons of mass destruction (WMD) is urgently required for the Civilian and Uniformed Emergency Responder Communities, to include the Reserve Components.

At this time, it appears that the Federal Government will not be able to provide sufficient funding to each of the 50 states for such training, nor that the National Guard and reserve components will receive funding to cover all WMD-specific training requirements. A cost-effective approach for this enormous undertaking can be ensured through the identification and cost-effective use of time-tested training programs, which meet quality assessment and certification standards.

The Uniformed Services University of the Health Sciences (USUHS) Casualty Care Research Center (CCRC) Programs have successfully 1) coordinated joint civil-military interoperability response plans; 2) provided military-unique, national standard, assessment-driven curricula and certification for over 6,000 emergency responders from more than 750 agencies on the crisis management response to: weapons of mass destruction; counter terrorism; protective operations; hostage rescue; explosive ordnance disposal; and, major national security events; and, 3) initiated individual programs for civilian hospitals to ensure continuity of WMD training for future staff. Since September 11, 2001, the CCRC Mission Support Center has had an increasing frequency of requests for consultative support in the areas of crisis management and special operations experience relevant to military medicine. The CCRC has served DoD well as a bridge between the DoD, other Federal agencies, and the Civilian Emergency Communities. The USUHS CCRC Program, if fully funded at \$1.6 million, could be cost-effectively shared with state and local emergency responders, to include the National Guard and Reserve Components, across the Nation. The USUHS CCRC would generate cost avoidance by providing its programs to the Emergency Responder Communities through distance learning and by bringing the CCRC instructors to the students.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of Defense, and the Congress of the United States: Provide permanent funding for the Uniformed Services University of the Health Sciences (USUHS) Casualty Care Research Center (CCRC) annual to be included within the USUHS budget. Doing so, will enable the USUHS CCRC to provide cost-effective, data-driven and certified training to the Reserve Components.

## DRAFT RESOLUTION NO. A-5

### RELATING TO THE COMMUNICATION, EFFECTIVE MEASUREMENT, RAPID ASSESSMENT, AND PROVISION OF MILITARY MEDICAL HUMANITARIAN ASSISTANCE TRAINING

#### Background:

The specialized expertise, consultation, training, education, and research capabilities of the Military Health System (MHS) must be expeditiously identified, assessed, and cost-effectively shared with the Uniformed and Civilian Medical Support Communities, to include the Reserve Components, for assisting in their response to, and the critical management of, the devastating impact of WMD-related terrorism, natural disasters, and humanitarian assistance contingencies.

At this time, it appears that the Federal Government will not be able to provide sufficient funding to each of the 50 states for Military Medical Humanitarian Assistance (MMHA) training, nor that the Reserve Components will receive funding to cover all WMD-specific training and assessment requirements. A cost-effective approach for this enormous undertaking can be ensured through the identification and communication of disaster assessment capabilities and the availability of MMHA training between the Uniformed and Civilian Medical Support Communities, to include the Reserve Components.

The Uniformed Services University of the Health Sciences (USUHS) Center for Disaster and Humanitarian Assistance Medicine (CDHAM) serves as a military-unique focal point, or clearinghouse, for the MHS for developments in the areas of disaster and humanitarian assistance medicine. CDHAM personnel conduct studies for the MHS to measure the effectiveness of MMHA and to provide rapid assessment of Disaster and Humanitarian Assistance requirements. In response to the urgent demand for MMHA training across the Uniformed and Civilian Medical Support Communities, CDHAM has developed and distributed MMHA Courses covering eleven specialties. In addition, the USUHS CDHAM provides: 1) military unique curricula for MHS and civilian residency programs; 2) the development of ultrasound imaging training for disaster response; 3) PDA/handheld computer software platforms for disaster needs and assessment; and, 4) direct MMHA support to four regional Unified Combatant Commands. The USUHS CDHAM, if fully funded at \$960,000, could cost-effectively share its expertise and MMHA capabilities with state and local emergency responders across the Nation, to include the Reserve Components.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of Defense, and the Congress of the United States:

- Provide permanent annual funding for the Uniformed Services University of the Health Sciences (USUHS) Center for Disaster and Humanitarian Assistance Medicine (CDHAM to be included within the USUHS budget. Doing so, will enable the USUHS CDHAM to provide cost effective support to the Reserve Components.

## DRAFT RESOLUTION NO. A-6

### RELATING TO ADDRESSING TRAUMATIC STRESS DURING A NATIONAL CRISIS

#### Background:

Traumatic Stress is a critical factor, which must be addressed during a national crisis. The successful assessment and management of the behavioral, psychological, and social consequences of WMD-related and other national security contingencies is essential to DoD and the Nation during the organization of effective responses to such events. Failure to attend to the consequences of WMD may lead to panic or demoralization and could further terrorists' goal to undermine the Armed Forces' and American Citizens' confidence in their government and its institutions.

At this time, it appears that the Federal Government will not be able to provide sufficient funding to each of the 50 states for the assessment and management of the traumatic impact following a terrorist event, nor that the Reserve Components will receive funding to ensure the response to these requirements. A cost-effective approach for this enormous undertaking can be ensured through the maximized sharing of military-unique expertise in both the assessment and management of the traumatic consequences of a WMD-related terrorist incident between the Uniformed and Civilian Medical Support Communities, to include the Reserve Components.

The Uniformed Services University of the Health Sciences (USUHS) Center for the Study of Traumatic Stress (the Center) was established in 1987 as a center of excellence for responding to DoD's concerns over the substantial health risks resulting from the traumatic impact of the possibility, or actual use of, WMD during combat, acts of terrorism, or hostage events. The USUHS Center has achieved worldwide recognition; since the events of September 11, 2001, the Center has continuously provided military unique expertise and consultative support relevant to crisis management, disaster response, and homeland defense in response to WMD-related events. The USUHS Center, if fully funded at \$1.2 million, could cost-effectively share its expertise and military unique capabilities with state and local emergency responders across the Nation, to include the Reserve Components.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of Defense, and the Congress of the United States:

- Provide permanent annual funding for the Uniformed Services University of the Health Sciences (USUHS) Center for the Study of Traumatic Stress within the USUHS budget. Doing so, will enable the USUHS Center to permanently provide the Reserve Components with military unique medical expertise and consultative support for the response to traumatic stress.

## DRAFT RESOLUTION NO. B-1

### RELATING TO THE MODERNIZATION OF THE ARMY NATIONAL GUARD AVIATION

#### Background:

The Transformation and Modernization of Army National Guard Aviation is critical for the successful accomplishment of the Guard's dual Federal and State Missions. The ARNG Aviation Program has suffered from a lack of a consistent strategy in the past. A renewed emphasis on resourcing is needed to reenergize the ARNG Aviation Program and allow it to attain the full partnership with the Army that it deserves in order to support the full range of National Security Objectives.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Army, and the Congress of the United States support authorization and appropriation for Army National Guard Aviation that includes, but is not limited to the following:

- The need to fully resource the documented requirement in all Army National Guard utility helicopter units with the UH-60L/M to ensure relevance of the Army National Guard aviation to the warfight;
- The need to fully resource the documented requirement in all Army National Guard attack helicopter battalions to the AH-64D, in completed deployability configuration to ensure relevance of Army National Guard aviation to the warfight, includes the Fire Control Radar fielding to the same quantities as like units in the active component;
- The need to fully resource the documented requirement in all Army National Guard cargo helicopter units to the CH-47F configuration to ensure relevance of Army National Guard aviation to the warfight;
- The need to fully resource the documented requirement in all Army National Guard Aeromedical units with the HH-60 to ensure relevance to the warfight and the WMD-CST mission;
- The need for NORTHCOM/PACOM to recognize and include the ARNG State Fixed Wing Flight Detachments as mission essential for support of the Homeland Defense Mission;
- Acquisition and upgrade of adequate training and simulation devices (TESS and AVCATT) for modernized systems to accomplish individual and collective aviation training in the most efficient and economical manner;
- The need to fully resource the documented requirement in all ARNG Cargo Fixed Wing Units with a modernized Aircraft to ensure relevance of Army National Guard Aviation to the Warfight;
- The need to leverage emerging technologies to maximize aircraft performance and safety by the acquisition of systems such as crashworthy crew and troop seats; inflatable cockpit restraint systems; aircraft imbedded health monitoring systems; night vision systems; crashworthy ballistically tolerant auxiliary fuel systems; life support for trauma and transportation; rescue hoist systems; ASE; and Aircrew Survival Radios;
- The need to retain all the Generating Force Air Ambulance units in the Army National Guard.
- The need to procure a replacement Aircraft for the OH-58 for the continuation of the Counter-drug RAID Mission;
- The need to acquire an Airborne A2C2S System that provides for situational awareness and communications throughout the full range of Homeland Defense and battlespace requirements; and
- The need to obtain the force structure and equipment for Unmanned Aerial Vehicle (UAV) capability in ARNG Aviation Units for Warfighting, Homeland Security and Counter-drug Operations.

## DRAFT RESOLUTION NO. B-2

### RELATING TO MODERNIZATION AND SUSTAINMENT OF ARMY NATIONAL GUARD COMBAT MANEUVER (MOUNTED) FORCE

#### Background:

The purpose of the Army's mounted force is to dominate the maneuver battle and ensure decisive victory with minimum loss of life and material. Mounted forces are heavy units equipped with tanks, infantry fighting vehicles, and supporting arms of similar mobility and survivability. The Active Component (AC) modernized its mounted force with M1A2 and M1A1 tanks and M2A2 Operation Desert Storm (ODS) and M2A3 Bradley Family of Fighting Vehicles. The Active Component (AC) has full digitization embedded into its systems or added to its systems by way of appliqué subsystems. While AC mounted force modernization continues, programs designed to modernize and sustain Army National Guard (ARNG) mounted forces have been either cancelled or remain unfunded. The unequal fielding of modernized systems between the AC and ARNG's mounted forces creates significant unequal capabilities within the total force and exacerbates problems related to creating a seamless force operating on a digitized battlefield. The cascade of modernized tanks and infantry fighting vehicles caused by conversion of selected AC armored and mechanized brigades to initial and Interim "Medium Brigades" will provide only minimal near term assets.

#### Recommendation

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Army, the Department of Defense, and the Congress of the United States support authorization and appropriation for the modernization and sustainment of the ARNG Combat Maneuver Force Battle Operating Systems (BOS) ("Total Package Fielding") and applicable support and training systems at the same rate as the active Army until all Army National Guard requirements are satisfied to include but not limited to the following:

- Extend the service life of Army National Guard M1 series tanks through the Abrams Integrated Management (AIM) program, and continue recapitalization of Army National Guard M1 series tanks through FY 2025;
- Upgrade of Army National Guard M2A0 and M3A0 to M2A2/M3A2 Bradley fighting vehicles, including variants (Bradley-Fist), and upgrade the M2A2/M3A2 to the M2A2 ODS;
- Conversion of M88A1 tank recovery vehicles to the M88A2 Hercules version;
- Formally determine and fill the total requirements on the Bradley fighting vehicles, including variants, of the Army National Guard, prior to filling other army or foreign military sales requirements;
- Upgrade the M113 family of vehicles to M113A3 configuration in every Army National Guard mechanized and armored brigade and armored cavalry regiment equipped with the M2A2 and M2A2 Operation Desert Storm variant of the Bradley fighting vehicle; and
- Extend the service life of M2/M3 Bradley Fighting Vehicles of the Army National Guard through a service life extension program, and continue recapitalization of Army National Guard BFVs through FY 2025.

## DRAFT RESOLUTION NO. B-3

### RELATING TO THE MODERNIZATION OF THE ARMY NATIONAL GUARD COMMAND, CONTROL, COMMUNICATIONS, COMPUTERS AND INTELLIGENCE (C4I) AREAS

#### Background:

The Army National Guard (ARNG) as a part of the "Information Age Army" is badly in danger of becoming a "second Army" at a time of rapid changes in automation, computing, and requirements for up-to-date information, communications technologies, and major changes in strategic and domestic environments. These characteristics are causing unprecedented modernization requirements for the Total Army in the area of command, control, and communications systems.

C4I modernization in the Army has, in many cases, not included the Army National Guard, creating serious problems with regard to compatibility and integration in training and operations. C4I advanced technologies enhance the capabilities of the Military Intelligence areas such as providing support to the Army in areas of counter terrorism and weapons of mass destruction proliferation.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Army, the Department of Defense, and the Congress of the United States support authorization and appropriation for the modernization (100% Operational Compatibility with the active Army, 100% Deployability of ARNG equipment) of the ARNG Command, Control, Communications and Computers and Intelligence (C4I) systems ("Total Package Fielding") including all appropriate associated communications support and mission essential equipment.

Priority requirements include the following as ranked by the C4I Task Force:

- Enhanced Position Locating System (EPLRS). EPLRS is a situational awareness computer and software system that is utilized at all levels of the battlefield. To be relevant and deployable, ARNG units must obtain this equipment;
- "Shadow" Tactical Unmanned Aerial Vehicle (UAV);
- "Phoenix" - AN/USC-60 Triband tactical satellite terminals including their prime movers for Echelons Above Corps (EAC) ARNG signal battalions and brigades;
- Warfighter Information Network (WIN-T). WIN-T is the follow-on communications system for all Total Army signal units from battalion to EAC. WIN-T is nearing the end of its research-and-development phase and soon will be coming into the Army. inventory. It will merge what we now know as MSE for corps and below and DGM TRI-TAC for EAC (and the Air Force). WIN-T will be fielded in theater sets;
- Sentinel. AN/MPQ-64 Sentinel Radar for Forward Area Air Defense (FAAD);and
- Completing equipment fielding for the new divisional intelligence battalions that are to be activated in the ARNG's seven divisions that do not have organic battalions;
- Other issues include:
- Complete suites of All Source Analysis Systems to include all appropriate associated communications support and mission essential equipment for military Intelligence units;
- Single Channel Ground and Airborne Radio Systems (SINCGARS ASIP);
- Ground Station Mobile/Common Ground Station;
- Ground Based Common Sensor or equivalent electronic warfare;
- Human Intelligence (HUMINT) Automation Systems;
- Funding for additional training of Army National Guard Military Intelligence personnel to insure adequate training in technical areas; and
- Trojan Spirit Satellite Communication System.
- Authorize and appropriate funds during FY2006 through FY2007 for the purchase of the ACUS Modernization systems for the ARNG signal divisional, Corps, and EAC units in order for them to be an active participant in the total Army and support the critical mission of homeland defense
- SMART-T satellite terminals for Army National Guard Division Signal Battalions and the Corps Signal Battalions.

Finally, it is strongly recommended that National Guard Bureau and the Department of the Army proceed immediately to reorganize the ARNG EAC signal structure into the Integrated Tactical Signal Battalion (ITSB) configuration mirroring the reorganization already underway in the active Army. Successful implementation of the ITSB structure, however is dependent on both the procurement of the AN/USC-60 (see above) and the cascading of legacy AN/TSC-85 and 93 tactical satellite terminals from the active component to the Guard and Reserve as the USC-60 "Phoenix" is field in the active Army.

## DRAFT RESOLUTION NO. B-4

### RELATING TO THE MODERNIZATION OF THE ARMY NATIONAL GUARD'S FIRE SUPPORT/FIELD ARTILLERY BATTLE OPERATING SYSTEMS AND RELATED TRAINING DEVICES

#### Background:

A significant amount of the Army's Field Artillery force lies within the Army National Guard. Their mobilization is vital to the success of our National Security requirements. This requires that simultaneous programming and fielding of equipment with the active component and that the readiness levels of these units be maintained at a high level.

Relevance and readiness of the ARNG can only be achieved through re-capitalization and modernization to support the Global War on Terrorism (GWOT) and Transformation. The focus of ARNG field artillery modernization is systems and platforms that support the delivery of the full suite of current and future munitions. Digitization enables the ARNG to provide for C4I in the Contemporary Operating Environment is paramount.

The continued modernization of these systems is critical to meeting future force objectives. The overall objectives of ARNG modernization includes 100% Operational Compatibility with the active Army, 100% Deployability of ARNG equipment, "Total Package Fielding" including new equipment training, life cycle funding (cost) and associated training devices.

We must provide fully modernized and trained field artillery units capable of mobilizing for active federal service in time of war or national emergency.

#### Recommendation:

That NGAUS recommends the National Guard Bureau, the Department of the Army, the Department of Defense, and the Congress of the United States support authorization and appropriation for the modernization and sustainment of the ARNG Fire Support Battlefield Operating Systems (BOS) ("Total Package Fielding") and applicable support and training systems to include but not limited to the following:

- Advanced Field Artillery Tactical Data System (AFATDS) Equipment and Training;
- Long Range Digital Radio Communications (HF Harris Radios, SATCOM);
- M270A1 Multiple Launch Rocket System (MLRS);
- High Mobility Artillery Rocket System (HIMARS);
- Lightweight 155MM Towed M777;
- M109A6 155MM SP Howitzer PALADIN;
- M992A2 Field Artillery Ammunition Support Vehicle (FAASV);
- Fire Support Sensor Systems (FS3);
- Wireless Gun Display Units;
- Lightweight Laser Designator Range Finder (LLDR);
- VIPER (Laser Range Finder Binocular);
- MARK VII Target Location System;
- Upgrade AN/TPQ 36 Target Acquisition Radar;
- KNIGHT Fire Support Vehicle (HMMWV Platform);
- Bradley Fire Support Vehicle (BFIST);
- Upgrade Gun Laying Positioning System (GLPS);
- Meteorological Measuring Set-PROFILER (AN/TMQ-52);
- Heavy Expanded Mobility Tactical Truck/Trailer (HEMTT/HEMATT);
- Improved Position Azimuth Determining System (IPADS);
- Integrated Family Test Equipment (IFTE);
- AN/TPQ 47 Fire Finder Radar;
- Fire Support Combined Arms Tactical Trainer-Towed (FSCATT-T);
- Fire Support Combined Arms Tactical Trainer-M109A6 (FSCATT);
- Multiple Launch Rocket System (MLRS) Trainer; and
- M119 HOWITZER

## DRAFT RESOLUTION NO. B-5

### RELATING TO THE MODERNIZATION OF THE ARMY NATIONAL GUARD COMBAT SUPPORT/ COMBAT SERVICE SUPPORT (CS/CSS) FORCE

#### Background:

The Army National Guard (ARNG) comprises 46 percent of the total Army Combat Support force and 32 percent of the Combat Service Support force. The ARNG is playing an increasing role in the area of logistics and combat service support as our nation conducts the Global War on Terrorism while continuing to address the other threats around the world. The ARNG is also a major component of Homeland Security. Responsive support to combat units plays a pivotal role in the success of any military operation. As the National Guard continues to increase its participation in the Nation's operational commitments, the support units must be prepared and ready. Support units should possess the same modernized equipment as the active component in order to maximize combat power, insure mission success, and increase soldier survivability.

Currently, the Army National Guard suffers from years of modernization neglect. Essential equipment modernization of items such as trucks, shelters, decontamination and night vision equipment has, for too long, been delayed. These items are necessary for successful support of combat units as well as providing essential capabilities in support of the ARNG's response to disaster relief and state emergencies.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Army, the Department of Defense, and the Congress of the United States support authorization and appropriation for overdue modernization of the ARNG CS/CSS force. This modernization should provide for 100% compatibility with the active component, mirror the rate of active component modernization, and comply with the "Total Package Fielding" concept. Priority CS/CSS modernization systems include the following:

- Heavy expanded mobility tactical truck (HEMTT) M977 series to include the Load Handling System (M1120) with trailer (M1076/M1077) and Container Roll Out/IN Platform (CROP) and the Container Handling Unit (CHU);
- Up-armored HMMWVS (M1114) for all National Guard units expected to perform combat, combat support, combat service support, peacekeeping or domestic support missions;
- High mobility multi purpose wheeled vehicles (HMMWV) M998A2 series;
- Family of medium tactical vehicles (FMTV);
- FMTV 5 ton M1088A1 tractors and M871A3 companion 22.5-ton semi-trailers;
- Modernizing M915 family of vehicles with M915A3, M916A3 light equipment transporters, and M917A2 dump trucks;
- Modernize ARNG electrical generating capability with the Tactical Quiet Generator System, TQGS);
- Night vision equipment (AN/PVS-7; Mark VII; GEN IV, and equipment/devices to support "owning the night" end state);
- M-22 Automatic Chemical Agent Alarm (ACADA) and MCAD;
- M17 Lightweight Decontamination System (LDS) (Note: The Chemical Decon Units should maintain the authorization for the M12 Decon apparatus and M12 should be funded for modernization and repair parts);
- M872 34-ton semi-trailer;
- Heavy Equipment Transporters (HETS);
- Drive On/Off Secondary Containment System (DOCS);
- AN/VAS-5 Driver's Vision Enhancer (DVE);
- Modular General-Purpose Tent System (MGPTS);
- Chemical Biological Protected Shelter (CBPS); and
- Driver Simulation Units.

## DRAFT RESOLUTION NO. B-6

### RELATING TO THE MODERNIZATION OF THE ARMY NATIONAL GUARD COMBAT ENGINEER FORCE

#### Background:

Engineer units provide mobility and counter-mobility support to combat units on the battlefield. Additionally, in a peacetime environment, engineers build roads, schools and other facilities that improve the infrastructure in developing nations such as those in Central America. Currently, over 52% of the entire engineer force can be found in the Army National Guard (ARNG). Modernization of those units, however, lags behind the combat forces, which they support. The ARNG engineer forces with ARNG Divisions are missioned but only receive 15% of total Army engineer funds. The ARNG's combat engineer force is considerably behind the modernization effort of its fleet of engineering vehicles when compared to its Active Component (AC) counterparts. In addition to its combat capability, the ARNG Engineer efforts lend critical support to the community during emergency response and disaster relief efforts.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Army, the Department of Defense, and the Congress of the United States support authorization and appropriation for the modernization (100% Operational Compatibility with the active Army, 100% Deployability of Army National Guard equipment) of the Army National Guard Combat Engineer systems ("Total Package Fielding") including all appropriate associated communications support and mission essential equipment at the same rate as the active Army until all Army National Guard requirements are satisfied to include but not limited to the following:

- Engineer Mission Module;
- M917A2 Dump Truck;
- MRBC Enablers (CBT/TRL/BAP/IBC);
- D7 SLEP/Conversion;
- 5 Ton Dump Truck (FMTV);
- AVLB & Bridge Upgrade;
- Family of Loaders (FOL);
- High Mobility Emplacement;
- Excavator (HMEE);
- Small Emplacement Excavator Rebuild;
- Dry Support Bridge;
- Engineer Fighting Vehicle;
- Improved Ribbon Bridge (IRB);
- Skid Steer Loader;
- Heavy Crane;
- 7.5 Ton Crane;
- Heavy Scraper;
- Heavy Grader;
- 250 CFM Compressor;
- Sectionalized Scraper;
- Sectionalized Grader;
- Vibratory Roller;
- Hydraulic Excavator (HYEX);
- M9 ACE SLEP;
- All Terrain Crane (ATEC);
- Crush, Screen & Wash Plant (CSWP); and
- Tactical Fire Fighting Truck

## DRAFT RESOLUTION NO. C-1

### RELATING TO THE AIR NATIONAL GUARD FORCE STRUCTURE

The Air National Guard (ANG) proves to be an effective day-to-day complementary force for the Air Force. The National Guard provides a dual capability service to the nation. It serves as the first line backup to meet federal national security requirements; they are the first responders to domestic disasters, and civil unrest. The reduction of the total Defense Budget over the past decade and the decrease in Air Force spending significantly affects the ability of the ANG to effectively maintain required operations tempo. The force structure of both the Air Force and ANG continues to decrease from levels achieved during FY 90. The uncertain stability of many potential danger areas throughout the world and the adoption of a “Win/Win” strategy makes retention of credible, total Air Force capabilities essential to the security of the nation. Maintaining force in the ANG is a cost-effective method of providing maximum defense capability within a limited peacetime budget. The Department of Defense is now tasking the National Guard and Reserve Components to become a “Shape and Respond,” full spectrum force. The Air Force reorganization, under the Expeditionary Aerospace Force (EAF) concept, consists of 10 Air Expeditionary Forces (AEF). The “Shaping” mission requires high operations and personnel tempo, which requires significantly more participation by the ANG, and this drive will require higher crew ratios.

#### Recommendation

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense, and the Congress of the United States support funding to:

- Retain all current flying units in the ANG to maintain or increase the ANG portion of the equivalent mix. Increase and maintain fighter units at 18 Primary Authorized Aircraft (PAA);
- Increase crew ratio of all ANG Units as required to support the EAF;
- Maintain, or increase, the ANG Airlift and Air Refueling unit structure;
- Maintain at a minimum 12 PAA C-130's where they currently exist and maintain Quadrennial Defense Review (QDR) proposed Air Defense/Air Sovereignty unit structure; and
- Maintain QDR proposed Air Defense/Air Sovereignty unit structure in order to retain qualified personnel and sufficient structure as compensating leverage to reduce risks and contain defense cost in the post Cold War world.

## DRAFT RESOLUTION NO. C-2

### RELATING TO MODERNIZATION OF AIR NATIONAL GUARD F-16 AIRCRAFT

#### Background:

Procurement: The F-16 will remain the most numerous fighters in the inventory over the next 15-20 years. The total fighter force will diminish by up to 2-fighter wing equivalent (FWE) due to attrition alone. The ANG is equipped with 578 F-16s, which represent greater than 25% of the combat capability of the 20.5 (FWE) authorized by congress. Sixty-six ANG Block 15 aircraft continue to perform Air Defense, FMS training and Test support. There are six combat capable ANG Block 25 wings and one in transition, which constitute 102 aircraft with 4 attrition reserve aircraft calculated to zero out in 2006. The Air National Guard is equipped with F-16 Block 15/25/30/32/42/52 aircraft. Despite the incremental fielding of the newest "Falcon Star" service life extension program, the life span of older Block 15 and 25 F-16s will expire into uncharted and post programmed areas of flight. Insufficient replacement aircraft are projected against the attrition shortfall that will place the USAF, ANG and Reserves with a significantly reduced capability to meet national security requirements.

Modernization: The ANG has joined efforts with the USAF to procure the Advanced Targeting Pod. The total remaining Targeting Pod (TGP) requirement for ANG F-16 Block 25/30/32s is 81 pods, plus 16 pods for attrition reserve/spares (10%). TGPs should feature state-of-the-art technologies that allow full weapons exploitation and comprehensive ARC participation in contingency operations. The ANG places TGP capability as top priority. The F-16 display generator needs an advanced integration of color displays for the Situational Awareness Data Link (SADL), LINK 16, Radar, targeting pods, and the new Commercial Central Interface Unit (CCIU). To upgrade and optimize technological advances in avionics, an Advanced Display Processor (ADP) and Color Multi-function Display are required.

The F-16 Radar Modernized Programmable Signal Processor (MPSP) is critical to support all fleet aircraft into the future. A replacement MPSP is required for reliability and processing throughput power necessary to take the F-16 to 2015 and beyond.

#### Recommendations:

It is the recommendation of NGAUS that the Congress of the United States Department of Defense, the Department of the Air Force and the National Guard Bureau support:

- Provide additional funding for Targeting Pods and Targeting Pod upgrades for block 25/30/32 aircraft;
- Complete engine upgrades to the ANG Block 42 units by FY 2006;
- Fully fund and accelerate implementation of service life extension programs (SLEP) such as Common Configuration Implementation Plan (CCIP), Falcon Star, and Beyond Falcon Star;
- Modernize F-16 Radars with Modernized Programmable Signal Processor (MPSP);
- Equip ANG F-16 with a Color Display capability to support advanced avionics; and
- Tactical Airborne Reconnaissance System (TARS) Pod.

## DRAFT RESOLUTION NO. C-3

### RELATING TO THE AIR NATIONAL GUARD F-15 AIRCRAFT

#### Background

Today, the United States faces unprecedented threats to homeland security, while at the same time remaining committed to an unambiguous ability to fight and win in deployed, sustained combat operations. Basic United States war fighting doctrine states that success in air, land, and sea operations depends upon air superiority, and that air superiority is an important first step in military operations. The F-15 is the unquestioned cornerstone of the nation's air defense capability, and is currently the nation's only weapon system dedicated exclusively to the air superiority role. Current plans call for the F-15 to play a key role in the U.S. force structure until at least the year 2025. In order to maintain relevance and maximum capability, the F-15 needs to be sustained and modernized to meet and beat emerging adversaries while surviving an ever-increasing threat. Therefore, it is imperative that we take steps to provide the F-15 with the capability to attain and maintain Air Superiority for any eventual conflict.

#### Modernization:

Increasingly, the ANG F-15 fighter force participates in sophisticated threat areas throughout the world as part of the EAF employment concept. The ANG currently operates 100% of the F-15A/B fighter aircraft in the Air Force inventory. The ANG must remain a viable, supportable, combat-capable and ready force, flying these aircraft well into the 21st Century, even though it possesses 126 of the earliest models of these fighters.

#### Sustainment:

Air National Guard F-15s require engine modernization to remain a viable weapons system. The engine installed in all Air National Guard F-15s, the Pratt and Whitney F100–PW-100 (-100), was only designed to be in service for two overhaul cycles, and is currently in its fifth overhaul cycle. These engines will have an average age of 27 years before active duty plans cascade the first upgraded F100-PW-220E (-220) engines to the Air National Guard. The –100 engine is becoming prohibitively expensive to sustain, and several key components are no longer even manufactured. Unbudgeted support costs to find new suppliers of these engine components, and to cannibalize existing engines for critical components are projected to reach over \$200 million by the time the Air National Guard receives its first –220 engines. By FY05, the Air National Guard will be the sole combat-coded user of the –100 engine. Units affected are: 102nd FW, Falmouth, MA, 125th FW, Jacksonville, FL, 154th FW, Honolulu, HI, 131st FW, St.Louis, MO, 159th FW, New Orleans, LA, 142nd FW, Portland, OR, 173<sup>rd</sup> FW, Klamath Falls, OR.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense, and the Congress of the United States support funding to:

- Upgrade ANG F-15 aircraft with the –220E engine.
- Upgrade ANG F-15 aircraft with new state-of-the-art AAI/IFF systems.
- Equip ANG F-15 aircraft with the Joint Helmet Mounted Cueing System.
- Procure AIM 9X CATMs for ANG F-15 aircraft.
- Continue to upgrade systems to remain relevant and survivable.

## DRAFT RESOLUTION NO. C-4

### RELATING TO THE AIR NATIONAL GUARD A/OA-10

#### Background:

The A/OA-10 is project to provide combat capability as part of the fighter force through the year 2028. Originally scheduled to phase out during the 1990s, the A-10 proved itself a valuable asset during the 1991s Gulf War, Allied Force (Kosovo), and again in OPERATION IRAQI FREEDOM. The A-10 continues today to provide critical Close Air Support for our ground forces in Iraq and Afghanistan as part of OPERATION ENDURING FREEDOM. In Iraq, Air National Guard (ANG) A-10s equipped with Litening II Targeting Pods provided search and destroy capabilities that stopped Iraq forces from employing their most feared weapons against friendly forces or the people of Iraq. In addition, ANG A-10s were largely responsible for the heavy attrition of Republican Guard forces before they were able to engage coalition ground forces. There is no other combat capability available to US Combatant Commanders at such an affordable price, with such a proven track record.

To remain effective and survivable on the modern digital battlefield, key A-10 systems require upgrade while additional targeting pods are required to fully equip the fleet. The basic airframe structure is planned and tentatively funded for refurbishment over the next few years to sustain service life to the 2028 by a program known as the Service Life Extension Program (SLEP). A software and hardware modification program called Precision Engagement (PE) is planned to support targeting pod integration and smart weapon employment providing the A-10 a true precision-guide capability but program completion is several years away and programmed funding is at risk as the Air force prioritizes limited resources. As the battlefield has transformed, A-10 tasking has shifted from low altitude missions to medium altitude where current engine performance is inadequate in the face of expected enemy threats an engineering study is warranted to determine the best way to increase engine performance for the A-10. Three of six ANG A-10 units have been equipped with a new simulator, the Full Mission Trainer ANG greatly enhancing pilot training however, no funding is programmed to equip the remaining units.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense and the Congress of the United States support funding to:

- Accelerate the fielding of the first spiral of the Precision Engagement (PE) program, while seeking enough funds for Litening II Pods for all ANG A-10 units;
- Ensure the A-10 Service Life Extension Program (SLEP) although currently fully funded, remains as programmed through completion;
- Conduct a study to determine the best way to improve A-10 engine performance and then follow through with the study's findings; and
- Complete the purchase of Full Mission Trainers for all ANG A-10 units and 3 units remain to be equipped.

## DRAFT RESOLUTION NO. C-5

### RELATING TO THE AIR NATIONAL GUARD C-130 AIRCRAFT

#### Background

Procurement: The Air National Guard (ANG) possess 49% of the total theater airlift force structure and participates in worldwide operations more than ever before. The ANG continues this level of support despite an aging fleet of aircraft. Approximately 30% of the ANG C-130 fleet consists of C-130E model aircraft, which are more than 30 years old. The C-130J is the latest generation model that incorporates a redesigned, two-crew member flight station, a modern technology propulsion system, and an integrated digital avionics subsystem. The program continues a modernization effort focused on eventually replacing aging C/EC-130E aircraft.

Modernization: In addition to replacing the older C-130E model aircraft, a number of systems in the remaining C/EC/HC/LC-130 fleet need modernizing in order for the ANG to standardize and be able to participate more effectively in the Total Force Mission. Specifically, the defensive systems (LAIRCM), radar and avionics require modernization to ensure the survivability, safety and effectiveness of the C-130 aircraft fleet. Propulsion systems modernization will enhance performance and readiness while reducing operation and support costs.

#### Recommendation

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense, and the Congress of the United States support funding to:

- Procure C-130J-30 and EC-130 J Tactical Airlift aircraft and their spares and support equipment for the;
- Completion of the units that began conversion;
- Procure LAIRCM for ANG C-130H;
- Support full finding to the Avionics Modernization Program (AMP);
- Procure airborne wideband satellite connectivity for the entire Commando Solo EC-130 fleet;
- Procure an aircrew-training device for the EC 130J mission systems;
- Modernize and standardize mission equipment in existing C/EC/HC/LC-130 inventory to update
- Avionics, navigation, radar, defensive, and other mission systems;
- Modernize the propulsion systems in the existing C/EC/HC/LC-130 inventory including the evaluation of new propeller systems; and
- Procure Synthetic Aperture Radar System for LC-130 aircraft.

## DRAFT RESOLUTION NO. C-6

### RELATING TO PROCUREMENT AND ASSIGNMENT OF C-17 GLOBEMASTER III AIRCRAFT

#### Background:

The Air National Guard (ANG) possesses 16 percent of the Total Air Force Strategic Airlift Fleet to include C-141 and C-5 aircraft and 49 percent of the Total Theater Airlift Force. The ANG has begun receiving its first C-17 Globemaster III aircraft to replace aging C-141 aircraft in one of two ANG C-141 units.

Major shortfalls continue to exist in Total Force airlift capability, especially in the responsive delivery of both heavy and light forces to meet rapid deployment requirements. The case for improved mobility and flexibility, provided by the C-17, is stronger than ever. This new aircraft is the only state-of-the-art airlift aircraft with the capability to move forces, to include outsize cargo, over both long range and in-theater missions, thereby meeting the demand for US force projection requirements in support of national defense and foreign policy objectives. Because of its unique capability, the C-17 can operate in both a strategic airlift mode and tactical airlift mode. With Homeland Security requirements emerging, the C-17, with its outsize, short field capability, is ideally suited both here at home and abroad for movement of humanitarian equipment, WMD-CST support and its ability to transport large FEMA vans and associated equipment for disaster relief.

The original Air Force Airlift Total Force Plan (ATFP) provided for total procurement of 210 aircraft with the concurrent assignment of 48 C-17s to the Air Reserve Component (ARC). Currently, only eight C-17s each out of a total procurement of 180 aircraft are scheduled for an ANG organic unit at Jackson, MS. Air Mobility Command's programmed force structure, based on C-17 production, delivery and basing, does not include any additional C-17s for the ANG, thus restricting the ANG's participation in this vital airlift program.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau and the Department of Defense to urge the Congress of the United States to authorize and appropriate funding to increase procurement of C-17 Globemaster III aircraft by at least 42 additional aircraft (222 total) at a rate of 15 to 18 aircraft per year, to ensure an adequate airlift force in the future; and, Program new production C-17 aircraft into the ANG to ensure the ANG remains modern, ready, reliable, and relevant, able to participate more effectively in the Total Force Mission; and, pursue a congressional plus up for at least two C-17s per year for four years to stand-up another C-17 unit.

## DRAFT RESOLUTION NO. C-7

### RELATING TO THE AIR NATIONAL GUARD C-5A AIRCRAFT

#### Background

Modernization: The C-5 is one of only two aircraft capable of delivering both outsize and oversize cargo dimensions and cargo compartment constraints. It is the world's most capable aircraft for moving very large payloads over very long distances. A significant amount of the equipment a war-fighter needs in the first 30 days, when responding to a crisis or conflict, is this type of cargo. Air National Guard (ANG) Leadership recognizes the need for a modernized, cost-effective, and reliable C-5 fleet. Because of C-141 force draw down in FY05, the C-5 will account for 50% of the Air Force's organic strategic lift capability and 28% of total lift capability. In calendar year 1998, the C-5A and B mission capable (MC) rate lagged behind the remainder of the Air Mobility Command fleet, and put the C-5 fleet below the 75% wartime requirement assumed in the mobility requirement study MRS-05, which benchmarks the US wartime strategic airlift requirement. Increasing demand for C-5 mission requirements mandate improved reliability, maintainability, and availability (RM&A) with reduced total ownership and operation support costs. The Reliability Enhancement Re-Engining Program (RERP) will increase system/subsystem performance enhancements, increased contract logistics support (CLS); contractor operated supply support (COSS), and reduced scheduled maintenance requirements. An added benefit is that hardware upgrades will ensure full access use of global airspace. The C-5 RERP will significantly contribute to meeting established war-fighting strategic airlift requirements.

#### Recommendation

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense, and the Congress of the United States support funding to:

- Advance the RERP program for the ANG operated C-5A aircraft in concert with the approved RERP for the active-duty C-5B fleet; and
- Continue the addition of C-5 aircraft into the ANG inventory to replace retiring C-141 aircraft.

## DRAFT RESOLUTION NO. C-8

### RELATING TO THE AIR NATIONAL GUARD KC-135 AIRCRAFT

#### Background

Procurement: The KC-135 aircraft, on average, exceeds 38 years of age. Replacement aircraft are necessary to enable these forces to perform vital missions worldwide. Some older model KC-135 aircraft currently violate Environment Protection Agency (EPA) Stage II standards. More stringent Stage III standards become effective in 2002.

The General Accounting Office determined engine retrofit to be economically unfeasible. A modernized Air Refueling fleet would reduce many negative characteristics of the current fielding (long lead times for parts, costly remanufacture expenses, etc.) A new aircraft, equipped with the Multi Point Refueling System (MPRS) would eliminate the requirement to update existing aircraft. However, new aircraft will not be available until FY05.

Modernization: The United States Air Force inventory of aircraft includes KC-135R tanker aircraft in the active component and KC-135E/R tanker aircraft in the Air National Guard (ANG). The KC-135 is the recognized workhorse of the U.S. Tanker Fleet and continues to be instrumental in the pursuit of our nation's policy goals. The KC-135R aircraft is a modernized air refueling aircraft, which operates at a greatly reduced cost due to dramatic improvements in design, materials, and engine maintenance concepts as well as vastly improved fuel consumption. In some KC-135R aircraft, modernization includes the addition of a fuselage mounted or wingtip-refueling pod as components of the Multi Point Refueling System (MPRS), which greatly enhance the tanker's ability to refuel Air Force, Navy, Marine, and allied receivers. The KC-135E constitutes 53% of the ANG's tanker forces; the ANG needs an interim fix until the Air Force procures a modern tanker replacement aircraft. The KC-135E fleet comprises approximately 100 aircraft that face decreasing reliability and maintainability due in large part to continued reliance on the aging TF33-102 engine. The re-engining of KC-135E to R configuration with improved engines provides the following benefits: increased reliability and maintainability, increase air refueling capability, Stage III Noise Compliance, increase takeoff performance, better climb performance, improved cruise range, higher mission altitude, and projected life cycle cost savings.

#### Recommendation

It is the recommendation by the NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense, and the Congress of the United States support funding to:

- Procure a modern air refueling aircraft replacement for the KC-135 fleet;
- Convert the ANG KC-135E aircraft to the R configuration;
- Procure AN/AAQ-24 (LAIRCM) Self Protection Systems for the ANG KC-135 tanker fleet;
- Provide MPRS modification programs for the ANG KC-135 R fleet as appropriate to meet United States and allied requirements; and
- Distribute the KC-135R's from Active Duty Units to the nine remaining E-Model ANG Units.

## DRAFT RESOLUTION NO. C-9

### RELATING TO THE AIR NATIONAL GUARD THEATER AIR CONTROL SYSTEM MODERNIZATION

#### Background:

The Air Force and Air National Guard Control and Reporting Centers (CRC) of the Theater Air Control System (TACS) provide command and control (C2) capabilities for Theater Combatant Commanders to execute dynamic air operations during worldwide contingencies. These rapidly deployable Squadrons provide the Theater C2 for air defense and Theater Missile Defense (TMD) missions, and also support domestic counter-narcotics operations, disaster relief, and Homeland Defense missions.

CRCs remain deployed as key US/NATO/CENTCOM surveillance and C2 hubs supporting post 9-11 air operations throughout the globe-sharing the Common Operations Picture (COP) among Coalition forces, including Coalition Air Operations Center (CAOCs), AWACS, PATRIOT, fighters, bombers, Navy E-2 and AEGIS combatants.

#### Modernization:

The aging CRC is becoming technologically and logistically obsolete. However, the Air Force recently validated a Battle Control System-Mobile (BCS-M) modernization program to address Theater Combatant Commander (CC) needs for a robust and readily deployable C2 capability. This open architecture BCS-M system will greatly enhance networking/interoperability of US and Coalition forces in operations such as ENDURING FREEDOM, NOBLE EAGLE, and IRAQI FREEDOM. Using breakthroughs in sensor remoting and communications technology, it will be feasible to move hundreds of guardsmen out of hostile locations in both Iraq and Afghanistan, and it's significantly lighter footprint will expedite deployability, while reducing life cycle costs.

BCS-M will leverage the efforts of a 1AF technology demonstrations (Joint Based Expeditionary Connectivity Center-JBECC) and may also leverage the modernization of the NORAD Air Defense Sectors through the BCS-Fixed program in order to accelerate fielding. The Air Force's long-term goal is to provide all fixed and airborne C2 platforms with a common operator interface-BCS-F, AWACS, and Joint STARS- BCS-M will establish a template for commonality.

Funding has been provided through Program Budget Decision (PBD) 290 to transform the CRC to a fielded BCS-M during the FY 04 through FY 09 timeframe. Developmental funds in FY04 and FY 05, however, are insufficient to provide the software development necessary to rapidly field all of the capabilities required to replace the legacy system; transformation of the CRC is already late-to-need. As a high demand/low density system fully engaged in Iraq, Afghanistan, and Homeland Defense operations, additional funding for BCS-M in FY 04 and FY 05 will dramatically accelerate fielding in FY 06 and FY 07.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Air Force, and the Congress of the United States support additional funding in FY 06.to:

- Initiate BCS-Mobile development activities to ensure the fielding of this critical Theater C2 capability in the F 07 timeframe.

## DRAFT RESOLUTION NO. C-10

### RELATING TO THE PROCUREMENT OF PROMINA MULTIPLEXORS FOR AIR NATIONAL GUARD COMBAT COMM UNITS

#### Background:

Reconstitution of Theater Deployable Communications (TDC) suites to deployed units and early delivery to additional active duty units coupled with funding reductions to the TDC program have combined to marginalize the contribution of Air National Guard (ANG) combat comm. units that are scheduled to receive TDC suites later in the program. These units are forced to train with either obsolete legacy equipment or technically deficient interim equipment. In either case, they train on equipment that they will not operate in the theater, works marginally at best at home station, and further precludes the network and switch sections from extending services to users—which then negatively impacts their readiness since they rarely get to exercise live. Training on the last war's equipment and depending on “just in time” training today for a significant proportion of the nation's deployable communications assets to become combat useful is a surefire recipe for disaster for which the ANG will take the blame.

The solution must resolve the training and readiness issue yet is compatible with the future deployable communications architecture—it cannot wait another five years bridging a gap since the demand exists today. Taking a page of the TDC program and using the Promina Multiplexor suite offers a very compatible solution at a reasonable cost to keep ANG units instantly combat useful.

- TSQ-111 CNCE vans (designed in the 70's) served to support a theater in a cold war environment (Europe or Korea). With bulk, weight and technology has made them three generations obsolete. There are recurring costs associated with them that could be recaptured or redirected.
- RAMTEC (designed mid 90's) was a grassroots ANG designed interim capability that was intended to bridge a short time gap until TDC fielding but suffered from design flaws. The base FCC-100 Multiplexor served admirably during the Gulf War but is now commercially obsolete. Most units did not receive a suite. Various other home grown or one-of-a-kind solutions exist.
- RAMTEC II (redesigned 01) resolves the flaws and attempts to bridge the time gap but does not take an evolutionary step to the TDC suite. Its cost is near equivalent to the TDC program's Promina Multiplexor suite.
- Resolves training issue—we will be using the same standard deployable architecture equipment at home station that is used today in the theater and contingencies. We will be able to come up live all the time. Deploy in reverse order from TDC schedule to close gap faster.
- Invests in equipment that is par of the current TDC program. The logistics tail already exists. The program office may be willing to provide acquisition assistance based on economies of scale.
- Matches ANG units with the service providers at the STEP and REACHBACK sites, yet interfaces in the TRI-TAC switch equipment. Allows rapid integration into any TDC equipped unit.
- The equipment is deployable if necessary. Fully complements the TDC suites when they are finally delivered. Is completely compatible with existing transmission systems.
- The cost is roughly \$100K for the basic unit, plus network and subscriber cards, and the ancillary cryptographic and protocol conversion equipment.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Air Combat Command, the Department of the Air Force, and the Department of Defense to urge the Congress of the United States to provide immediate funding to procure the Promina Multiplexor suite for all Air Guard Combat Communication Units.

## DRAFT RESOLUTION NO. C-11

### RELATING TO THE PROCUREMENT / MODERNIZATION OF THEATER DEPLOYABLE COMMUNICATIONS (TDC) EQUIPMENT

#### Background:

It is imperative that Air National Guard Combat Communications units are able to train on a continuing basis on relevant equipment. The next generation of communication equipment for the Combat Communications units, both Active and Guard, is Theater Deployable Communications Equipment (TDC) equipment and highly mobile Ground Mobile Forces SATCOM terminals such as the AN/USC-60 Flyaway Tri-band Satellite Terminal (FSAT). At the present time there are only a few of the Air National Guard units equipped with this state of the art equipment.

Combat Communications units must have this equipment and be trained to perform their mission in support of Operation Enduring Freedom or any other contingency. Unfortunately, the Air Force procurement program responsible for fielding this equipment is way behind and there is not enough money available to purchase the full suite of this equipment on a timely schedule. This leaves the majority of the Air National Guard Units under-equipped and with no means to train on this state of the art equipment. Even if the personnel could deploy to a base in the Area of Responsibility (AOR), which has TDC/FSAT equipment, they would have a tremendous learning curve on the deployed TDC/FSAT equipment. This is further complicated by the fact Air National Guard units equipped with the TDC equipment, have deployed assets and personnel in support of current operational requirements and had to return home without their TDC equipment due to continuing requirements and limited TDC equipment availability. This leaves absolutely no means for Air National Guard personnel to train and maintain proficiency.

Unlike other Reserve Components, the Air National Guard is ready to deploy immediately in theater and perform their mission upon arrival. There is no training or spin up time required to deploy Air National Guard personnel, as there is with the other components. However, in order to do this, the Air National Guard units must be properly equipped. At first glance, accelerating the buy program for the full TDC/FSAT suite would appear to be the obvious solution, but this program is already behind schedule and competes with the Active Force for funds to purchase this equipment. Unfortunately, there are many higher priority Air Force requirements, and an increase in funding is extremely unlikely. The ANG has been placed in the tenuous position of not being able to train our personnel, yet they are being tasked on a regular basis to deploy in support of worldwide TDC requirements.

#### Requirement:

There is a cost effective solution, which will enable the units to train and provide their personnel a means to stay current and obtain the required, ever changing certifications necessary. A very practical cost effective solution would be to purchase a TDC/FSAT Simulation suite. This simulation suite has most of the key components of the TDC ICAP package and the AN/USC-60 FSAT Terminal enabling units to train and be ready to go at a moment's notice with very minimal training. The other real plus, other than this package is considerably less expensive than a full TDC package, is the fact that it does not deploy and unit personnel who haven't deployed, and are projected to deploy in next rotations, will have the capability to train and obtain the necessary certifications at home station. This will enable the personnel at home station to be ready to go when they are due to rotate or back fill the first package to deploy. Another advantage is the fact the components of this simulator package by in large, will be a part of the next generation of communications equipment after TDC.

Senior Leadership of the Air National Guard agrees that this equipment is relevant and desperately needed. Lt Gen Daniel James has placed this need on his Air Guard unfunded list, which tells the Air Force that this simulator package is extremely critical to the relevance and readiness of the Air National Guard and must be procured now.

#### Recommendation:

It is the recommendation of the NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense and the Congress of the United States strongly support the modernization efforts of the Air Force to fully fund the TDC Integrated Communications Access Package Simulator along with the USC-60 FSAT SATCOM Terminal Combat Communications unit to ensure the continued relevance and readiness of personnel to support national security objectives both globally and at home.

## DRAFT RESOLUTION NO. C-12

### RELATING TO THE ACTIVE NOISE CANCELLATION SYSTEM (ANCS) USED IN THE C-130 COCKPIT FOR NOISE REDUCTION

#### **Background:**

The West Virginia Air National Guard has participated in a test program for a C-130 cockpit Active Noise Cancellation system (ANCS), conducted by the U.S. Air Force Operational Test and Evaluation Center (AFOTEC), Detachment 1. The test team found that ANCS is the next generation of noise reduction technology with the potential to complement and/or replace the need for active noise cancellation headsets. The test recognized the hazardous noise level on the flight deck of a C-130H3 aircraft of 105dB (decibels) during cruise conditions.

Exposure to this noise level can compromise a crew's operational performance and potentially cause a mishap. The problem is particularly acute during combat operations involving long flight exposure in hostile territory. The reduction of hazardous noise also can decrease the long-term effects of hearing loss and medical disability and reduce the cost for care to current military members and retirees.

To address this hazardous noise condition, AFOTEC tested an ANCS installed on a West Virginia C-130 aircraft and flew missions with a number of different aircrew. Noise was professionally measured and analyzed. The test results indicate that the ANCS significantly reduces low frequency propeller noise on the flight deck of the C-130H3. The rating assigned to this test was "demonstrated military utility, ready for fielding".

The ANCS is currently installed and flying and has been demonstrated to allied nations that fly the C-130 aircraft. European countries are under a coordinated mandate to reduce cockpit noise level to an emerging European standard.

#### **Recommendation:**

It is the recommendation of the National Guard Association of the United States to urge the Congress of the United States to support funding for an initial Air National Guard ANCS for C-130 installation fleet wide and that this installation also be further studied to assess the potential impact on mean-time-between-failure of key C-130 avionics components and other aircraft structural problems associated with aircraft propeller noise and vibration. Potential savings on aircraft wear and tear generated should be reduced and health care costs associated with long term exposure to hazardous noise levels could offset the cost of initial installation.