

NATIONAL GUARD ASSOCIATION OF ILLINOIS
RESOLUTIONS INDEX – 2006 ANNUAL CONFERENCE
FOR SUBMISSION TO NGAUS GENERAL CONFERENCE

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RESOLUTION NO. A-1

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

Background:

The National Defense Authorization Act of Fiscal Year 2006 contains language providing enhanced TRICARE coverage for all members of the National Guard and Reserves and their families. The premiums are based on the following categories of eligibility for enrollment:

Category 1 Members of the Selected Reserve who are called to active duty qualify for TRICARE Reserve Select (TRS). Under this program, established last year, a reservist would accumulate one year of TRS coverage for every 90 days of active duty service. Monthly premiums during the years of accumulated eligibility are only 28 percent of the program cost. The government picks up the remaining 72 percent.

This category now permits accumulation of earned periods of coverage for frequently deployed personnel. In addition, it authorizes 6 months of transitional coverage for family members following the death of the Reserve member, if the member dies while in an inactive status.

Category 2 Members of the Selected Reserve who are not called to active duty, and who otherwise do not qualify for health insurance due to unemployment or lack of employer-provided coverage, are eligible to enroll in TRICARE for a 50 percent cost-sharing premium. The government will pay the remaining 50 percent.

Category 3 Members of the Selected Reserve who do not fit into either of the above categories but would like to participate in TRICARE are eligible to do so for an 85 percent cost share. The government contributes 15 percent of the costs.

Although employers are allowed and encouraged to contribute to the reservist's share of the premium payment, requiring the men and women serving our country in such an honorable way to pay 85 to 50 percent of the cost share is an insult. We are appreciative of the congressional intent behind the provision, however the Department of Defense must take on more of the cost share for this coverage.

A significant portion of US troops serving in Iraq have been members of the National Guard. Additionally, National Guard members are fulfilling commitments in Afghanistan, Bosnia and the Sinai. Providing TRICARE coverage on an affordable cost-share basis during all phases of service increases unit readiness and improves the National Guard's ability to carry out its mission.

Recommendation:

It is the recommendation of the National Guard of the United States that the Congress of the United States authorize and appropriate funds which would allow all members of the National Guard to access TRICARE coverage on an affordable cost-share basis, without any restrictions. This should include an evaluation of health care reimbursement and saving accounts as alternative medical resources. Congressional solutions beyond TRICARE for the National Guard members would promote crucial medical readiness and access for all National Guard members.

RESOLUTION NO. A-2

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

Background:

When the age limit for receipt of retired pay by National Guard members was set decades ago, the National Guard was not relied upon the way it is today. The use of the National Guard in the last two and half years has marked the largest sustained call-up since World War II. In 2005, the National Guard and the Reserve make up approximately 50% of the United States troops in Iraq.

Current law states that a retired reserve component member will begin to draw military retired pay upon reaching 60 years of age. This means a National Guard member who joins the service after high school and retires after 30 years of service, still must wait twelve years before drawing a pension. In contrast, an active component member who joins at the same time and serves the same amount of years receives a pension immediately upon retirement. Reducing the age from 60 to 55 will be a big step in mitigating this disparity. NGAUS also believes that a more equitable retirement program will aid greatly in recruiting and retaining members in the National Guard.

Recommendation:

It is the recommendation of the National Guard of the United States to urge the Congress of the United States to take action to reduce the age at which a member of the National Guard receives his or her pension.

RESOLUTION NO. A-3

RELATING TO FULL-TIME MANNING FOR THE ARMY NATIONAL GUARD

Background:

Nationwide, the Army National Guard has a shortfall in full-time manning. While the other Reserve Components are manned at substantially higher percentages of their requirements, the Army National Guard (ARNG) is manned at approximately 58%.

While engaged in current battles worldwide, the Army National Guard continues to prepare for future missions. The vision of a more responsive force capable of full spectrum dominance to meet threats whenever and wherever they arise is a reality for the National Guard. The foundation of the reality remains people, readiness, and modernization to support assigned missions.

The National Guard Association of the United States has worked with Congress to affect an Army National Guard full-time manning ramp to 71 percent over a ten-year period (by 2012). The United States Army validated the ramp and began its funding in FY 2003, and continued funding through FY2005, by adding 723 Title 32 AGRs and 487 military technicians to Army National Guard end strengths. The National Guard Association of the United States believes there is a requirement to reach the 71 percent full-time manning level by 2010 versus the current target of 2012. This increase will help unit readiness.

Recommendation:

It is the recommendation of the National Guard of the United States that the Congress of the United States support accelerating the current timeline for the Army National Guard full-time manning ramp.

RESOLUTION NO. A-4

RELATING TO A DEPARTMENT OF DEFENSE REQUIREMENT FOR ANNUAL DENTAL EXAMINATIONS

Background:

Currently, the Department of Defense (DoD) requires all members of the National Guard to receive an annual dental examination. However, there is no dental coverage for this requirement for the traditional Guard member. A large number of National Guard members do not have private dental coverage and are forced to pay 100 percent of the costs for what is essentially a DoD directive.

During 2003 and 2004 when a National Guard unit reported to mobilization sites and its members were evaluated, a common reason for being rated non-deployable was dental problems. That same unit was forced to either deploy with less than 100 percent of its personnel, or the National Guard was forced to pull soldiers from other units to back-fill missing members.

DoD has found dental readiness problems throughout the entire Reserve Component -- readiness problems resulting in significant amounts of lost duty time. For the National Guard specifically, 70% of dental "emergencies" were found to be preventable by examination and treatment prior to mobilization.

Recommendation:

It is the recommendation of the National Guard of the United States that the Congress of the United States provide all members of the National Guard with Coverage under the TRICARE Dental Program (TDP). Each member could have the Annual Dental Examination (ADE) accomplished with no out of pocket expense and the TDP would pay 100% of dental treatment to bring personnel into Dental Class 1 or 2. Then all Guard personnel would be dental qualified for worldwide deployment. This will alleviate the burden of the cost to National Guard members complying with a Department of Defense annual dental examination directive.

RESOLUTION NO. A-5

RELATING TO TAX CREDITS FOR EMPLOYERS OF NATIONAL GUARD MEMBERS AND FOR
SELF-EMPLOYED MEMBERS

Background:

An estimated 41 percent of mobilized National Guard members face a reduction in pay while on active duty. Some employers have made up the difference in pay, and some have gone above and beyond, continuing to pay full salaries to mobilized employees. But most employers, especially those self-employed, cannot afford to offer such generous benefits. Employers should not be expected to bear the increased financial burdens that increased National Guard deployments place on them.

Offering tax credits to both employers and self-employed Guard members would reward these patriotic Americans and perhaps inspire greater generosity toward all members of the Guard in the workplace.

Recommendation:

It is the recommendation of the National Guard of the United States that the Congress of the United States take action to provide various tax credits to employers of National Guard members and self-employed members of the National Guard.

RESOLUTION NO. A-6

RELATING TO BONUSES FOR NEWLY APPOINTED AND COMMISSIONED OFFICERS AND
WARRANT OFFICERS

Background:

National Guard units continue to report a shortage of junior officers. An incentive is needed to encourage qualified enlisted soldiers and airmen to pursue a commission. A bonus program should be developed under the following guidelines to increase the number of junior officers thereby enhancing individual unit readiness.

- (a) Any enlisted service member who is appointed/commissioned in the Selected Reserve or the Ready Reserve in the armed services for a term of service not less than six years, has not previously served as a commissioned officer in the armed services and is not a recipient of the following special pay may be paid a bonus as provided for in subsection (b).
- (b) The amount and method of a bonus paid under subsection (a) shall be determined in accordance with regulations prescribed under subsection (d), the amount of the bonus may not exceed \$8,000.
- (c) An enlisted service member who has previously received an enlistment bonus is eligible for this program as long as the term of service required under the previous bonus program has been satisfactorily met.
 - (1) Not more than one-half of the bonus shall be paid upon completion of the initial active duty for training of the service member; and
 - (2) The remainder of the bonus may be paid in periodic installments over the six year term of service or in lump sum, as directed by the appropriate service Secretary.
- (d) This section shall be administered under the regulations prescribed by the Secretary of Defense for the armed services under jurisdiction and by the Secretary of Homeland Security for the Coast Guard when it is not operating under the Secretary of Defense.
- (e) A service member who fails to satisfactorily participate in their unit training during the term of service for which the bonus has been paid to them under this section shall refund the amount which has been paid to them in proportion to the un-expired term of service as it bears to the total length of such term of service.
- (f) No bonus may be paid under this section to any service member who, after December 31, 2002, serves in the selected Reserve of the Ready Reserve of the armed services.

Recommendation:

It is the recommendation of the NGAUS to urge the Congress of the United States to appropriate funds and support a program to pay newly appointed Warrant and Commissioned officers a \$8,000 bonus.

RESOLUTION NO. A-7

RELATING TO THE DEFINITION AND ALLOCATION OF MISSIONS AND RESOURCES IN SUPPORT
OF 21ST CENTURY NATIONAL GUARD MISSIONS

(This RESOLUTION combines the following: A-3, 15, 25, 27, 30-38, 51; ER-3 and ER-7)

Background:

While engaged in these current battles worldwide, the Army and Air National Guard continue to prepare for future missions. The vision of a more responsive force consisting of ground and air units capable of full spectrum dominance to meet threats whenever and wherever they arise is now more relevant than ever. The foundation of this vision remains people, readiness, and modernization to support assigned missions.

The active and reserve components have complementary missions yet remain in competition for allocation of limited funding to support force structure, readiness, and modernization. Allocation of missions and responsibilities provides justification for additional resources to maintain relevancy of the National Guard, and supports Army and Air National Guard Federal and State missions, i.e., equipment (force modernization), readiness/training (individual and collective training resources, and military and civilian education opportunities), and sustainment (logistics, infrastructure and facilities).

Recommendation:

It is the recommendation of the National Guard Association of the United States that the Congress of the United States provide increased funding and modernization to the National Guard to support wartime missions in the Global War on Terrorism that includes, but is not limited to the following:

- Fully support placing a National Guard general officer as Deputy Commander at Northern Command
- Full funding of the National Guard and Reserve Equipment Account (NGREA)
- Procure Forward Osmosis Water Filtration products for use by the 2,360 units in 54 states, territories and the District of Columbia.
- Procure the proper body armor to afford the men and women of the National Guard the best protection available prior to entering any hostile environment.
- Full fielding of Extended Cold Weather Clothing Systems outerwear, footwear, sleep systems and gloves for the National Guard.
- Full fielding of the Laser Marksmanship Training System (LMTS) to the Air and Army National Guard to maintain marksmanship on individually assigned weapons, for improving readiness rates through greater first time weapons qualifications, and saving scarce operations tempo funding.
- Procure and modernize night vision equipment, to include upgrading existing systems where appropriate, that provides equal capability to operate as part of the Total Force.
- Support mobile tactical operations centers for Joint Force Headquarters-State Joint Task Force command elements to enable command and control of homeland defense, defense support to civil authorities and/or other domestic emergency support missions.
- Support existing and new programs for development of home station or Joint Forces Headquarters (JFHQ) mobilization software and integration packages as well as integration and demobilization capabilities and continued funding be available to maintain, sustain, and provide life cycle management for deployed IT infrastructure.
- Fully fund the Joint CONUS Communications Support Environment (JCCSE) which provides deployable communications and IT services that are specifically tailored to support Weapons of Mass Destruction/Civil Support teams, Security, Chemical response requirements.
- Fully fund the Advanced Information Technology Services effort in the Future Years Defense Program, to include the Reserve Component Automation System (RCAS) and the Distributive Training Technology Project (DTTP).
- Long term funding for personnel and C4 networks required for counterdrug operational missions and procurement and upgrade of equipment uniquely suited and needed to support counterdrug missions.
- Acceleration of all Army and Air National Guard military construction programs.
- Appropriate training for the medical response to WMD by civilian and uniformed emergency responders, to include the Reserve components.
- Fully fund each USUHS Center: the Center for the Study of Traumatic Stress (CSTS), the Center for Disaster and Humanitarian Assistance Medicine (CDHAM), and the Casualty Care Research Center (CCRC)

RESOLUTION NO. A-8

RELATING TO FORCE MANAGEMENT OF THE NATIONAL GUARD AND RESERVE

(This RESOLUTION contains the following: A- 8, 10, 13, 17-19, 29)

Background:

Today's National Guard is changing in response to our nation's call. The structure of the force that is engaging in military operations around the world in places such as Bosnia, the Sinai, Afghanistan and Iraq require up-to-date policies and procedures. As our country calls on the Guard to engage in exercises alongside their active duty counterparts, we must also give those men and women the force management tools they need to sustain a high level of readiness.

Operational tempo has placed considerable strain on those personnel and their families, along with an unanticipated, yet well-executed, role in the Global War on Terror. Meanwhile, those Guard members serving in a traditional role back at home are tasked with the responsibilities to their units and fellow Guardsmen beyond what they envisioned when joining the Guard.

The National Guard's long-term ability to effectively support the overseas troop requirements for the Global War on Terror is at risk unless their troops are given the necessary force management allowances to effectively execute all National Guard missions.

Recommendation:

It is the recommendation of the National Guard Association of the United States that the Congress of the United States support authorization and appropriation for National Guard force management tools that include, but are not limited to the following:

- Implementation of a direct appointment option for selected senior non-commissioned officers in grade E7 and above who have completed the Advanced Noncommissioned Officer Course (ANCOC) to the Warrant Officer Corps.
- Modification of the Federal Joint Travel Regulations to allow members of the National Guard and Reserve to continue in a Temporary Duty status, while according Per Diem, Basic Allowance for Subsistence and Basic Allowance for Housing entitlements, for the duration of any technical or Professional Military Education course of instruction.
- Change the current Selected Reserve Incentive Program (SRIP) regulatory guidance to allow newly commissioned officers and warrant officers to retain their enlisted SRIP eligibility for what would have been their remainder of their enlisted term, after acceptance of their commission.
- Remove the Congressional established "ceiling" on non-dual status personnel in order to maintain readiness as a result of mobilizations and deployments, accommodate returning soldiers and airmen with being demobilized with disabling injuries, and return OWCP recipients to work from the permanent long-term OWCP rolls.
- Develop and implement a policy to shorten deployment lengths for members of the Army National Guard.
- Eliminate the existing lack of parity in benefits between duty performed under Title 10 and Title 32 by allowing military service under Title 32 to be creditable in the same manner as that of military service under Title 10 for operational missions.
- Provide greater legal protection to single parent service members who are performing military duty in the service of our nation.

RESOLUTION NO. A-9

RELATING TO COMPENSATION AND INCENTIVE PAY TO MEMBERS OF THE NATIONAL GUARD

(This RESOLUTION combines the following: A- 6, 9, 11, 21, 28, 56; ER-6)

Background:

The National Guard and Reserve maintain the same readiness standards as their active duty counterparts and participate in real world contingencies on a most frequent basis. Over the years, the 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 service members with whom they serve alongside. A variety of benefits are available to members of the active and reserve components, however, a number of those benefits are inequitably applied between the active and reserve components. Inequities have been identified and corrected by Congress, but some still exist and need to be addressed. These inequities cause animosity between the active and reserve components and create an appearance of unfairness for members of the reserve components. These National Guard and Reserve members should receive the same compensation, in full, for their duty and commitment to service.

Recommendation:

It is the recommendation of the National Guard Association of the United States that the Congress of the United States support authorization and appropriation for National Guard compensation and incentive programs that include, but is not limited to the following programs:

- Hazardous Duty Incentive Pay (HDIP) applied to National Guard and Reserve members in the following categories: 1) Flight pay for non-rated crew members, 2) Parachutist duty; also known as "jump pay", and 3) Explosive ordnance disposal (EOD).
- Aviation Career Incentive Pay (ACIP) applied to rated crew members (pilots) in all service branches. It is designed to attract and retain volunteers in an aviation career.
- Career Enlisted Flight Incentive Pay (CEFIP) applied to non-rated enlisted crew members. It is designed to both compensate for the hazardous nature of the duty and provide an incentive to attract and retain volunteers to aviation specialties.
- Diving Duty Special Pay (Dive) applied to any National Guard or Reserve member assigned to, maintaining proficiency in and, performing diving duty
- Foreign Language Proficiency Pay (FLPP) is an incentive for National Guard and Reserve career linguists to increase their foreign language proficiency (FLPP-I) and also for any member to maintain or increase their foreign language proficiency (FLPP-II).
- Fully fund Civil Support Teams Special Duty Assignment Pay at a level of locality pay consistent with civilian compensation levels, which will serve as an incentive to remain assigned to respective Civil Support Teams in spite of the rigorous OPTEMPO required to maintain readiness and to help bridge the gap between the civilian and military salaries.
- Fund all aspects of Warrant Officer Basic Pay Table Reform.
- Review the Service Member Civil Relief Act, and any other applicable law, such as the Fair Credit Reporting Act, and provide relief for involuntarily mobilized members of the reserve component to ensure non-reduction of pay.
- Fully fund an enlistment bonus, regardless of skill or unit (-TDA units), until the unit's assigned end strength exceeds 100% of authorized end strength for a consistent period (twelve months).
- Honor all existing enlistment contracts as presently written and to make back payment of accrued interest to those soldiers and airmen who have already been denied their full lawful payments as stated in their existing contracts.

RESOLUTION NO. A-10

RELATING TO THE EQUITABLE TREATMENT OF
ALL NATIONAL GUARD RETIREES AND VETERANS

(This RESOLUTION combines the following: A- 28, 40-43, 45-50)

Background:

Use of the National Guard in the last two and half years has marked the largest sustained call-up since World War II. The treatment of our National Guard retirees and veterans is the most powerful recruiting tool the Army and Air National Guard have. A man or woman considering joining the National Guard will look to those who have “been through the system” to get the true picture of what lies ahead.

The Global War on Terrorism, and our operations in Iraq in particular, have increased the number of National Guard veterans. It is those who have served and laid their lives on the line that should be foremost in our mind as we make our way ahead. There is no way to know when the goal of eradicating terrorism will be reached, but we owe our best to those who have answered the call and served. The National Guard Association of the United States believes that more equitable treatment of our retirees and veterans will aid greatly in recruiting and retaining members in the National Guard.

Recommendation:

It is the recommendation of the National Guard Association of the United States to urge the Congress of the United States to support the authorization and appropriation of funding for the men and women of the National Guard who have sacrificed and served honorably. Those programs should include, but not be limited to the following:

- Eliminate the disparity and differences between Title 10 and Title 32 service by making retired medical benefits of Title 32 Active Guard and Reserve (AGR) soldiers and airmen the same as Title 10 active duty members.
- Allow military service under Title 32 to be creditable in the same manner as that of service under Title 10, and provide creditable buy-back toward civil service retirement.
- Immediately apply cost-of-living-allowance indexing for Federal employee’s retirement system annuitants who are forced to retire before the age of 62 due to loss of military affiliation.
- Immediate payment of Concurrent Receipt of Disability Pay (CRDP) and Combat Related Special Compensation (CRSC) to career status Guard/Reserve component members who are 100 percent disabled to include the 100 percent Individual Unemployables (IU).
- Institute a funding mandate to allow for priority use of qualified military buglers in a retired status (QMBIRS) at funeral honors when an active duty or Reserve bugler is not available.
- Change the Civil Service Retirement System to allow military technicians to retire after attaining 20 years of service and reaching age 50 or 27 years of federal technician service at any age without suffering the penalty of a two percent reduction per year for each year under age 55.
- The Survivor Benefit Plan (SBP) should include an “open window” for Reserve component retirees to re-select a SBP at age 60. Many life-changing events can happen between the times of transferring to the retired and age 60 creating an unequal retirement plan.
- Seamless transition between the Department of Defense and the Department of Veteran’s Affairs.
- Provide eligibility to National Guard retired members for federal retired annuity payments residency in state veteran’s homes and that they not be required to pay more than 50 percent of the allowed VA rates.
- Equal burial rights and veterans status for National Guard and Reserve members who have successfully completed their military service obligation.
- Increase burial plot allowance to \$500.

RESOLUTION NO. A-11

RELATING TO NATIONAL GUARD AND RESERVE COMPONENT HOUSING

(This RESOLUTION contains the following: A- 12, 20, 22)

Background:

Members of Active Duty and the Selected Reserve who own or rent homes or apartments are deploying from their homes for extended periods of time to support this nation's military objectives.

When single members are deployed and receive government housing, they do not receive housing allowance to continue their rent or mortgage. However, while our single members still have to pay rent or mortgage, even if they are not living at home while on active duty. Married members receive housing allowance based on where they are called to active duty, even though the rent or mortgage in the area they live may be a lot higher.

The role members of the National Guard are playing both at home and abroad require stronger housing support and compensation.

Recommendation:

It is the recommendation of the National Guard Association of the United States to urge the Congress of the United States to authorize and appropriate funding for housing and lodging compensation that includes, but is not limited to the following programs:

- Provide Basic Allowance for Housing for single members called to active duty, even when government housing is supplied. And, to afford married members the option to receive a housing allowance based on either where they are assigned for duty or where they live, whichever is higher.
- Provide implementing instructions and funding for Inactive Duty Travel lodging for National Guard and Reserve component members.
- Amend the Service Members Civil Relief Act (SCRA) to provide protections to deployed members of the National Guard and Reserve that would prevent insurance companies from penalizing any member for damage to the home or apartment if the apartment or home is vacant or unoccupied for a period of time, or for a home or apartment is vacant or unoccupied due to deployment.

RESOLUTION NO. A-12

RELATING TO NATIONAL GUARD COUNTERDRUG PROGRAM END STRENGTH READINESS AND SUSTAINMENT

Background:

Since 1989, the National Guard has provided support to thousands of local, state and federal law enforcement agencies and anti-drug coalitions, as directed by Congress. The National Guard, under the control of the state Governor helps law enforcement curb illegal drug trafficking, drug demand reduction programs in the communities, and assists federal authorities in the fight against narco-terrorism through the Counterdrug Program.

In accordance with Presidential Budget Decision (PBD) 095, dated 11 Dec 201, the National Guard Counterdrug Program should maintain an average end strength of no less than 2,763. Due to the actual cost of inflation and pay raises, the Presidential Budget continually reduces the expected average personnel level.

Critical operational shortfalls have been identified for FY07 and later, which will be detrimental to the readiness for the National Guard's Counterdrug Program. The FY07 Presidential Budget is estimated to only provide 2041 average end strength for the Counterdrug Program which affects all of the states, territories and Washington D.C.

Recommendation:

It is the recommendation of the National Guard Association of the United States to urge the Congress of the United States to authorize and appropriate funding for the following:

- Increase the National Guard Counterdrug Program average end strength to 2,763 authorizations IAW PBD095, dated 11 December 2001.
- Provide necessary funding to the FY07 and later National Guard State Plans Presidential Budget and future years budget to maintain the required end strength for the Counterdrug Program.

RESOLUTION NO. A-13

RELATING TO INFORMATION TECHNOLOGY FOR NATIONAL GUARD ADVANCED
INFORMATION TECHNOLOGY SERVICES

Background:

There is a requirement for the National Guard to have integrated and consolidated information technology services to support both Federal and State missions. The Reserve Component of the Army needs automated information management methods to improve unit administration, training, the quality of planning, and speed of mobilization efforts. The Reserve Component Automation System (RCAS) is providing an integrated capability that supports mobilization and improves day-to-day administration and management of Army Reserve and Guard forces, Distributive Training Technology Project (DTTP) facilities increase access to readiness training by providing it remotely, thus promoting the knowledge, skills and abilities of National Guard members. DTTP also provides command and control capabilities in the states and delivers distributed training in support of Homeland Security, Weapons of Mass Destruction, Counter drug operations, State Partnership Program initiatives, and Information Operations initiatives. DTTP assists states in developing Higher education programs that leverage DTTP technology for shared community use at state and local levels. DTTP also provides invaluable support to the families, helping them to stay in contact with their deployed members. Guardnet, as a shared use network provides the telecommunications connectivity that supports RCAS, DTTP, and other National Guard information technology efforts. The Department of Homeland Security as a key environment has also identified Guardnet for Homeland Security "network of networks."

Because the acquisition phase of RCAS ended 30 Sep 03, as did the RCAS contract, the National Guard Bureau's Advanced Information Technology Services (AITS) contract was developed to support the integration and consolidation of RCAS and DTTP. AIT provides flexibility for the National Guard in meeting its Federal and State missions and will support inclusion of additional tasks and/or organizations.

Recommendation:

It is the recommendation of the National Guard Association of the United States to urge the Congress of the United States to ensure support funding for the Advanced Information Technology Services effort in the Future Years' Defense Program, to include the FY07 Authorizations and Appropriations.

RESOLUTION NO. A-14

RELATING TO INFORMATION TECHNOLOGY JOINT CONUS COMMUNICATIONS SUPPORT ENVIRONMENT (JCCSE)

Background:

On July 30, 2003 the Secretary of Defense directed in memorandum "Guard Bureau Initiatives" that the Chief National Guard Bureau adapt the NGB to better support the War on Terrorism, homeland defense and homeland security. In response the CNGB identified the Joint CONUS Communication Support Environment (JCCSE) concept as the number one transformation initiative to adapt the NGB.

The robust network and information technology that serves the National Guard enterprise is a capability to be leveraged for homeland security and provide an economic solution for a centrally managed enterprise. The enterprise could link first responders and Crisis Response Teams to state and national authorities to include federal agencies such as the FBI, CIA and FEMA. The military domain of these National Guard enterprise sites extends to over 3,000 communities. Through the wide-area network capabilities and the state IT infrastructure of communications, computers, software applications, and distributive education classrooms the National Guard can provide an in-place infrastructure with little adaptation.

Enhancements to the communications capability would include a technical means to patch local radio networks for fire, police, etc into the military communications available at the incident sites. Electronic mail is a ubiquitous form of communications that is very useful as a means to provide status and enable coordinated response. E-mail and web servers that normally support the National Guard could be used or duplicated on the military network to support a homeland security crisis. For example, the local National Guard site with voice, video, and data capabilities can be transformed to be a command center for coordinating first responder efforts and communicating with appropriate military and civil agencies.

Recommendation:

It is the recommendation of the National Guard Association of the United States that the National Guard Bureau, U.S. Northern Command, Pacific Command, Department of Defense, Department of Homeland Security and the Congress of the United States support and provide funding for the JCCSE. The JCCSE involves national level management and integration by NGB of long haul, tactical, and service capabilities to provide Northern Command, Pacific Command and the National Guard Joint Force Headquarters (JFHQs) in the states with connectivity to and through state networks to an incident site. It also provides for distributive training platform for all members supported by the enterprise. The JCCSE includes a secure data sharing capability for access to relevant information across the enterprise as needed. The JCCSE includes the establishment of a Joint Operations Center at NGB and at each state/territory JFHQ, a Joint Task Force communications element, Net centric connectivity state-to state, vertical connectivity to incident sites (to include wireless capability), and a Joint C4 Coordination Center at NGB. This initiative provides deployable communications and IT services capabilities that are specifically tailored to support special (Weapons of Mass Destruction (WMD), Civil Support Teams (CST), Security, Chemical, Medical Engineering, etc) response requirements.

RESOLUTION NO. A-15

RELATING TO INFORMATION TECHNOLOGY: SOLDIER SUPPORT FOR ARMY
MOBILIZATION/DEMobilIZATION/FAMILY SUPPORT

Background:

Under the current processes, a considerable amount of time is required at the mobilization station to update active army computer systems and ensure individual readiness (equipment, training, medical, etc). The need to eliminate or reduce time spent at mobilization stations is critical to National Security and can be accomplished by linking and enhancing existing computer systems and modifying software systems to create a "virtual mobilization station" at the Joint Force Headquarters state location. Demobilization is also time consuming and inefficient. After mobilization and deployment, changes in personnel status such as promotion, awards, and pay are maintained in the Active Army systems. At demobilization (resetting the force), there is a lack of automated capability to update and transfer information back to the reserve component automation systems. This deficiency has caused hardships for National Guard units, soldiers, and families.

Support to the morale and welfare of families of mobilized and deployed National Guard soldiers is also an area of concern. Email and video teleconferencing have become critical means of supporting family communications for Guard men and women on extended deployments. More can be done to provide communications capabilities that can enhance information sharing for families and lessen the anxieties that occur when status and news is not forthcoming in a timely and efficient manner.

Recommendation:

It is the recommendation of the National Guard Association of the United States that the National Guard Bureau, Department of the Army, and the Congress of the United States support continued funding with existing and new programs for development of home station or JFHQ mobilization software and integration packages as well as integration and demobilization capabilities. It is also recommended that continued funding be available to maintain, sustain and provide life cycle management for deployed IT infrastructure in support of these requirements. Funding for enhancement and expanding the video and Email capabilities to support soldiers and families involved in mobilization and deployments is also highly recommended.

RESOLUTION NO. B-1

RELATING TO MODERNIZATION AND SUSTAINMENT 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, 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:

- Fully resource the documented requirement in all ARNG utility helicopter units with the UH-60L/M to ensure relevance of the ARNG aviation units to the war-fight
- Fully resource the documented requirement in all ARNG cargo helicopter units to the CH-47F configuration to ensure relevance in all ARNG aviation units to the war-fight
- Fully resource the documented requirement in all ARNG attack helicopter battalions to the AH-64D. All Army National Guard AH-64 units need to be resourced with their full complement of 24 AH-64 aircraft. Additionally all Army National Guard AH-64 aircraft must be programmed and funded to be converted to the AH-64 Longbow configuration if this aircraft is to remain part of the total war fight
- Fully resource the documented requirement in all ARNG Cargo Fixed Wing units with a modernized aircraft to ensure relevance of ARNG aviation to the war-fight
- Leverage emerging technologies to maximize aircraft performance and safety by the acquisition of systems such as crashworthy crew troop seats, inflatable cockpit restraint systems, the Electronic Digital Engine Control Unit (EDECU) for the UH-60 Blackhawk, Commercial Off The Shelf Surveillance Systems, crashworthy ballistic tolerant auxiliary fuel systems, life support for trauma and transportation, rescue hoist systems, ASE and Aircrew survival radios
- NORTHCOM/PACOM must recognize and include the ARNG State Fixed Wing flight detachments as mission essential for support of the Homeland Defense Mission
- Retain all Generating Force Air Ambulance units in the ARNG
- Procure a replacement aircraft for the OH-58 for the continuation of the Counter-drug RAID mission
- Fully resource the force structure and equipment for Unmanned Aerial Vehicle (UAV) capability in the ARNG aviation units for war-fighting, Homeland Security and Counter-drug operations
- Procure 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
- Acquire an Airborne A2C2S system that provides for a situational awareness and communications throughout the full range of Homeland Defense and battle space requirements
- Support procurement of the integrated Vibration Management Enhancement Program (VMEP) or Integrated Health Management System (IMD-HUMS) to meet US Army and ARNG requirements for the modernized fleet.

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. The Heavy combat force is composed of 19 Active Component (AC) brigades, 10 Army National Guard (ARNG) brigades, and 5 brigades' sets in Army Prepositioned Sets (APS) – essentially in storage afloat or ashore for rapid force projection at potential trouble spots. The Army Campaign Plan completes the “modularization” reorganization and reset for the Active Component and the APS fleet by FY 2008. Units emerge from transformation or reset with M1A2 (SEP) or M1A1 (AIM) Abrams tanks and M2A2 (ODS) or M2A3 Bradley Fighting Vehicles. While the AC heavy forces modernization will be completed soon, similar programs to modernize the Army National Guard are under funded by 50%, and stretched out to 2011. This forces the ARNG to use under resourced training sets of equipment, doubling the wear and tear on those sets. Not providing an adequate number of combat vehicles (and at the right level of modernization to assure interoperability the AC digitized forces), for our force to train on, discourages many of our highly experienced combat veterans from continuing their career, increases post mobilization training time, and unnecessarily endangers the lives of our soldiers, due to their decreased time to train on the equipment they will take to war.

Recommendation:

It is the recommendation of NGAUS that the Congress of the United States authorizes, appropriate, and require Department of Defense, Department of Army and National Guard Bureau to fully field 100% of the requirements of all combat vehicles directly to the 10 Heavy Brigade Combat Teams in the ARNG under the total package fielding concept:

- Recapitalize all 600 M1A1 Abrams tanks in the ARNG fleet to zero hours, zero miles through the Abrams Integrated Management (AIM) Program. Recapitalization to be conducted, two BCT's per year, FY2007-FY2011.
- Recapitalize all 1200 M2A2/M3A2 Bradley Fighting Vehicles in the ARNG fleet to zero miles. Zero hours, upgrade to the BFV – Operation Desert Storm (ODS) standard. Recapitalization to be conducted at the rate of 2 BCT's per year, FY2007-FY2011. Program must include all variants.
- Recapitalize all 600 M113 Armored Personnel Carriers and 340 M577 command post carriers in the ARNG fleet to the M113A3 and M106A3 configurations. Recapitalization to be conducted at the rate of 2 BCT's per year, FY2007-FY2011.
- Recapitalize 50% of the M88A1 tank recovery vehicles to the M88A2 Hercules configuration (60 vehicles, 6 per HBCT). Recapitalization to be done at the rate of two BCT's per year FY2007-FY2011.
- It is imperative that these four family of vehicles be issued directly to the ARNG's 10 Heavy Brigade Combat Teams as soon as they are recapitalized, allowing the 40,000 soldiers in these units regular access to train on them. The allocation of equipment to APS or training sets at the NTC cannot be counted as equipment assigned to ARNG as we will not be able to use them to train. These sets need to be counted as assigned to the AC.
- That the Army develop and publish a long term strategy to equip the ARNG HBCTs with the M1A1 SEP tank and the M2A3 BFV as well as develop plans to integrate FCS fielding to these formations .
- Continued support for fielding of Stryker Brigade Combat Team #6 (56th BCT, 28th ID).
- Fill 100 percent of the ARNG requirement concurrent with the Army's modularity plan, for small arms and crew served weapons to include anti-armor and mortar systems
- Field weapon and vehicle systems concurrently that support 100 percent of required ARNG maneuver, gunnery and combat training systems/simulators

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 part of the "Information Age Army" is in danger of becoming a "Second Army" at a time of rapid changes in automation, computing, requirements for up-to-date information, communications technologies, and major changes in strategic and domestic environments are taking place. 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 compatibility and integration in training and operations. C4I advanced technologies enhance the capabilities of 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, Department of the Army, 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:

- SATCOM "Phoenix" - AN/USC-60 Triband tactical satellite terminals including their prime movers for Echelons Above Corps (EAC) ARNG signal battalions and brigades/SMART-T satellite terminals for Army National Guard Division Signal Battalions and the Corps Signal Battalions
- "Shadow" Tactical Unmanned Aerial Vehicle (UAV)
- Trojan Spirit Satellite Communication System
- 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
- Joint Network Node (replacement for MSE and DGM/TRI-TAC)
- 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. 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)
- 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
- Complete suites of All Source Analysis Systems to include all appropriate associated communications support and mission essential equipment for military intelligence units
- 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
- 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
- Joint Tactical Radio System (JTRS) (follow-on system for SINCGARS)

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 and Fire Support force structure resides within the Army National Guard. National Security interests are dependent upon full spectrum capability through multi-component compatibility modernization Simultaneous programming and fielding of equipment with the active component is necessary to ensure that the readiness of these units are maintained at a C3 or higher 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 to the Modular force. The focus of ARNG field artillery modernization is systems and platforms that support the delivery of future fires and effects to compliment the needs of Network Centric Warfare. 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", new equipment training, life cycle funding (cost) and associated training devices. We must provide fully modernized and trained field artillery units capable of mobilizing and deploying for full spectrum operation in active federal service or state active duty status.

Recommendation:

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

Field Artillery Tactical Data System (FATDS) of systems equipment and training

- SATCOM (satellite communications)
- Lightweight 155MM Towed M777A1
- High Mobility Artillery Rocket System (HIMARS)
- Meteorological Measuring Set-PROFILER (AN/TMQ-52)
- Upgrade M109A6 155MM SP Howitzer PALADIN (PDFCS)
- Counter Battery Target Acquisition Radar enhancements
- Recap M992A2 Field Artillery Ammunition Support Vehicle (FAASV)
- VECTOR/VIPER (Laser Range Finder Binocular)
- Lightweight Laser Designator Range Finder (LLDR)
- Upgrade Gun Laying Positioning System (GLPS)
- Bradley Fire Support Vehicle (BFIST)
- MARK VII Target Location System
- Heavy Expanded Mobility Tactical Truck/Trailer (HEMTT/HEMATT)
- KNIGHT Fire Support Vehicle (HMMWV Platform) w/ Fire Support Sensor Systems (FS3)
- Multiple Launch Rocket System (MLRS) Trainer
- Fire Support Combined Arms Tactical Trainer-M109A6 (FSCATT)
- Combat Arms Training System (CATS)
- Prime Mover M119A2 HOWITZER
- Fire Support Combined Arms Tactical Trainer-Towed (FSCATT-T)
- HF Harris Radios
- Improved Position Azimuth Determining System (IPADS)
- Enhanced Position Location Reporting System (EPLRS) data radio
- Call-for-Fire Trainer

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) provides 46 percent of the total Army Combat Support Force and 32 percent of the Combat Service Support Force. 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 of the 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, 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 National Guard Association of the United States that the National Guard Bureau, Department of the Army, 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:

- Support the continued fielding of the RFI program
- Family of Heavy Tactical Vehicles (FHTV) to include the Heavy Expanded Mobility Tactical Truck (HEMTT), Palletized Load System (PLS) trucks and trailers and Modernize Heavy Equipment Transport System
- Container Roll Out/In Platform (CROP) and the Container Handling Unit (CHU)
- Up-armored HMMWVS
- High mobility multi-purpose wheeled vehicles (HMMWV) M998A2 series
- Family of medium tactical vehicles (FMTV)
- Tactical trailers
- Modernizing M915 family of vehicles with M915A3 Line-Haul Tractors and M916A3 Light Equipment Transporters
- Modernize ARNG electrical generating capability with the Tactical Quiet Generator System, (TQGS)
- Modern Night vision equipment to include AN/VAS-5 Driver's Vision Enhancer (DVE)
- Extended Cold Weather Clothing System (ECWCS)
- M-22 Automatic Chemical Agent Alarm (ACADA)
- M-17 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)
- Drive On/Off Secondary Containment System (DOCS)
- Modular General-Purpose Tent System (MGPTS)
- Chemical Biological Protected Shelter (CBPS)
- Driver Simulation Units
- Rapid Deployable Decontamination/Integrated Shelter System
- Movement Tracking System
- Warlock (AN/GLQ-16)
- Vehicle Intercommunications System (VIS) for HMMWV)

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 areas such as Afghanistan and Iraq. Currently, over 52% of the entire engineer force is in the Army National Guard (ARNG). Modernization of those units, however, lags behind the combat forces, that 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 National Guard Association of the United States that the National Guard Bureau, Department of the Army, 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:

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

RESOLUTION NO. B-7

RELATING TO FUNDING OF EQUIPMENT FOR UNITS RETURNING TO CONUS WHO MUST LEAVE
THEIR EQUIPMENT IN THEATER

Background:

In order to provide the best protection possible for soldiers in the Theater of Operations (Up-armored HMMWV's, M-1 Tanks, etc.), many units returning from operations in the Central Command Area of Responsibility have left their equipment behind for follow-on units.

These units have no equipment with which to train after de-mobilization, creating a readiness issue for those units with follow-on missions and detracting from the ability of the states to perform homeland security missions.

The National Guard Bureau does not have the funding to move equipment around to allow these units to train, or the equipment may not exist currently (FA units performing In Lieu of Missions for Military Police who must use the MP Company's Equipment).

The Transformation dictates that the Army may need the equipment now to stand up the units required for the Global War on Terrorism.

Recommendation:

It is the recommendation of the National Guard Association of the United States to urge the Secretary of the Army to determine required funding levels for equipment replacement and purchase to allow units returning from a Theater of Operations without their organic equipment to receive enough equipment to provide meaningful training, support to the state homeland security missions, and influence the Congress of the United States to provide the required funding to equip and maintain proper training and readiness.

RESOLUTION NO. B-8

RELATING TO CIVIL SUPPORT TEAM TRAINING (CSTT) FOR THE
ARMY NATIONAL GUARD

Background:

The WMD-CST's were established to provide support to civil authorities in the event of an incident involving a weapon of mass destruction. These National Guard teams provide DOD's unique expertise and capabilities to assist state governors in preparing for and responding to chemical, biological, radiological or nuclear incidents as part of a state's emergency response structure. Each team consists of 22 highly skilled, full time National Guard members who are federally resourced, trained and exercised, and employ federally approved CBRN response doctrine. The WMD-CST's mission includes identifying agents and substances, assessing current and projected consequences, advising on response measures, and assisting with requests for additional military support.

This training program harnesses the power of the internet and existing networks to deliver high quality learning by bringing together intelligent tutors, distributed subject matter experts, real time in depth learning management and diverse array of support tools to ensure a responsive, high quality "learner centric" system. Structured training provides a deliberate focus on training objectives by immersing participants in a realistic scenario, with cues and conditions set up to support a planned sequence of task performance.

The modular nature of a virtual environment/structured training system based on interactive courseware and commercial gaming technology presents the ability to incorporate realistic 3D models of key infrastructured facilities and other important locations to train for a variety of "what if" situations. This effort is a state-of-the art technology-based solution for enhancing national security through training and education to our National Guard Civil Support Teams.

In order to sustain and improve the high level of initial training required for the WMD-CST's a comprehensive recurrent training program must focus on individual and collective training with regard to interagency operations and battle staff skills. This training improves the essential aspects of civil-military interoperability and mission planning. Deployments in response to the attacks of September 11 and since September 11 have validated the requirement for an effective situational training exercise program. The Civil Support Team Training (CSTT) program is aimed at providing the National Guard's Civil Support Teams with that training.

Recommendation:

It is the recommendation of the National Guard Association of the United States to urge the Congress of the United States to authorize and appropriate an Operations and Maintenance (O&M) fund and direct this funding to be used to field the Civil Support Team Trainer (CSTT) program, a simulations based training program for the WMD-CSTs and expand the scenario data base.

RESOLUTION NO. B-9

RELATING TO UH-60 BLACKHAWK

Background:

Today, the UH-60 BLACK HAWK is performing vital missions in support of operations in Iraq, Afghanistan, South America, the Balkans and the United States. The Army National Guard provides almost 50% of the BLACK HAWK helicopter units supporting worldwide deployments. While supporting these missions, Army National Guard BLACK HAWKS flew over 10,000 sorties and over 3000 flight hours in response to hurricanes Katrina and Rita, in perhaps the most complex military operation ever undertaken on our continent. Guardsmen and women from all over the United States relied on the BLACK HAWK helicopter to move more than 1500 tons of water, meals and cargo, and they rescued more than 15,000 citizens in one of the greatest natural disasters in modern history.

The Army has 1625 BLACK HAWKS in their inventory (960 UH-60As and 660 newer UH-60Ls). 605 are flown by the Army National Guard (485 UH-60As and 120 newer UH/HH-60Ls) Today, The average age of the UH-60A BLACK HAWKS in the Army fleet is 21 years old. They are to be replaced by CY2019 with cascaded active Army UH-60Ls displaced by the fielding of the new production UH-60M BLACK HAWK. By 2019, the average age of UH-60As flying in the army will be 35 years old. As the aircraft age increases, it will be increasingly difficult to maintain the high operational tempo and high availability rates required to fight the war on terror, provide aid and assistance to friendly nations and support disaster relief missions here at home.

The Army is filling the gap by modernizing 193 UH-60A helicopters over 7 years. The current UH-60A aircraft modernization plan (A to A program) includes an airframe life extension, fleet-wide product improvements made up to those incorporated in the production Lot 21 UH-60L and the replacement of components with the latest UH-60L configuration, but does not include the addition of the UH-60L transmission and UH-60L 701D engines. Adding these components would complete the upgrade and convert the UH-60A to a UH-60L. Under current plans, the first UH-60M will not be fielded to the Army National Guard until after CY2022.

The National Guard needs to upgrade their UH-60A helicopters to the UH-60L, and they need to begin fielding the UH-60M BLACKHAWK to Army National Guard units sooner than the Army's current plan in order to better perform their missions, lower operating costs and standardize the BLACK HAWK fleet.

Recommendation:

- Add \$15M to the UH-60 Army Aviation procurement budget to transition the UH-60A to A program into the UH-60A to UH-60L upgrade program.
- Add \$150M to the UH-60 Army Aviation procurement budget each year to procure an assault company of 10 UH-60Ms until the Army National Guard requirement is satisfied

RESOLUTION NO. B-10

RELATING TO THE AN/PAS-13 (D) THERMAL WEAPON SIGHTS II

Background:

The AN/PAS-13 is a family of Thermal Weapon Sights (TWS) that are lightweight, battery or external power operated, forward looking infrared (FLIR) imaging devices. Thermal Sights provide enhanced target acquisition and “see first – shoot first” capability and replace the aging and out of production image intensifying PVS-4/5 systems currently fielded. TWS is designed for mounting on individual and crew-served weapons or capable of hand held use. The sights operate in daylight and darkness as well as in obscured battlefield conditions (e.g. fog, dust, sand, smoke) at various ranges. The sight ranges are matched to the ranges of the weapon(s) to increase ability to detect, target and engage ahead of the threat. TWS provides the Soldier an increase in combat effectiveness through improved situational awareness, surveillance and detection and increased target engagement in degraded visual conditions.

The ARNG has a total requirement for 44,154 AN/PAS-13 sights and currently possesses less than 1,000 of these systems.

Current ARNG TS systems are “SBE” leaving ARNG units with no equipment to continue pre and post deployment training or critical support for additional Homeland security missions.

By procuring current AN/PAS-13 TWS II systems, the ARNG obtains a capability to effectively perform its military missions and training and further augment numerous disaster/emergency preparedness missions which it performs.

Recommendation:

The National Guard Association of the United States urges the Congress of the United States to authorize and appropriate an additional \$35M to the Other Procurement, Army budget line of the FY2007 Defense Budget. This funding would support the procurement of 2,970 additional TWS systems and accelerate the fielding and training requirements for ARNG forces. Request that Congress direct language requiring the Army to field these systems to the Army National Guard.

RESOLUTION NO. B-11

RELATING TO THE AN/VAS-5 DRIVERS VISION ENHANCER

Background:

The US Army's Driver's Vision Enhancer (DVE) provides combat and tactical-wheeled vehicle Soldiers/Drivers increased situational awareness, safety enhancement and flexibility to conduct day/night operations or maneuver in severely degraded visual conditions caused by smoke, fog, dust, sand, weather or other battlefield obscurant conditions.

The National Guard Bureau has established the shortfall in excess of 20,000 DVE systems for tactical wheeled vehicles (TWV) with FY07 DVE UFR of \$789M to support TWV requirement.

Increasing Homeland Security and CS/CSS deployments require more combat mobility, safety, security and survivability enhancements. Army National Guard troops deployed in support of Hurricane Katrina relief was restricted in ability to navigate due to poor weather and limited visibility conditions. DVE would have provided troops necessary drivers vision capability to move into areas more rapidly, see beyond effective range for headlights and detect/locate survivors more quickly and effectively.

Recommendation:

The National Guard Association of the United States urges the Congress of the United States to authorize and appropriate an additional \$22.5M to the Other Procurement, Army budget line of the FY2007 Defense Budget. This funding would support the accelerated procurement and installation of 1,022 additional TWV DVE systems for ARNG forces. Request that Congress direct language requiring the Army to field these systems to the Army National Guard to directly support Homeland Security and Emergency Preparedness missions.

RESOLUTION NO. B-12

RELATING TO ARMY NATIONAL GUARD REQUIREMENTS FOR
COMMERCIALY AVAILABLE AND TECHNOLOGICALLY ADVANCED
TOOLS, KITS AND DIAGNOSTIC EQUIPMENT

Background:

U.S. Army National Guard units have an increasing need for the capability to repair, test and maintain their ground combat, tactical and support equipment, vehicles and other machinery. The National Guard requires funding to procure commercially available and technologically advanced tools, kits and diagnostic equipment to enhance its readiness. These commercial tools sets and kits are easily procurable and can be tailored based on unit needs.

The Universal Military Maintenance & Repair Kit addresses Guard requirements and is designed to be used by Combined Support Maintenance Shops (CSMS), Field Maintenance Shops (FMS), Maneuver and Equipment sites (UTES), and combat, combat support, and combat service support units. It provides the ability to quickly repair, test and maintain equipment thereby saving man-hours and reducing downtime. This universal kit also supports the National Guard's ability to support emergency response operations with modernized equipment necessary in time of natural disasters and homeland defense/homeland security operations.

Recommendation:

It is the recommendation of NGAUS that the National Guard Bureau, the Department of the Army, the Department of Defense, and the Congress of the United States support an increase in the budget to modernize National Guard maintenance activities with commercially available and technologically advanced tools, kits and diagnostic equipment to enhance the readiness of the Army National Guard.

RESOLUTION NO. B-13

RELATING TO PROCUREMENT FOR THE M969A3 5K TANKERS
FOR THE ARMY NATIONAL GUARD

Background:

The Active Army relies heavily upon the Army National Guard to provide critical unit level Logistical support particularly for battlefield and newly assigned homeland defense missions.

One of the critical shortage items for a variety of units and organizations such as, MSB's (Main Support Battalions), Maintenance Battalions, Combat Support Battalions, Supply and Service Battalions, certain Aviation support elements is the M969A3, 5K Tanker.

Currently the Army National Guard does not have sufficient M969A3, 5K Tankers, being fielded. Training and mission accomplishments for these units and organizations are severely curtailed without the M969A3, 5K POL tankers.

Recommendations:

The National Guard Association of the United States urges the the Congress of the United States to authorize an additional \$45 Million to the Other Procurement , Army budget line for the FY08 Defense Budget to procure 354, M969A3 5K Tankers, for the Army National Guard.

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RESOLUTION NO. B-14

RELATING TO PROCUREMENT OF THE M967A2 5K TANKERS
FOR THE ARMY NATIONAL GUARD

Background:

The Active Army relies heavily upon the Army National Guard to provide critical logistical support particularly for battlefield and newly assigned homeland defense transportation requirements.

The pacing item for CORPS Transportation Motor Transport (TMT Medium Truck Company, POL) utilized to distribute the POL supplies necessary for the conduct of war time and homeland defense missions.

Currently the Army National Guard does not have sufficient M967A2 5K Tankers being fielded. Training and mission accomplishment for these High Priority TMT Medium Truck (POL) Companies is severely curtailed without the M967A2, 5000 Gal POL Tankers.

Recommendation:

The National Guard Association of the United States urges the United States Congress to authorize and appropriate an additional \$30 Million to the Other Procurement, Army Budget line for the FY08 Defense Budget to procure 231 M967A2, 5000 gal Tankers, for the Army National Guard Medium Truck Companies (POL).

RESOLUTION NO. B-15

RELATING TO PROCUREMENT OF THE FAMILY OF MEDIUM TACTICAL VEHICLES
FOR THE ARMY NATIONAL GUARD

Background:

The Army National Guard (ARNG) is being increasingly depended upon to provide battlefield transportation capabilities, and respond to natural disasters with a medium fleet of 2.5 & 5-ton trucks, which is both aged and significantly short of requirements.

The Family of Medium Tactical Vehicles (FMTV) replaces obsolete and maintenance-intensive trucks currently in the fleet and performs local and line haul, unit mobility, unit re-supply, and other missions in combat, combat support and combat service support units. It is rapidly deployable worldwide and operates on primary and secondary roads, trails, and cross-country terrain, in all climatic conditions.

Commonality of parts across truck chassis variants significantly reduces the logistics burden and operating and support costs.

Fielding of the most required cargo trucks to the ARNG has been extremely slow, and at the present pace the ARNG will not be modernized well into 2017 and beyond.

Due to today's ARNG mobilization of units, these vehicles must be fielded as soon as possible keep units fully mission capable.

In summary, the majority of the ARNG 2.5-ton & 5 ton Cargo's are Viet Nam vintage, which are being phased out of the Army, represents a significant maintenance challenge, and that lack the capability necessary for today missions.

Recommendation:

The National Guard Association of the United States urges the United States Congress to authorize and appropriate an additional \$400 million to the Other Procurement, Army budget line of the FY2007 Defense Budget. This funding would support the procurement of 292 FMTV's for the ARNG. Request that Congress direct language requiring the Army to field these systems to the Army National Guard.

RESOLUTION NO. B-16

RELATING TO PROCUREMENT OF THE M871A3 22.5 TON SEMI-TRAILERS
FOR THE ARMY NATIONAL GUARD

Background:

The Active Army relies heavily upon the Army National Guard to provide critical logistical support particularly for battlefield and newly assigned homeland defense transportation requirements.

The pacing item for CORPS Transportation Motor Transport (TMT Medium Truck Company) is the 5-ton tractor, mated with the M871A3 22.5 ton semi-trailers, and used to distribute the supplies necessary for the conduct of war time and homeland defense missions.

Currently the Army National Guard does not have sufficient 871A3 trailers to mate with the 5-ton tractors now being fielded by the Army National Guard. Training and mission accomplishment for the high priority Medium Truck companies is severely curtailed without the M871A3 22.5 ton Semi-trailers.

Recommendation:

The National Guard Association of the United States urges the United States Congress to authorize and appropriate an additional \$14.5M to the Other Procurement, Army budget line of the FY08 Defense Budget to procure 380 M871A3, 22.5 ton semi-trailers for the Army National Guard Medium Truck Companies.

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RESOLUTION NO. B-17

RELATING TO PROCUREMENT OF THE M870A3 40-TON
HYDRAULIC DETACHABLE GOOSENECK SEMI-TRAILER
FOR THE ARMY NATIONAL GUARD

Background:

The M870A3 40-ton Semi-Trailer provides a state-of-the-art hydraulic detachable gooseneck trailer to replace the aging M870 and M870A1 models. The M870 and M871A1 trailers have been in use for approximately 30 years. The last operational requirements documents were dated in 1974.

The M870A3 will allow Army National Guard Heavy Engineer Companies the capability to move heavy engineer construction equipment to project sites under adverse conditions in a timely manner. With its ease of loading and unloading, by a single operator, it provides a friendly, safe environment, in one third the time over previous models.

The suspension system provides for equalization of loads between the axles, and in addition, it provides a davit and winch assembly for the operator to change a tire and wheel assembly in a safe timely manner. Additional new key features are ABS, wider trailer (102” versus 96”), conspicuity tape, LED lights, Apitong floor and improved corrosion protection.

Unless additional funding is provided the Army National Guard Heavy Engineer units that have been mobilized for OIF and OEF will lack the capability to perform their missions.

Recommendation:

The National Guard Association of the United States urges the United States Congress to authorize and appropriate an additional \$16M for the procurement of M870A3 40-ton Semi-Trailers for the Combat Engineer units in the Army National Guard. Request that Congress direct language requiring the Army to field these systems to the Army National Guard.

RESOLUTION NO. C-1

RELATING TO THE DECISION MAKING PROCESS OF THE DEPARTMENT OF DEFENSE AND
THE DEPARTMENT OF THE AIR FORCE REGARDING THE FUTURE OF THE AIR NATIONAL
GUARD

Background:

The National Guard is the oldest military institution in the United States of America. Since its founding in 1607, the National Guard has remained a community-based force. The units of the Army and the Air National Guard are composed of citizen-soldiers and airmen who serve the nation both at times of emergency at home, and at war overseas. The National Guard has participated in every major U.S. military operation from the Revolutionary War to the present day in Operations Iraqi Freedom and Operation Enduring Freedom. The National Guard is an extremely cost effective force consuming only four percent of the total Department of Defense Budget. The Air National Guard with 106,800 men and women provide 49 percent of the Total Air Force's airlift capability, 45 percent of all in-flight refueling capability, 75 percent of all domestic combat air patrols in support of the Global War on Terrorism, 100 percent of the CONUS Air Defense, 95 percent of the Air Force Engineering and Installation capability, and 63 percent of the Air Traffic Control capability.

Air National Guard units are supporting missions in the United States and around the world as part of the Total Force. Air Guard units are engaged in Air Expeditionary Force (AEF) taskings as well as Homeland Security missions such as Air Sovereignty Alert and Combat Air Patrols. It is critical that the Air National Guard remain relevant and reliable in order to ensure the accomplishment of current and future missions. The Air Guard supports transformational initiatives that best support the war fighting capabilities needed to combat the threats of the future.

Key decisions are currently being made by the leadership in the Department of Defense and the Department of the Air Force without the full and equitable participation of the ANG. In addition, such decisions do not include the Governors nor the Adjutants General who command Air Guard units in their state role.

Recommendations:

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

- The militia-basing concept which connects the Air Force to communities dispersed throughout the nation and provides for agile and quick responses to dispersed threats;
- The cost efficiencies, capabilities, and community support generated by ANG units at the state level by including them as an integral part of the Future Total Force structure;
- The best interest of the United States by maintaining a baseline force for Homeland Defense which includes civil engineering, medical, security forces and Air Sovereignty/Air Defense;
- Retention of ANG flying missions to nurture and sustain direct connectivity with America's communities while supporting the expeditionary Air Force cost effectively;
- The exceptional expertise and experience that Air Guard members offer and recognize significant value for Total Force training;
- The nation is well served by a continuing dialog involving the Air Force, the National Guard Bureau, the Air National Guard, NGAUS, and the Adjutants General as threats evolve and new missions emerge;
- Participate by enacting revisions effecting the ANG in the Quadrennial Defense Review (QDR), Future Total Force (FTF), and threat analysis;
- Ensuring the ANG is a full partner moving forward in harmony with the active force into new and emerging mission areas;
- Ensuring the ANG is properly represented in the Office of the Secretary of Defense corporate decision making processes, particularly in the conducting of studies and actions that directly impact ANG missioning, resourcing, and funding; and
- Ensuring the ANG is properly represented in the Department of the Air Force corporate decision making processes for the development of all policy initiatives that directly impact ANG missioning, resourcing, and funding.

RESOLUTION NO. C-2

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

Background:

The F-16 will remain the most numerous fighters in the Air National Guard (ANG) inventory over the next 15-20 years. The total fighter force will diminish by up to two fighter wing equivalents due to attrition alone. The ANG is equipped with 531 F-16s, which represents 24 percent of the combat capability authorized by Congress. Fifty-seven ANG Block 15 aircraft continue to perform Air Defense, foreign military sales (FMS) training and test support. The ANG is equipped with F-16 Block 15/25/30/32/42/52 aircraft. Despite incremental structural improvements from the "Falcon Star" service life extension program the F-16s Block 15 and Block 25 operational life will not be extended far enough into the future required to bridge the gap between the arrival of the follow-on aircrafts. Insufficient replacement aircraft are projected against the attrition shortfall that will place the United States Air Force (USAF), ANG and Reserves with a significantly reduced capability to meet national security requirements.

The Air Guard has joined efforts with the U.S. Air Force to procure the advanced targeting pod. The total remaining Targeting Pod (TGP) requirement for ANG F-16 Block 25/30/32/42 is 15 pods. Targeting pods should feature state-of-the-art technologies that allow full weapons exploitation and comprehensive Air Reserve Component participation in contingency operations. The ANG places targeting pod capability as top priority. 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 National Guard Bureau, the Department of the Air Force, the Department of Defense and the Congress of the United States support:

- Additional funding for Targeting Pods and procurement for block 25/30/32/42/52 aircraft;
- Complete F100 PW-229 engine upgrades to the ANG Block 42 units;
- Full funding and acceleration of service life extension programs such as Common Configuration Implementation Plan (CCIP), Falcon Star, and Structural Life Improvement Program (SLIP);
- Modernizing F-16 Radars with Modernized Programmable Signal Processor (MPSP);
- Procurement of JHMCS for the F-16;
- Equipping ANG F-16 with a Color Display capability to support advanced avionics;
- Provide for the immediate purchase of Block 60 or newer block F-16 aircraft in sufficient numbers to offset the loss or decommissioning of older model F-16 aircraft and the delivery of those aircraft directly to the Air National Guard and Air Force Reserve;
- Procurement of the Tactical Air Reconnaissance system (TARS) Mission Verification Equipment; and
- To ensure all new weapons system mission areas and mission enhancements must be fully funded with sufficient full-time and traditional manpower to support, maintain, and employ them. Manpower levels will be determined by a viable and recognized study methodology.

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 remaining committed to the ability to fight and win large-scale, sustained combat operations abroad. United States war fighting doctrine dictates that success in air, land, and sea operations is dependant upon Air Superiority, 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 remain relevant, the F-15 needs to be sustained and modernized to meet and beat next generation threats. Therefore, it is imperative that steps be taken to provide the F-15 with the means and methods to attain and maintain Air Superiority for any future conflict.

Currently, two complete ANG F-15 squadrons are undergoing -220E engine upgrades while the four remaining ANG F-15 squadrons operate with F100-PW-100 engines. The basic design production and configuration of the PW-100 engine has operational limitations due to engine age and parts obsolescence. An engine modification and retrofit kit was developed to upgrade these 20-plus year old engines. The PW-220E upgrade kit increases reliability, maintainability, safety and improves overall aircraft performance. The F-16 community is due to provide a finite number of F100-PW-220 engines, however a finite number of -220E kits must be purchased to upgrade the remaining ANG F-15 engine fleet.

The ANG F-15 fighter force participates in sophisticated threat areas throughout the world as part of the Air Expeditionary Force (AEF) employment concept. The ANG currently operates 100 percent 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. The AAI/IFF system meets Congressional mandate while the Joint Mounted Helmet Cueing System (JHMCS) provides added situational awareness and supports the AIM-9X.

Recommendation:

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

- Procurement of AESA radar for the initial six ANG F-15 aircraft units;
- Procurement of the Joint Helmet Mounted Cueing System (JHMCS);
- Procurement for Embedded GPS/INS (EGI);
- Procurement of -220E engine upgrade;
- Procurement of a fighter wing equivalent of new production or fallout F-15E aircraft in the latest configuration to modernize the ANG with the F15E; and
- Ensure all new weapons system mission areas and mission enhancements must be fully funded with sufficient full-time and traditional manpower to support, maintain, and employ them. Manpower levels will be determined by a viable and recognized study methodology.

RESOLUTION NO. C-4

RELATING TO THE AIR NATIONAL GUARD A/OA-10

Background:

The A/OA-10 is projected to provide combat capability as part of the fighter force through the year 2028. Originally scheduled to be phased out during the 1990s, the A-10 proved to be a valuable asset during the 1991 Gulf War, Operation Allied Force in Kosovo, and again in Operation Iraqi Freedom. The A-10 flew critical close air support, combat search and rescue, and forward air controller-airborne missions for our ground forces in Operation Iraqi Freedom. Air National Guard (ANG) A-10s equipped with Litening Targeting Pods provided search and destroy capabilities that stopped Iraqi forces from employing their weapons against friendly forces. 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. Today the A-10 is the only fighter still deployed to Afghanistan as part of Operation Enduring Freedom. 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. Additional targeting pods are required to fully equip the A-10 fleet. The basic airframe structure is planned and tentatively funded for refurbishment over the next few years to sustain service life to 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-guided capability. Program completion is several years away and programmed funding must be maintained as the Air Force prioritizes limited resources. A key aspect of the PE Program is a datalink. Although the Joint Tactical Radio System (JTRS) is the acknowledged long term solution, the A-10 needs an interim datalink since JTRS is not expected to be field until after FY10.

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 expanding enemy threats an engine upgrade program 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 (FMT), greatly enhancing pilot training. However, no funding is programmed to equip the remaining units. The FMT will be particularly critical when the A-10 is modified with Precision Engagement. Finally, the Intermediate Automatic Test Station (IATS) is antiquated and currently unsupported by the ALC. To continue to provide testing and repair capability, the F-16 Improved Avionics Intermediate Shop (IAIS) test station is being considered to replace this void.

Recommendation:

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

- An interim data link solution for the A-10;
- Accelerating the fielding of the first spiral of the Precision Engagement (PE) program and seeking enough funds for additional targeting pods;
- Restoring engine upgrade funding to the Engine Upgrade Program;
- Ensuring the A-10 Service Life Extension Program although currently fully funded, remains as programmed through completion;
- Completing the purchase of Full Mission Trainers (FMT) with Precision Engagement cockpits;
- Hosting Test Program Sets on the Improved Avionics Intermediate Shop for ten A-10 Line Replacement Units; and
- To ensure all new weapons system mission areas and mission enhancements must be fully funded with sufficient full-time and traditional manpower to support, maintain, and employ them. Manpower levels will be determined by a viable and recognized study methodology.

RESOLUTION NO. C-5

RELATING TO THE AIR NATIONAL GUARD C-130 AIRCRAFT

Background:

The Air National Guard (ANG) possesses 49 percent 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 percent 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.

In addition to replacing the older C-130E model aircraft, a number of systems in the remaining C/EC/HC/MC/LC-130 fleet need modernizing in order to standardize and to participate more effectively in the Total Force Mission. The defensive systems, radar and avionics require modernization to ensure the survivability, safety and effectiveness of the C-130 aircraft fleet. Also, propulsion systems modernization will enhance performance and readiness while reducing operation and support costs.

Recommendation:

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

- Procure C-130J-30 and EC-130 J Tactical Airlift aircraft and their spares and support equipment to complete unit conversions;
- Procure the AN/AAQ-24, Large Aircraft IR Countermeasure System (LAIRCM) for all variants of the ANG C-130 fleet;
- Procure airborne wideband satellite connectivity for the entire Commando Solo EC-130 fleet and the remainder of the C-130J fleet;
- Procure an aircrew-training device for the EC 130J mission systems;
- Modernize and standardize mission equipment in existing C/EC/HC/MC/LC-130 inventory to update avionics, navigation, radar, defensive, and other mission systems;
- Modernize the propulsion systems in the existing C/ /HC/MC/LC-130 inventory including the evaluation of new propeller systems;
- Procure Active Noise Cancellation Systems (ANCS) to be used in C-130aircraft;
- Procure Synthetic Aperture Radar System for LC-130 aircraft;
- Procure APN-241 Low Power Radars;
- Procure Electronic Information Systems;
- Procure Engine Instrument Display System;
- Support full funding of AMP/CAAP as it enters LRIP;
- Complete modification of EC-130J aircraft for the Commando Solo Mission including procurement of modular mission equipment systems;
- Procure equipment for rocket assisted takeoff for LC-130;
- Procure NP2000 propeller and in-flight propeller balancing system to equip variants of C-130;
- Procure Battery Control Electronic Module (BCEM) for C/EC/HC/LC-130;
- Acquire a system that meet the crevasse detection radar requirements; and
- Ensure all new weapons system mission areas and mission enhancements must must be fully funded with sufficient full-time and traditional manpower to support, maintain, and employ them. Manpower levels will be determined by a viable and recognized study methodology.

RESOLUTION NO. C-6

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

Background:

The Air National Guard (ANG) possesses ten percent of the Total Air Force Strategic Airlift Fleet to include C-5 aircraft and 49 percent of the Total Theater Airlift Force. 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.

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 NGAUS that National Guard Bureau, the Department of Defense, and the Congress of the United States fully support and fund an increase in procurement of C-17 Globemaster III aircraft for the Air National Guard.

RESOLUTION NO. C-7

RELATING TO THE AIR NATIONAL GUARD C-5A AIRCRAFT

Background:

The C-5 is one of only two aircraft capable of delivering both outsize and oversize cargo. 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 of a conflict or crisis, can only be carried by this aircraft. Air National Guard (ANG) leadership recognizes the need for a modernized, cost-effective, and reliable C-5 fleet. The C-5 will account for 50 percent of the Air Force's organic strategic lift capability and 28 percent of total lift capability. Increasing demand for C-5 mission requirements mandate improved reliability, maintainability, and availability with reduced total ownership and operation support costs. The Aircraft Modernization Program (AMP) and the Reliability Enhancement Re-Engining Program (RERP) will increase system and subsystem performance enhancements; increased contract logistics support (CLS), and reduce scheduled maintenance requirements. Hardware upgrades ensure full access use of global airspace. The C-5 AMP/RERP will significantly contribute to meeting established war-fighting strategic airlift requirements.

Recommendation:

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

- Advancing the Reliability Enhancement Re-engining Program (RERP) for the ANG C-5A aircraft in concert with the approved RERP for the active-duty C-5B fleet;
- Funding of Aircraft Modernization Program (AMP) for the C-5A in concert with the approved AMP for the active-duty C-5B fleet;
- Continuing the addition of C-5 aircraft into the ANG inventory; and
- Ensure all new weapons system mission areas and mission enhancements must be fully funded with sufficient full-time and traditional manpower to support, maintain, and employ them. Manpower levels will be determined by a viable and recognized study methodology.

RESOLUTION NO. C-8

RELATING TO THE AIR NATIONAL GUARD KC-135 AIRCRAFT

Background:

The KC-135 is the recognized workhorse of the U.S. tanker fleet. The KC-135E constitutes 43 percent of the Air National Guard's tanker force and includes approximately 100 aircraft that face decreasing reliability and maintainability due in large part to continued reliance on aging TF33-102 engines. Some older model KC-135 aircraft currently violate Environmental Protection Agency (EPA) Stage II standards and the more stringent Stage III standards, which became effective in 2002.

While a replacement aircraft is necessary to enable these forces to perform vital missions worldwide, the Air National Guard (ANG) needs an interim fix until the Air Force procures a modern tanker replacement. The United States Air Force inventory includes KC-135R tanker aircraft in the active component and KC-135E/R tanker aircraft in the ANG.

KC-135R model engine equipped air refueling aircraft operate at a greatly reduced cost due to dramatic improvements in design, materials, and engine maintenance concepts as well as vastly improved fuel consumption. On 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). MPRS greatly enhance the tankers ability to refuel Air Force, Navy, Marine, and allied receivers.

Recommendation:

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

- Procure a modern air refueling aircraft replacement for the KC-135 fleet;
- Convert the ANG KC-135E aircraft to the R model engine configuration;
- Procure the AN/AAQ-24, Large aircraft IR countermeasure system (LAIRCM) for the ANG KC-135 tanker fleet;
- Provide MPRS modification programs for the ANG KC-135 R fleet as appropriate to meet U.S. and allied requirements;
- Distribute the KC-135R's from Active Duty Units to the seven remaining E-Model ANG Units.
- Procure engine instrument display system;
- Procure Emergency vision assurance system (EVACS); and
- Ensure all new weapons system mission areas and mission enhancements must be fully funded with sufficient full-time and traditional manpower to support, maintain, and employ them. Manpower levels will be determined by a viable and recognized study methodology.

RESOLUTION NO. C-9

RELATING TO RE-ENGINEING THE E-8C JOINT STARS AIRCRAFT

Background:

The E-8C Joint STARS (Joint Surveillance Target Attack Radar System) aircraft is a refurbished 707-300 airframe, with its original TF-33 (civilian designation JT3D) Engine. Re-engining is a long-standing requirement highlighted in all combat and deployment contingencies. The current engines provide insufficient power for the E-8C to meet all of its contingency requirements (optimum altitude, runway length, and time on station) and are the primary cause of maintenance problems and the primary driver of higher operations and sustainment costs. The Air National Guard will operate the E-8C Joint STARS aircraft through 2030.

Congress has directed the Air Force to study the options to re-engine the E8C aircraft. The current effort to re-engine the aircraft will stress the quickest, most affordable solution.

Recommendation:

It is the recommendation of 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 re-engine the E-8C Joint STARS aircraft.

RESOLUTION NO. C-10

RELATING TO THE PROCUREMENT COMBAT ARMS TRAINING SYSTEMS (CATS)
FOR THE AIR NATIONAL GUARD

Background:

The Air National Guard recently equipped with one Combat Arms Training System–Air (CATS) per base, requires two additional systems for each Security Forces unit to effectively maintain individual small arms training requirements in both marksmanship and tactical employment for all ANG members. Improvements in technology further reflect a need for modernization of the current systems to provide an even more realistic training environment. Since the events of September 11, 2001, ANG personnel have been assigned to new and unprecedented security tasks, requiring unique training requirements. Fielded CATS systems are being utilized daily to meet this training demand.

All Air National Guard (ANG) personnel must qualify with small arms every one to three years, depending on each individual's specialty's qualification category. Security forces personnel must qualify annually, plus meet Combatant Commander requirements prior to deployment. Those requirements may include recertification on small arms as well as current certification on varied specialty weapons. In order to ensure security forces squad deployable packages meet mission required squad based training requirements two additional systems are required per ANG installation. Each CATS system is equipped to meet all weapon qualification requirements for all specialties, as well as provide situational scenario training for defensive and offensive operations, fire and maneuver operations, night vision environments, the wearing of protective gas masks, universal forward observer training, and downed pilot situations.

ANG security forces personnel are presently tasked with supporting homeland defense missions, Operation Noble Eagle, and Operation Enduring Freedom and are facing increasingly lethal and sophisticated threats. Lack of range facilities, munitions and time will continue to degrade force protection, readiness capabilities and survivability of all our Air Guard personnel. The training capability afforded the modernized CATS virtual trainer provides for conduct of a full range of potential mission training scenarios critical to the readiness of ANG individuals and units and is considered an essential training tool.

Recommendation:

It is the recommendation of NGAUS that the National Guard Bureau and the Congress of the United States to support the procurement and modernization of these CATS trainers for the Air National Guard.

RESOLUTION NO. C-11

RELATING TO JOINT THREAT EMITTER (JTE)

Background:

The ANG has a shortfall in electronic warfare training. To meet ready aircrew program tasking requirements, the ANG's intermediated training ranges require the joint threat emitter (JTE) to simulate a realistic Integrated Air Defense System (IADS) environment. These ranges are located at four Combat Readiness Training Centers (CRTC) plus Adirondack Range, NY and Smokey Hill Range, KS. These ranges have the airspace and infrastructure necessary to fully utilize the JTE. The joint threat emitter has been selected by the Combat Air Force (CAF) as the next generation threat emitter to replace the existing systems that are becoming obsolete. Acquisition of JTE will provide regional access for ANG units to accomplish realistic training from home station and during deployments to the CRTC's. The CAF Combat Training Range Review Board has programmed nine JTE's for the ANG.

Recommendation:

It is the recommendation of NGAUS to urge the National Guard Bureau, the Department of Defense, and the Congress of the United States to authorize and appropriate funding to provide additional funding for the JTE System in the for the Savannah and Gulfport Joint CRTC's and the Fort Drum Range complex.

RESOLUTION NO. C-12

RELATING TO THE NEW MOBILE RADAR APPROACH CONTROL FOR THE
AIR NATIONAL GUARD

Background:

The Air National Guard has been assigned 62.5 percent of the air traffic control (ATC) wartime mission by the United States Air Force (USAF) and in support of Operation Enduring Freedom and Iraqi Freedom, has deployed four mobile ATC Radar Approach Controls (RAPCONs) and a fifth one was deployed in April 2004. In addition, the Air National Guard has peacetime obligations to support the National Airspace Systems, providing ATC services at selected military and civil airports. The system that the Air National Guard uses is the AN/MPN-14K. The MPN-14K is a 1950's technology analog RAPCON that received minor radar upgrade in the 1980s. It suffers from age, including parts that are obsolete and no longer available on the market. The Air Force depot is currently cannibalizing systems just to keep a few critical units operational. The system has serious maintainability, transportability and deployability problems. It would literally cost more to modify and grade the old MPN-14K than to procure a brand new system.

A new Mobile Approach Control System (MACS), consisting of a solid-state Mobile Digital Airport Surveillance Radar and Precision Approach Radar are available and these systems would correct all of the existing problems.

Recommendation:

It is the recommendation of NGAUS to urge the Congress of the United States to fully authorize and appropriate funding for the procurement of the new Mobile RAPCON units for the Air National Guard.

RESOLUTION NO. C-13

RELATING TO AIR NATIONAL GUARD REQUIREMENTS FOR AIRCRAFT RESCUE AND
FIRE FIGHTING VEHICLES

Background:

The United States Air National Guard has over 230 Aircraft Rescue and Fire Fighting vehicles, which range in age from one to 11 years over their expected life of 12 years. In order to begin replacement of these over aged trucks; additional funding is required in the Department of Defense Budget. To further substantiate the need for these vehicles, in all cases they are the primary support vehicles for the civilian airports on which they are stationed. The Air National Guard must also have the latest Air Rescue Fire Fighting Vehicles in the Air Force inventory for operational and maintenance training of the 1,814 Traditional Guard Fire Fighters to meet wartime readiness requirements. Any loss of assets from the aging, outdated vehicles fleet by the Air National Guard could lead to serious reductions in critical fire fighting and rescue capabilities for both the military air crews and civilian aircraft they serve as well as significantly degrade the contingency and wartime readiness of Air National Guard fire fighters.

Recommendation:

It is the recommendation of NGAUS that the National Guard Bureau, the Department of the Air Force, the Department of Defense, and the Congress of the United States support an increase in the budget to fund the needed replacement of Aircraft Rescue and Fire Fighting Equipment for the Air National Guard.

RESOLUTION NO. C-14

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.

The CRCs remain deployed as key U.S., NATO, CENTCOM surveillance and C2 hubs supporting post 9-11 air operations throughout the globe sharing the Common Operational Picture (COP) among Coalition forces, including Coalition Air Operations Centers, Airborne Warning and Control Systems (AWACS), PATRIOT, fighters, bombers, Navy E-2 and AEGIS combatants.

The aging Control and Reporting Centers are becoming technologically and logistically obsolete. The Air Force recently validated a Battle Control System-Mobile (BCS-M) modernization program to address theater combatant commander needs for a robust and readily deployable C2 capability. This open architecture BCS-M system will greatly enhance networking and interoperability of U.S. 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 Guard members out of hostile locations in both Iraq and Afghanistan, and it's significantly lighter footprint will expedite deploy-ability, while reducing life cycle costs.

The BCS-M will leverage the efforts of 1st Air Force technology demonstrations Joint Based Expeditionary Connectivity Center (JBECC) and may also leverage the modernization of the North American Aerospace Defense Command (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; Battle Control System-Mobile will establish a template for commonality.

Funding was provided through Program Budget Decision 290 to transform the CRC to a fielded BCS-M during the FY04 through FY09 timeframe. Developmental funds in FY04 and FY05, 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 Battle Control System-Mobile (BCS-M) in FY06 and FY07 will dramatically accelerate fielding to ensure this critical Theater Command and Control capability for U.S. forces.

Recommendation:

It is the recommendation of NGAUS that the National Guard Bureau, the Department of the Air Force, and the Congress of the United States support additional funding to initiate Battle Control System Mobile System (BCS) development activities to ensure the fielding of this critical Theater C2 capability.

RESOLUTION NO. C-15

RELATING TO THE PROCUREMENT AND MODERNIZATION OF THEATER DEPLOYABLE
COMMUNICATIONS 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 and Air Control Squadrons is Theater Deployable Communications Equipment (TDC) 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 Air National Guard units equipped with this state of the art equipment. Combat Communications units must have the equipment and be trained to perform their mission unfortunately, the Air Force procurement of this program is inadequate and funding is limited 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. Personnel deployed to a base in the Area of Responsibility (AOR) which has TDC/FSAT equipment would have a tremendous learning curve on the deployed TDC/FSAT equipment. Deployed Air National Guard units equipped with the TDC equipment have returned home without their TDC equipment due to continuing requirements and limited TDC equipment availability, leaving no means for Air National Guard personnel to train and maintain proficiency.

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 personnel, while being tasked on a regular basis to deploy in support of worldwide TDC requirements.

A cost effective solution would be to purchase a TDC/FSAT Simulation suite. This simulation suite has most of the key components of the TDC Integrated Communications Access Package (ICAP) package and the AN/USC-60 FSAT Terminal enabling units to train and deploy at a moments notice. This program would allow provide units the capability to train and obtain the necessary certifications at home station. The components of this simulator package will be a part of the next generation of communications equipment after TDC.

Recommendation:

It is the recommendation of 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 Theater Deployable Communications 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.

RESOLUTION NO. C-16

RELATING TO A HANDS FREE BLADDER RELIEF SYSTEMS FOR F-16, F-15 AND
A-10 FIGHTER AIRCRAFT

Background:

The Air National Guard (ANG) operates the most capable single seat fighter aircraft in the inventory. The F-16, F15 and A-10 remain the most viable multipurpose fighters and are increasingly being used by Combatant Commanders in the theatre. Longer and more demanding missions are now the norm for our fighter pilots. Hydration and relief are major concerns from a medical and safety stand point. Our pilots currently use bladder relief systems that are cumbersome and awkward at the very least. The current relief system requires the pilot to take attention away from the mission. Hands free systems will permit pilots to concentrate on mission objectives without distractions or interruptions. The ANG must procure new systems to address this issue. Systems have been certified "safe-to-fly" and are available for procurement. Our fighter pilots demand the very best equipment and support that the ANG can provide. Safety and mission should remain at the top of that list.

Recommendations

It is the recommendation of the NGAUS to urge the National Guard Bureau, Department of the Air Force and the Department of the Defense, and the Congress of the United States to procure an automatic hands-free bladder relief system that has been tested, certified "safe-to-fly", and coordinated with the Humans Systems Wing and Air Force Research Lab at Brooks AFB for use in the F-16, F-15 and A-10.

RESOLUTION NO. C-17

RELATING TO WALL STYLE TROOP SEAT REPLACEMENT

Background

In 1990, the U.S. Air Force initiated a troop seat improvement effort due to high component parts failure rate, in-flight troop injuries and lack of component interchangeability. An Air Force study in 1991 verified the component failures as well as standardization issues. In 1992, a follow-on contract to develop and test a safer more durable state was awarded. The scope of this follow-on contract included baseline testing of the existing seat. The findings concluded that 'minor injury' is likely to occur during the normal operations and that in a mishap simulation, 'death' would occur several times during the product's life cycle.

In 2003, the C-130 systems program office and KC-135 systems program office release memorandums approving the new seat for installation. The ANG sends \$22 Million (FY03 O&M) for purchase of seats for their aircraft. However, procurement is stalled while Air Force Materiel Command and Defense Logistics Agency debate who is responsible for procurement.

Recommendation

It is the recommendation of the National Guard Association of the U.S. that the Congress authorize and appropriate funding for "wall style troop" seats for the ANG KC-135 and C-130 fleet.

RESOLUTION NO. C-18

RELATING TO AIR NATIONAL GUARD REQUIREMENTS FOR AIRCRAFT RESCUE AND
FIRE FIGHTING VEHICLES

Background:

The United States Air National Guard (ANG) has over 230 Aircraft Rescue and Fire Fighting vehicles, which range in age with one to 11 years over their expected life of 12 years. In order to begin replacement of these over aged trucks; additional funding is required in the Department of Defense Budget. In all cases these vehicles are the primary support vehicles for the civilian airports on which they are stationed. The Air National Guard must require the latest air rescue fire fighting vehicles for operational and maintenance training to meet wartime readiness requirements. Any ANG loss of assets from the aged, outdated vehicle fleet could lead to serious reductions in critical fire fighting and rescue capabilities for both the military air crews and civilian aircraft they serve and significantly degrade the contingency and wartime readiness of Air National Guard fire fighters.

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 an increase in the budget to fund the needed replacement of Aircraft Rescue and Fire Fighting Equipment for the Air National Guard.

RESOLUTION NO. C-19

RELATING TO THE AIR NATIONAL GUARD F/A-22 RAPTOR AND
THE F-35 JOINT STRIKE FIGHTER AIRCRAFT

Background:

The total fighter force will diminish by up to three fighter wing equivalents due to attrition. The Air Staff and Air Combat Command are planning for a future force to be 1/3 active duty, 1/3 Guard and Reserve, and 1/3 integrated Active/Guard/Reserve. The projected future force structure in 2025 will be 12 percent smaller, have 35 percent fewer bases, and will bring three times more capability.

The Air National Guard must remain a vital part in the contributing to the Total Force and the Air Expeditionary Force--both at home and abroad. We wholeheartedly agree with a statement made by former Secretary of the Air Force, Dr. James G. Roche, when addressing the attendees at the Air Force Association's Eighteenth Annual Air Warfare Symposium on 15 February 2002 when he complemented the vast contributions of the Air National Guard to the Total Force, and stated that when new weapons systems such as the F-22 come on-line there is no reason why these systems should not be fielded to the Guard at the same as the Active forces.

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 and field the F/A-22 Raptors, and the F-35 Joint Strike Fighters directly to the Air National Guard.

RESOLUTION NO. C-20

RELATING TO THE PROCUREMENT OF THE V-22 OSPREY TILTROTOR AIRCRAFT

Background:

The V-22 Osprey Tilt-rotor aircraft represents a major evolution in aviation technology. Its ability for vertical take-off and landing, combined with fixed-wing speed and range, makes this aircraft the most versatile multi-mission aircraft in the world today. The attributes of the V-22 will enable military planners to transcend traditionally defined roles and missions as currently dictated by legacy capabilities. The United States Marine Corps and Air Force are jointly developing and acquiring this aircraft for inclusion in their respective fleets to perform a wide range of operational requirements. The Navy also has a defined requirement for the V-22. Currently, the V-22 has successfully completed rigorous operational testing. Production ramp-up and Initial Operating Capability with the Marine Corps for the MV-22 is scheduled for 2007 and for the Air Force CV-22 scheduled for 2009. The Marines are already planning on fielding the MV-22 to its reserve units.

With the flexibility, range and speed of the V-22, this aircraft should be considered as an aircraft of choice in the growing Homeland Security mission areas. The V-22 is the only aircraft with the ability to lift Civil Support Teams and key personnel and equipment point-to-point with the vertical take-off and landing attributes of the helicopter and the range and speed of a fixed-wing airplane. The Government Accountability Office in 2004 noted deficiencies in the identification of requirements for the National Guard to support the growing roles in Homeland Security. The FY05 Defense Authorization Act tasked the Department of Defense to identify specific airlift requirements to support the movement of critical National Guard units with suspense of April 1, 2005; that has not been met.

The ongoing Quadrennial Defense Review is placing a higher priority on Homeland Defense and Homeland Security and the role of the National Guard to provide a rapid crisis response. The V-22 has been defined by the Air Force and the Navy as a transformational capability. As part of the Base Realignment and Closure and Congressional hearings, senior Air Force leadership stated that the National Guard would participate in all new missions brought into the Air Force.

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 fund V-22 multi-year procurement and sustainment. It is further recommended that the Congress direct the Department of Defense to define Homeland Security lift requirements with full consideration of tilt rotor capabilities and identify emerging roles and missions best satisfied by V-22 to be operated by the Air National Guard.

RESOLUTION NO. C-21

RELATING TO THE PROCUREMENT AND ASSIGNMENT OF C-40 AIRCRAFT

Background:

The nation's military and civilian senior leadership is in need of without adequate, timely and reliable airlift to meet global commitments. The appropriate number of operational support aircraft does not exist to sufficiently meet increasing Congressional Delegation, Combatant Commander, or team travel requests. Shortfalls and reliability concerns with the aging C-9 fleet continue to exist. The C-40 aircraft with its state-of-the-art Next Generation cockpit can provide safe and reliable transport for government senior leadership both at home and abroad. The 201st Airlift Wing at Andrews AFB, with three C-40Cs, finds it increasingly difficult to satisfy all CODEL and WHAMO mission requests. Air Mobility Command's programmed force structure, based on the C-9A retirement schedule, and does not include any additional aircraft for the Air National Guard, thus restricting the ANG's participation in this vital airlift mission. With Homeland Security requirements emerging, a C-40 multi-mission aircraft would be ideally suited for movement of humanitarian equipment, disaster relief, WMD-CST support and its ability to transport FEMA teams and associated equipment. The Air National Guard wishes to remain a viable partner in the Total Force mission and the C-40C is the Air National Guard's selected replacement for their C-22B fleet.

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 increase procurement of C-40 aircraft.

RESOLUTION NO. C-22

RELATING TO THE PROCUREMENT OF AN/AAQ—24 LARGE AIRCRAFT INFRARED COUNTERMEASURES (LAIRCM) SELF-PROTECTION SUITE FOR AIR NATIONAL GUARD (ANG) C, EC, HC, MC –130, E-8 and KC-135 AIRCRAFT

Background:

Changes in employment concepts and worldwide operations in support of AEF, deployed US forces, and various contingencies, are putting the C, EC, HC and MC–130, E-8 and KC-135 aircraft in “harms way”. Lower altitudes and forward positioning of the aircraft in higher threat areas are creating increasingly hostile operational environments. One of the primary threats encountered is a widely proliferated array of shoulder fired infrared missiles especially in the take-off and landing phase of flight. Currently fielded defensive systems may not adequately protect the aircraft from current and future Infrared Threats. The AN/AAQ-24 (V) LAIRCM system uses a laser beam to defeat the missile, and does not rely on hazardous and politically sensitive expendables, which highlight the aircraft to additional threat.

If not funded, ANG C, EC, HC, MC –130, E-8 and KC-135 aircraft will be tasked to operate in an environment of increasing threat complexity and lethality, employing the less than state of the art ALE-47 aircraft defensive system. The current defensive system leaves aircraft vulnerable to the IR missile threat. Without an Active IR countermeasure self-protection capability, the low density, high demand (LD/HD) JSTARS, rescue, airlift, CSAR and tanker aircraft will be at extreme risk to the IR missile threat.

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 authorize and appropriate funding to:

- Provide additional funding for AN/AAQ-24 (LAIRCM) Self Protection Systems for the ANG C, EC, HC, MC –130, E-8 and KC-135 aircraft in the FY2007 Defense Appropriation Bill and beyond until complete.

RESOLUTION NO. C-23

RELATING TO THE PROCUREMENT OF APG-68 (V) 10 SYNTHETIC APERTURE RADAR FOR AIR
NATIONAL GUARD (ANG) F-16s

Background:

Addition of the APG-68 (v) 10 with Synthetic Aperture Radar (SAR) capability on the ANG F-16's will significantly increase pilot's survivability and lethality in every mission area. In the air-to-air arena, the APG-68 (v) 10 will increase detection range against adversarial weapon platforms. This increases pilots' standoff range, reduces the likelihood of undetected threats, and maintains the F-16's air superiority. In the air-to-ground arena, the ability to detect, target, and destroy mobile targets with precision weapons is an absolute necessity. The USAF current fields multiple weapon systems that can accomplish this task, until inclement weather becomes a factor. The addition of SAR on the F-16 will bring the ability to target mobile threats, on the modern battlefield, in all weather conditions, 24 hours a day. The APG-68 (v) 1 is current installed on all Block 25/30/32/42 F-16s. This radar faces diminishing manufacturing source issues and consistently tops the list of highest failure rate items in the fleet. The USAF is developing the APG-68 (v) 10 for integration the Block 40/50 Common configuration Implementation Program (CCIP) aircraft. Funding has been sourced by the Congress in FY 06 to complete the integration on the F-16 Block 25/30/32/42 and now the radar is ready for production and installation into the ANG fleet

If not funded, future adversaries will safely operate under the weather in future conflicts, and the APG-68 (v) 1 radar will become unsupportable.

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 authorize and appropriate funding to:

- Provide additional funding for APG-68 (v) 10 Synthetic Aperture Radars for the ANG F-16 All Weather Precision Attack capability, in the FY 2007 Defense Appropriation Bill

RESOLUTION NO. C-24

RELATING TO THE APN-241 LOW POWER COLOR RADAR FOR ANG C-130 H2

Background:

The APN-59 radar currently installed on C-130E/H aircraft is suffering from deteriorating reliability, maintainability and sustainability (RM&S). The current Mean Time Between Failures (MTBF) is 50 hours for the APN-59, while the AN/APN-241 installed on the C-130H2.5/H3 is demonstrating up to 1300 hours MTBF. The AN/APN-241 has the flight safety-enhancing capability of wind shear prediction and is certified for all-weather precision airdrop, a critical shortfall in current fielded mission capability. The ANG currently has a funded program delivering AN/APN-241 radars to AK, NV, NY, TN, and MO Air National Guard Units.

If not funded, operation mission effectiveness will continue to deteriorate. The C-130 AMP Program deliveries are anticipated to begin in early 2008. This will result in less than continuous orders, which will necessitate closing the production line. Additionally, without this radar the ability to operate in Operation Iraqi Freedom and Operation Enduring Freedom will be severely inhibited due to increased equipment failures and high maintainability and sustainability 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 authorize and appropriate funding to:

- Provide additional funding for the AN/APN-241 Low Power Color Radar for the ANG C-130s in the FY 2007 Defense

RESOLUTION NO. C-25

RELATING TO THE AIR NATIONAL GUARD (ANG)
JOINT THREAT EMITTER (JTE)

Background:

The ANG has a shortfall in electronic warfare (EW) training. To meet Ready Aircrew Program (RAP) tasking requirements, the ANG's intermediated training ranges require the JTE to simulate a realistic Integrated Air Defense System (IADS) environment. These ranges are located at four Combat Readiness Training Centers (CRTC) plus Adirondack Range, NY and Smokey Hill Range, KS. These ranges have the airspace and real estate infrastructure necessary to fully utilize the JTE. The JTE has been selected by the Combat Air Force (CAF) as the next generation threat emitter to replace the existing systems that are becoming obsolete. Acquisition of JTE will provide regional access for ANG units to accomplish realistic IADS training from home station and during deployments to the CRTC's. The CAF Combat Training Range Review Board has programmed nine JTE's for the ANG. GA, FL, SC and NC are all in coordination with this upgrade to the Townsend Range Complex because it directly impacts their realistic training goals and supports a more efficient and cost effective training plan.

If not funded, units will not have home station access to regional advanced EW capability to meet RAP Taskings. The JTE provides aviators with the most realistic electronic representation possible (short of the real threat). This accurate re-creation of threat signals allows aviators to hone their initial EW skills and add increasingly difficult threat scenarios. The Realistic battlefield will allow these aviators to evaluate and execute sophisticated targeting based on the Electronic Order of Battle (EOB). Threat simulators will be tied into the Air Combat Maneuver Instrumentation (ACMI) systems located at the CRTC's.

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 authorize and appropriate funding to:

- Provide additional funding for the JTE System in the FY 2007 Defense Appropriation for the Savannah JCRTC's and the Townsend Range Complex.

RESOLUTION NO. C-26

RELATING TO THE ADVANCED RADAR WARNING RECEIVER (RWR) FOR
AIR NATIONAL GUARD (ANG) F-15

Background:

The current F-15 C/D RWR provides threat radar warning indications to aircrews. The current RWR has significantly degraded performance against present and future radar systems, obsolescence and diminished manufacturing sources (DMS) and few upgrades since fielding in the 1980s. Additionally, the current system performance does not meet ORD requirements and is not sufficient to warn aircrews of existing threats. Specific performance shortfalls include long response times, overload conditions and reduced identification performance. This effort will develop, produce, test and field a RWR replacement with current digital receiver technology. The \$5.0M received in the FY04/05 budget is being used in cooperation with the active duty F-15 C/D/E efforts to achieve a common system for the F-15 fleet.

If not funded, the F-15 C/D/E will be at risk to current and future threat systems proliferating through projected deployment areas throughout the lifetime of the aircraft.

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 authorize and appropriate funding to:

- Provide additional funding for Advanced Radar Warning Receivers for the ANG F-15s in the FY 2007 Defense Appropriation Bill

RESOLUTION NO. C-27

RELATING TO THE TARGETING PODS (TGP) FOR AIR NATIONAL GUARD (ANG) A/OA-10 and F-16

Background:

Although the A/OA-10 Precision Engagement (PE) Program included targeting pod integration, the program does not include the targeting pod acquisition. Procuring and A-10 targeting pod is integral to the PE Program. TGP capability in the ANG F-16 fleet addresses an immediate precision-guided munitions shortfall in the ARC aircraft. The overall ANG TGP requirement is 202 TGPs. The TGP must possess exceptional standoff capability outside of most surface-to-air threats, 3rd Generation Forward Looking Infrared (FLIR), Laser Spot Tracker (LST), and superior capability for targeting J-Series weapons as well as emerging technology insertions. The pod must maintain a high Fully Mission Capable rate and support USAF two-level maintenance. The Northrop Grumman LITENING AT targeting pod was successfully employed during OPERATION ENDURING FREEDOM and IRAQI FREEDOM with spectacular results. These operations demonstrated that the A/OA-10 and F-16 are immediately capable of employing a targeting pod. There are an additional 46 pods needed to fulfill the requirement for the A/OA-10 and F-16.

If not funded, Aircraft capability is greatly reduced and puts pilots at increased risk during combat operations. Without a targeting pod the A/OIA-10 aircraft cannot fulfill Combatant Commander's need for precision tasking.

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 authorize and appropriate funding to:

- Provide additional funding for 46 "LITENING AT" TGPs for the ANG A/OA-10 and F-16 in the FY 2007 Defense Appropriation Bill

RESOLUTION NO. C-28

RELATING TO THE C-130 AVIONICS MODERNIZATION PROGRAM (AMP)

Background:

The C-130 AMP is the key to modernizing the Air National Guard's C-130s. It will upgrade all existing C-130E, HI, H2, and H3 models to a common cockpit and ensure Global Air Traffic Management compliance. This upgrade will keep the C-130 relevant to the Future Combat Systems envisioned by the US Army and will enable this workhorse to be a key node in Network Centric Operations for both air and ground forces. As Guard and Reserve units continue to rotate in and out of Iraq, the need to interfly crews has become imperative. Having everyone qualified in one common cockpit simplifies both the training and logistics requirements for rainbow squadrons. Operational commanders understand the pressing need for this common cockpit—it gives them greater flexibility in scheduling crews and reduces the logistics, training, and support tails in rotating airlift forces into the theater of operations. The C-130 AMP will take 14 different Mission Design Series and standardize them into one common design.

The C-130 Avionics Modernization Program (AMP) I Common Avionics Architecture for Penetration (CAAP) will modernize the Air National Guard's C-130s, greatly simplify logistics and training support, and meet all future Global Air Traffic Management and flight safety 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 authorize and appropriate full funding for the C-130 AMP/CAAP as it enters the Low Rate Initial Production phase in FY 07.

RESOLUTION NO. C-29

RELATING TO MODERNIZATION OF AIR NATIONAL GUARD F-16 AIRCRAFT

Background:

The F-16 will remain the most numerous fighter in the Air Force inventory for the foreseeable future. The Air National Guard (ANG) is equipped with 517 F-16s, which represent 44% of the combat coded F-16s in the CAF. The Air National Guard is equipped with F-16 Block 15/25/30/32/42/52 aircraft. The number and timing of replacement fighter aircraft is uncertain so cost-effective measures for maintaining and enhancing the combat capability of the Air Guard F-16s is a great investment in America's national security.

The Commercial Fire Control Computer (CFCC) enables improved processing and bandwidth capability for future growth on the Block 25/30/32 F-16, and is the key to any future flight program upgrades. The ANG places the CFCC as its top priority. 28 F100-PW-229 engines have been procured for ANG Block 42 F-16s to improve combat capability. Continued procurement of these engines is a cost-effective method of modernizing these aircraft to equal the capability of the most modern in the Air Force inventory. The Helmet Mounted Cueing System (HMCS) provides a quantum leap forward in air and ground weapons employment and full sensor-to-pilot fusion. The Digital Radar Warning Receiver (RWR) offers enhanced threat detection and azimuth accuracy. Digital RWR will also provide threat geo-location capability using cooperative inter-flight data link information. These two capabilities will lead to enhanced aircrew survivability for the entire strike package. The Advanced Targeting Pod (ATP) is an absolute requirement for any theater of operation and provides the ability to employ precision guided munitions. These modernization programs are essential to ensure the relevance of the F-16 aircraft until sufficient quantities of replacement aircraft are procured.

Recommendation:

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

- Procure and field the Commercial Fire Control Computer (CFCC);
- Complete engine upgrades to the ANG Block 42 F-16s by 2010;
- Outfit ANG F-16s with the Helmet Mounted Cueing Systems (HMCS) for pilot situational awareness, aircraft survivability, and mission lethality;
- Equip ANG F-16s with a Digital Radar Warning Receiver (RWR);
- Acquire Threat Geo-Location for precision accuracy of threat positions;
- Provide additional funding for best available Advanced Targeting Pods.

