

PENNSYLVANIA NATIONAL GUARD  
ASSOCIATIONS - 25th ANNUAL CONFERENCE  
30 APRIL – 3 MAY 2009

DRAFT RESOLUTIONS

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO SCALABLE AGILE BEAM RADAR (SABR) FOR AIR NATIONAL  
GUARD (ANG) F-16s

**1. Background:** Addition of the SABR 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 SABR 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 Vendor is developing the SABR for integration the Block 40/50 Common configuration Implementation Program (CCIP) aircraft. Funding has been sourced by the Vendor to complete the integration on the F-16 Block 30/40/42/50/52 and now the radar is ready for production and installation into the ANG fleet.

**2. Requirement:** CAF ORD 301-01-B, F-16 C/C Block 25/30/32 MSIP ORD (Draft)

**3. Impact if not funded:** Future adversaries will safely operate under the weather in future conflicts, and the APG-68 (v) 1 radar will become unsupportable.

**4. Units Impacted:**

113 WG Andrews AFB, MD	138 FW Tulsa, OK	162 FW Tucson, AZ
114 FW Sioux Falls, SD	140 WG Buckley, CO	158 FW Burlington, VT
115 FW Truax, WI	144 FW Fresno, CA	177 FW Atlantic City, NJ
122 FW Ft. Wayne, IN	148 FW Duluth, MN	169 FW McEntire, SC
132 FW Des Moines, IA	149 FW Kelly AFB, TX	180 FW Toledo, OH
	150 FW Kirtland AFB, NM	187 FW Dannelly Fld, AL

**5. Contractor:** Northrop Grumman, Electronic Systems Sector, Baltimore, Maryland

**Recommendation:**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense to the Congress of the United States authorize and appropriate funding to:

- **Provide additional funding for SABR Synthetic Aperture Radars for the ANG F-16 All Weather Precision Attack capability, in the FY 2008 Defense Appropriation Bill**

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO AN/AAQ—24 LARGE AIRCRAFT INFRARED COUNTERMEASURES  
(LAIRCM) SELF-PROTECTION SUITE FOR AIR NATIONAL GUARD (ANG) C-17,  
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-17, 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.

**Requirement:**

LAIRCM ORD 314-92, Aug 98. AFSOC Statement of Need, 001-91, Infrared Countermeasures Improvements; JSTARS ORD, Version 5 (JROC Validation Pending), Self Protection Capability LAIRCM ORD 314-92, Aug 98.

**Impacts If Not Funded:**

ANG C-17, 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 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.

**Units Impacted:**

C, EC, HC, MC – 130 Aircraft					
22 AW	Louisville, KY (H2.5)	36 AW	Wurtswell JRB, TX (H2)	65 AW	Savannah IAP, GA (H2)
30 AW	Charleston, WV (H3)	39 AW	St. Joseph, MO (H2)	66 AW	Wilmington, DE (H2)
33 AW	Minneapolis, MN (H3)	45 AW	Charlotte, NC (H3)	76 AW	Julis ANGB, AK (H2, HC)
29 RQW	Offutt Airfield, CA (HC)	53 AW	Cheyenne, WY (H3)	82 AW	Peoria, IL (H2)
16 ACW	Robins AFB, GA (E8)	06 RQW	Tabreski ANGB, NY (N/P)	93 SOW	Hiddlestown, PA (ECJ)
KC-135 Aircraft					
01 ARW	Langor IAP, ME	34 ARW	Knoxville APT, TN	68 ARW	Wielson AFB, AK
17 ARW	Birmingham APT, AL	51 ARW	Salt Lake IAP, UT	85 ARW	Sioux City IAP, IA
21 ARW	Wickenbacker ANGB, OH	55 ARW	Lincoln MAP, NE	86 ARW	Homson FLD, MS
26 ARW	Scott AFB, IL	57 ARW	Keese ANGB, NH	90 ARW	Corbes FLD, KS
28 ARW	Milwaukee IAP, WI	61 ARW	Phoenix IAP, AZ	03 ARW	Hickam AFB, HI
C-17, E-8					
154 AW	Hickam AFB, HI	172 AW	Jackson, MS	16 AW	Warner Robins, GA

**Recommendation:**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, 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-17, C, EC, HC, MC –130, E-8 and KC-135 aircraft in the FY2010 Defense Appropriation Bill and beyond until complete.**

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO 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.

**Requirement:**

JTE USAF awarded program, FY 2002; RAP tasking messages; CAF Training Ranges and Airspace Mission Support Plan, FY03; ANG MD 10.01; Operations Requirement Document CAF330-88-II-B for Joint Threat Emitter, 18 July 2002.

**Impact 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.

**Units Impacted:**

Savannah, GA CRTC	Gulfport MS CRTC	Alpena, MI CRTC
Volk Field, WI CRTC	Christmas Tree Range, OR	Smoky Hill Range, KS

**Recommendation:**

It is the recommendation of NGAUS, National Guard Bureau and the Department of Defense to the Congress of the United States to authorize and appropriate funding to:

**Provide additional funding for the JTE System in the FY 2010 Defense Appropriation for the Savannah and Volk Field JCRTC's and the Townsend Range**

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO LITENING 4<sup>th</sup> GENERATION (LG4) TARGETING POD (TGP) SPIRAL  
UPGRADE KITS FOR AIR NATIONAL GUARD (ANG) A/OA-10 and F-16

**Background:**

The ANG owns 38 LG4 Pods and 128 LITENING AT pods. LG4 TGP capability in the ANG F-16 fleet addresses an immediate precision-guided munitions shortfall in the ARC aircraft. The overall ANG LG4 TGP requirement is 128 Spiral Upgrade kits to the LG4 Configuration to ensure all pods are equally configured.

The Advanced TGP must possess exceptional standoff capability outside of most surface-to-air threats, 4<sup>th</sup> Generation Forward Looking Infrared (FLIR) sensor, 4th 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 LITENING Gen 4 targeting pod incorporates all these specifications. The new LITENING G4 Advanced targeting pod is the next generation advanced targeting pod that can be used for targeting, homeland defense and natural disaster survivor recovery operations. **In addition, the LITENING G4 is Counter IED detection and targeting sensor.**

**Requirement:**

CAF Operational Requirements Document CAF 401-91-I/II/III-D for A/OA-10 Aircraft Multi-Stage Improvement Program (MSIP); CAF 323-00-I/II/A, 5 Apr 00 (ATP ORD)

**Impacts If Not Funded:**

Aircraft capability is greatly reduced and puts pilots at increased risk during combat operations. Without a 4<sup>th</sup> Generation targeting pod, the A-10 and F-16 aircraft cannot fulfill Combatant Commander's need for precision tasking.

**Units Impacted:**

*A/OA-10*

188 FW Ft. Smith, AR	111 FW Willow Grove, PA	124 WG Boise, ID
110 FW Battle Creek, MI		175 WG Baltimore, MD

*F-16*

113 WG Andrews AFB, MD	138 FW Tulsa, OK	162 FW Tucson, AZ
114 FW Sioux Falls, SD	140 WG Buckley, CO	158 FW Burlington, VT
115 FW Truax, WI	144 FW Fresno, CA	177 FW Atlantic City, NJ
122 FW Ft. Wayne, IN	148 FW Duluth, MN	169 FW McEntire, SC
132 FW Des Moines, IA	149 FW Kelly AFB, TX	180 FW Toledo, OH
	150 FW Kirtland AFB, NM	187 FW Dannelly Fld, AL

**Recommendation:**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense to the Congress of the United States authorize and appropriate funding to:

- **Provide additional funding for 26 LITENING G4" TGP Spiral Upgrade Kits for the ANG LITENING AT Advanced TGP's in the FY 2010 Defense Appropriation Bill as a multi year procurement.**

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

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

Background:

The C-17 Globemaster III is one of the most capable transport aircraft in the Air Force inventory and the only tactical airlifter with strategic range in the world. Additional C-17s in the Air National Guard are needed now more than ever. The C-17 is the most modern, cost-effective and reliable military airlift aircraft available and is critical to Homeland Security/Defense and force projection.

For the ANG to remain modern and relevant, able to support the homeland and worldwide logistics needs, the ANG must be assigned additional C-17s, concurrent and proportional to the active component. Only eight C-17s (4%) are fielded with the ANG unit in Jackson, MS. Another eight are fielded in the Pacific Air Forces with the Alaska and Hawaii ANG serving as associate units. Air Mobility Command's programmed force structure, based on C-17 production, delivery and basing schedules, does not include any additional C-17s for the ANG, thus restricting the ANG's participation in this vital airlift program.

The C-17, with its outsize cargo and short field capabilities, is ideally suited for the ANG both here at home and abroad in support of humanitarian relief, WMD-CST support, disaster relief missions and the Global War On Terrorism. The C-17 is the only airlift aircraft able to move forces, outsize and oversize cargo, paratroops or aero-medical evacuation patients on 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.

Recommendation:

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States fully fund procurement of additional C-17 Globemaster III aircraft with concurrent and proportional assignment to the Air National Guard.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO ELECTRONIC FLIGHT INFORMATION SYSTEM UPGRADE

**BACKGROUND**

The current C-130 and KC-135 aircraft cockpit avionics equipment do not have sufficient flexibility to handle emerging requirements such as CNS/ATM, ADS-B, and CPDLC that are necessary to ensure aircraft availability and reliability in the future. The current system's inability to process and display multiple sources of information in a clear and understandable manner limits pilots' situational awareness. An upgraded Electronic Flight Information System will greatly enhance aircraft processing capability, and increase pilots' situational awareness increasing Safety-of-Flight.

**Impact If Not Funded:**

Ongoing avionics modernization efforts cannot be integrated into the C-130 without this capability. The ANG may not be able to meet the combatant commander's tasking.

Units Impacted:  
All C-130 Units.

**RECOMMENDATION**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States authorize and appropriate funding for Electronic Flight Information System Upgrade for Air National Guard C-130, KC-135 aircraft.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO KC-135 HEATING UPGRADE TO SUPPORT AEROMEDICAL  
EVACUATION MISSIONS

**Background**

Since 2001, the KC-135 aircraft was tasked with the additional mission of conducting Aeromedical Evacuation (AE) operations utilizing the patient support pallet (PSP) system to transport patients. There is a lack of heating for the KC-135 cargo area that limits the patients ability to stay warm throughout the long AE missions. The need exists for better heating in the cargo area of the KC-135 aircraft to adequately support the AE missions.

The upgrade will provide heating for the cargo area near PSP positions and increase the overall heating of the cabin for passengers as well as crew during inter-theater missions.

**Recommendation**

To ensure readiness of the Air National Guard KC-135 fleet, the Pennsylvania National Guard Associations supports the following:

A. Full funding for the KC-135 Heating Upgrade to support Aeromedical Evacuation Missions for FY11.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO KC-135 POWER UPGRADE MODERNIZATION TO SUPPORT  
AEROMEDICAL EVACUATION MISSIONS

**Background**

Since 2001, the KC-135 aircraft has been tasked with the additional mission of conducting Aeromedical Evacuation operations. This added mission brings new electrical power requirements, which the KC-135 must accommodate. The current method of power distribution will not adequately support the current or future AE medical equipment and there is a lack of redundancy that may cause a loss in power to the medical equipment that may put patients at risk.

A modification will provide a greater power capacity for current and future AE medical equipment and allows the AE medical equipment and the galley to be powered simultaneously. The solution adds redundancy to the AE power distribution system to prevent the loss of AE power if there is an equipment failure. The proposed modification resolves many problems associated with the aeromedical evacuation mission on the KC-135 while enhancing the ability to provide optimum care for injured or sick military personnel with maximum uninterrupted electrical power.

**Recommendation**

To ensure readiness of the Air National Guard KC-135 fleet, The Pennsylvania National Guard Associations supports the following:

A. Full funding for the KC-135 Power Upgrade Modernization to support Aeromedical Evacuation Missions for FY11.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO KC-135 LIGHTING UPGRADE MODERNIZATION TO SUPPORT  
AEROMEDICAL EVACUATION MISSIONS

**Background**

Since 2001, the KC-135 aircraft was tasked with the additional mission of conducting Aeromedical Evacuation (AE) operations utilizing the patient support pallet (PSP) system to transport patients. There is a lack of ambient lighting in the KC-135 cargo area that limits patient care during AE missions and impairs clinical assessments. The need exists for additional lighting in the cargo area of the KC-135 aircraft to adequately support the AE missions.

The upgrade will provide lighting for the cargo area over each PSP position and utilize Light Emitting Diode (LED) lighting technology that is reliable, simple, and easily installed and will increase the ability of AE personnel to perform their mission to provide the best care in the air possible for their patients.

**Recommendation**

To ensure readiness of the Air National Guard KC-135 fleet, The Pennsylvania National Guard Associations supports the following:

A. Full funding for the KC-135 Lighting Upgrade Modernization to support Aeromedical Evacuation Missions for FY11.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO KC-135 EMERGENCY STANCHION LITTER SYSTEMS

**Background**

The USAF has been using the Patient Support Pallet (PSP) to move litter and ambulatory patients on the KC-135 since 2003. Sometimes the USAF needs a stowable litter kit to move litter patients on a KC-135 aircraft in emergency situations and a PSP may not be nearby to be loaded on the aircraft. To remedy this issue, ARINC has developed a baseplate adapter to be able to attach to the bottom of the current USAF procured Stanchion Litter System (SLS) design.

The ARINC SLS is an operationally- proven Aeromedical Evacuation (AE) solution. The USAF subsequently has purchased 158 stanchion sets and deployed them with the PSP. The ARINC SLS is currently operational aboard KC-135 aircraft and is successfully supporting the USAF AE mission. As an Emergency Stanchion Litter System, with the adapter baseplate, the kits could be stored in the back of the aircraft in two rollaway bags or the kits could be stored at each Aeromedical Evacuation Squadron within the ANG.

**Recommendation**

To ensure readiness of the Air National Guard KC-135 fleet The Pennsylvania National Guard Associations supports the following:

A. Full funding for KC-135 Stanchion Litter System Emergency Kits to support Aeromedical Evacuation missions for FY11.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ANG

RELATING TO C-17 MAXIMUM CAPACITY PATIENT LOADING FOR AEROMEDICAL  
EVACUATION MISSIONS

**Background**

Since the retirement of the C-141, the USAF has relied on the C-17 to carry patients with the use of the onboard litter capability or the use of Patient Support Pallets. The onboard capability is limited to 36 patients by using the 3 litter stanchions onboard the aircraft plus the 9 plus up kit provided by using a Litter Stanchion Augmentation Set (LSAS). The Patient Support Pallets, which are strategically located throughout the globe, when used by themselves provide a maximum patient of 80 Litter Patients and 12 Ambulatory patients.

To maximize litter patient efficiencies with the LSAS and the rest of the space on the cargo floor, a new Patient Support Pallet- Large (PSP-L), (108" x 108"), holding 8 litter patients each could be in the Automatic Delivery System (ADS) rails. By using six new PSP-L (48 Litter Patients) in the Automatic Delivery System (ADS) rails inconjunction with the LSAS (36 Litter Patients) you could evacuate a total of 84 litter patients using a combination of both system types. This is allowing the use of a comfort pallet in the first pallet position. The PSP-L could be put into use for Mass Casualty Evacuation events such as Hurricanes, Tsunami's, and other natural disaster events providing the maximum number of litter evacuees possible on a C-17 aircraft.

**Recommendation**

To ensure readiness of the Air National Guard C-17 fleet, The Pennsylvania National Guard Associations supports the following:

- A. Full funding for the C-17 PSP-L to support Aeromedical Evacuation missions for FY11.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO HUSKY MOUNTED MINE DETECTION SYSTEM GROUND  
PENETRATING RADAR

**Background:**

To find Buried Explosive Hazards (BEH) is the *Number One Threat* to U.S. and Coalition forces (to include the Army National Guard Brigade Combat Teams) in Iraq and Afghanistan. These threats consist of roadside bombs, landmines, and Improvised Explosive Devices (IED). Similar to the tools available in WW I and II, our current mine/IED detection and clearance operations depend upon low technology solutions: the naked eye, handheld detection devices, and vehicle mounted metal detectors. BEH come in a multitude of shapes and sizes, and their detection and location are effected by the composition, compaction, and moisture content of the environment in which they are buried. The latest handheld device requires combat engineers to complete an extensive training program, and the results are inconsistent at best. It is therefore not surprising that BEH detection and neutralization operations are slow, dangerous, extremely stressful and fatiguing, and only marginally effect. In 2001, the Government Accounting Office (GAO) commented on the DoD's ineffective exploration of countermining technologies despite the persistent and widespread threat these devices pose.

The Army's RDECOM, Night Vision Laboratory, Countermining Division developed a revolutionary ultra-wideband, vehicle mounted *Ground Penetrating Radar (GPR)* that has demonstrated significantly improved performance in the two critical factors of BEH effectiveness: high probability detection (Pd) of BEH coupled with extremely low false alarm rates (FAR). This system is modular and scalable and has been demonstrated on vehicles as large as the Husky blast-protected vehicle down to a manpackable robot. This breakthrough offers a serious upgrade in the detection, accurate automatic location, and neutralization of BEH. This GPR system has also been selected as the sensor for the Army's Future Combat System Program's Ground Standoff Minefield Detection System (GSTAMIDS) program, which is scheduled for production in FY-2012 and is included in the Army National Guard's modernization roadmap for 2014.

Impact if funded:

**Reduced casualties:** By providing a significant enhancement in our troops' ability to detect, precisely locate, and neutralize BEH

**Rapid deployment:** By leveraging mature technology, these systems can be fully fielded within one year of contract award

**Advanced Capabilities:** Provides a "bridge" program to produce GPR systems each for Iraq and Afghanistan

**Recommendation:**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States authorize and appropriate immediate fielding of the Husky Mounted Mine Detection System (HMMDS) Ground Penetrating Radar (GPR) into the Army National Guard Brigade Combat Teams Engineering Companies to eliminate the Improvised Explosive Device threat in Iraq and Afghanistan.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO SURVIVABLE GROUND VEHICLE FUEL CONTAINMENT SYSTEMS

**Background**

Existing ground vehicle fuel systems are not designed to contain fuel when subjected to concussive blasts or to self-seal upon ballistic impact. This leads to serious casualties and fatalities (as well as destruction of equipment) due to fuel-fed fires in otherwise survivable events. By contrast, fuel containment technology has essentially eliminated thermal injuries and deaths in Army Aviation. Applying this technology to ground platforms will enhance crew and vehicle survivability.

- Use of Army Aviation fuel containment technology for ground platform fuel systems was demonstrated by modifying HMMWV and USMC Light Armored Vehicle (LAV) fuel tanks as a proof of principle during the October 2007 U.S. Army Tank and Automotive Command Expedited Modernization Initiative Procedure. The modified tanks exhibited self-sealing capability up to 23 mm High Explosive Incendiary rounds.
- In tests conducted at Aberdeen Proving Grounds, MD, a modified Bradley Fighting Vehicle (BFV) tank demonstrated concussion tolerance and survivability against an underbelly mine blast and significantly ameliorated the fuel loss and fire from an explosively formed penetrator. Lessons learned from these tests are being incorporated in an even more survivable system.
- The survivable fuel systems are designed as “snap-in” replacements for the existing fuel systems.
- Fuel systems designed for blast and projectile tolerance and survivability can be procured with little or no expenditure of R&D funding and with no significant risk to the Government.

**Recommendation**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States authorize and appropriate funding to procure and install fuel containment fuel systems on armored reconnaissance vehicles and other ground platforms to enhance ground combat power by improving survivability and egress time for crews.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO ARMY NATIONAL GUARD REQUIREMENTS FOR HEMTT A3

**Background**

The Army National Guard continues its historic dual mission, providing to the states units trained and equipped to protect life and property, while providing to the nation units trained, equipped and ready to defend the United States and its interests, all over the globe. The HEMTT 3 provides multiple critical capabilities in one platform that will ease the logistics burden of these dual missions. The HEMTT A3 has the performance attributes of the existing HEMTT fleet with its ability to move 26,000 lbs of flatrack configured loads of critical supplies. The HEMTT A3 even allows these payloads to be quickly off-loaded from C-130s without the need for a K-loader to assist. The vehicles capability to produce 100kW of military grade A/C power can be used to power command posts, hospitals, regional airports, and any other locations of critical importance. The power management is identical to the existing 100kW tactical quiet generators to reduce system training requirements for the operators. The HEMTT A3 is a proven diesel electric configuration. This offers up to 20% less fuel consumption dependent on the mission profile. The vehicle has added crew protection with the integral “A” kit and “B” kit appliqué armor. The HEMTT A3 will bring these instrumental and necessary capabilities to the National Guard when called to aid and protect the United States.

**Recommendation**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States authorize and appropriate funding for the procurement of HEMTT A3 vehicles for the ARNG.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO RECAPITALIZATION OF THE PALLETIZED LOAD SYSTEM FOR  
THE ARMY NATIONAL GUARD

**Background**

The Palletized Load System is one of the critical enablers to the National Guard in supporting its dual mission. In times of natural disaster, the PLS can carry the most tonnage of critical supplies to areas that other vehicles can not access. Its ability to ford four feet of water and carry a total capacity of 33 tons with a trailer, is unmatched. In theater, due to the versatility and outstanding performance of the PLS system, these units are in high demand and reports indicate that individual Companies have driven over 1,000,000 miles in Iraq. It is estimated that one month of service in Iraq equates to 1 full year of a vehicles Economic Useful Life (EUL).

The Product Manager for Heavy Tactical Vehicles is now currently modernizing the PLS fleet to a PLS A1, B-Kit ready fleet. This upgrade includes the Long Term Armor Strategy cab that is common with the new HEMTT A4, reducing spare parts and training requirements. The vehicle is built to support the B-Kit armor to include an increase from 500 horsepower to 600. The front suspension has also been upgraded to the TAK-4<sup>®</sup> Independent Suspension to improve ride quality and ability to support the armored cab.

The RECAP program will take your existing PLS fleet and modernize it to the newest technology available in the Tactical Wheeled Vehicle fleet. With a 100-day turn around, the Guard's core assets can be reset to full operational readiness. A recapitalized vehicle is disassembled down to the frame rails and then remanufactured using refurbished or new components and new technologies. Each vehicle is then put through the same road tests, performance tests, and inspection procedures as new vehicles. When these vehicles are returned they are delivered as new vehicles and accordingly have a new vehicle warranty.

**Recommendation**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States authorize and appropriate increased funding for the Recapitalization of the Palletized Load System for the Army National Guard.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

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

A significant amount of the Army's Field Artillery and Fire Support force structure resides within the Army National Guard (ARNG). As 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 their 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% Operation Compatibility with the active Army, 100% Deploy ability 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 unites capable of mobilizing and deploying for full spectrum operation in active federal service or sate active duty status.

Recommendation:

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

1. Fire Support Combined Arms Tactical Trainer-M109A6 (FSCATT)
2. Fire Support Combined Arms Tactical Trainer-Towed (FSCATT-T)
3. Prime Mover M119A2 Howitzer
4. Field Artillery Tactical Data System (FATDS) of systems equipment and training

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION - ARNG

RELATING TO THE MODERNIZATION OF THE ARMY NATIONAL GUARD  
COMMAND, CONTROL, COMMUNICATIONS, COMPUTERS AND INTELLIGENCE  
(C4I) IN SUPPORT OF HOMELAND SECURITY AND DISASTER RELIEF MISSION  
AREAS

Background:

The Army National Guard (ARNG), is unique as a national defense resource by virtue of its dual mission requirements and capabilities. Throughout its history and especially since 2003, the ARNG has found itself deploying alongside the Active Component to conduct combat operations and simultaneously responding to Homeland Security and domestic Disaster Relief operations. Recently, this increased dual mission OPTEMPO has imposed unprecedented modernization requirements upon the ARNG in the area of command, control, and communications systems.

C4I modernization in the Army has, in many cases, not addressed the domestic Title 32 mission area of the ARNG. Instead, Army C4I modernization has focused exclusively on MTOE combat operational requirements. This tendency is creating serious ARNG interoperability problems with local/state/federal agencies and often impacting mission accomplishment.

Recommendation:

The Pennsylvania National Guard Association recommends 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 of ARNG Command, Control, Communications and Computers and Intelligence (C4I) systems (“Total Package Fielding”) (100 percent operational compatibility with the active Army, 100 percent deployability of ARNG equipment) in such a manner as to ensure interoperability with local/state/federal agencies when conducting Title 32 missions. Such authorization and appropriation should include procurement of all appropriate associated communications support and mission essential equipment with priority requirements to include the following:

- Procurement of AN/VRC-110 SINCGARS\* dual use system equipment sets for fielding to division and separate BCTs. These systems are JTRS approved products and enable 100% backward compatibility and interoperability with fielded SINCGARS and UHF SATCOM systems for combat operations. In addition, the systems provide interoperability through APCO 25 Land Mobile Radio (LMR) with local/state/federal agencies engaged in disaster relief/CST WMD operations. The systems provide both vehicular and handheld configurations that enable the user to dismount the vehicle and maintain communications at the incident site. The initial fielding would provide a critical communications capability to states where the ARNG is routinely involved in disaster relief/crisis response operations.

Note: Asterisk (\*) items indicate Chief - National Guard Bureau (CNGB) priorities for “Essential 10” capabilities for Homeland Defense & Homeland Security response.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO DRIVER’S VISION ENHANCER (DVE)

**Background**

The Driver’s Vision Enhancer (DVE) will enable the Pennsylvania Army National Guard Truck Fleet to operate safely in all weather conditions whether on the battlefield or saving lives on the home front. The fielding of these systems will ensure that deployed soldiers are able to clearly see roads and roadside hazards while operating in convoys regardless of ambient light, haze, fog, or smoke unlike Night Vision Goggles (NVGs). DVE significantly reduces driver fatigue as well, negating the need to wear NVGs for hours at a time.

The effectiveness of the DVE has resulted in the fielding of over 40,000 systems with approximately 2400 units slated for the Army National Guard tactical wheeled vehicle fleet. With the exception of MRAP vehicles, very few tactical wheeled vehicles are equipped despite the operational advantages DVE provides to any vehicle operating “outside the wire” or in convoy. Wider fielding of DVE throughout the force, to include CS and CSS units, will enable those units to keep pace with the combat units they support and operate effectively and safely. To facilitate this, PM FLIR has defined a low cost DVE Lite Line-Haul variant for light, medium, and heavy tactical wheeled vehicles to its recent DVE Family of Systems solicitation.

DVE infrared technology has very significant dual-use capabilities, offering National Guard forces supporting disaster relief with enhanced capability in fighting forest fires, guarding the border, responding to floods and hurricanes, or conducting search and rescue. Army National Guard troops deployed in support of Hurricane Katrina relief were mobility constrained due to poor weather and limited visibility conditions. DVE would have provided troops the capability to move into areas more rapidly and detect/rescue survivors more quickly and effectively.

**Recommendation**

To ensure readiness of the Army National Guard, The Pennsylvania National Guard Associations supports the following:

A. Full funding for installation of DVE on the Army National Guard truck fleet.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO MODERNIZING ARMY NATIONAL GUARD GROUND SUPPORT  
EQUIPMENT

**BACKGROUND**

The existing Army approved aircraft ground power unit is the AGPU. It provides bleed air (for air start and maintenance), AC/DC power and hydraulic servicing capabilities. It weighs in excess of 3800 lbs and is not modular in any sense of the word. Recent costs of new AGPUs exceed \$1MM and have a lead time of 18-24 months. The AGPU is old, cumbersome, unreliable and in short supply due to years of attrition. Additionally, when the Guard deploys, the AGPU is the only authorized MTO ground support equipment, leaving units with an inability to deal with maintenance issues relating to Homeland Security and Humanitarian needs at home.

Current production units such as the CASC provide equal or exceeding capabilities of the AGPU with the exception of the hydraulic capabilities. (A hydraulic module is currently being developed that will be able to be powered from the CASC or from hanger power (115V, 400 HZ).

-The CASC unit is a modular system that weighs between 400 and 1000 lbs depending on its configuration. The CASC system is comprised of the CASC unit (400 lbs dry, 530 lbs full of fuel), which can be detached from a trailer (300 lbs), along with supporting air start hose and electrical cables (170 lbs). Cost: under \$400K.

-The CASC is basically a Blackhawk APU system in a frame approximately 2' x2' 4'. It utilizes a Honeywell APU, a 35KVA, 115V/400 HZ AC generator and a 28VDC starter generator from a MH6J Little Bird. All the major components (APU, generator, GCU, ECU, etc) are Army approved, have NSN's and are logistically supported in the Army's inventory.

-Advantages of the CASC system:

- 1) Use of proven, reliable, approved, logistically supported aircraft components
- 2) Easily maintained by aircraft mechanics.
- 3) Easily portable (can be transported in a Blackhawk) for aircraft recovery.
- 4) When used in conjunction with the hydraulic module, we will have a system that can be separated with the CASC being used on the airfield and the hydraulic module being used in the hanger.
- 5) There are more Blackhawk's than any other Army aircraft combined. Blackhawks typically do not need the hydraulic component of the AGPU. By using the CASC, an abundant number of AGPU's could be made available for other priority needs.

**RECOMMENDATION**

The Pennsylvania National Guard Associations recommends the Congress of the United States authorize and appropriate \$37M for funding for CASC units to support the National Guard and the US Army in it needs for Ground Support Equipment to support the war fight, National Defense, and National Guard Domestic Support Operational Missions.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO CIVIL SUPPORT COMMUNICATIONS

**BACKGROUND**

The Army National Guard plays significant dual roles as part of the Governor's first response force and operational force role within the Department of Defense – including responding to natural disasters, homeland defense, counter drug and security missions within the states. Civil support communications with federal, state and local civilian first responders, and second tier support agencies, is critical to mission success in these environments. OH-58 aircraft within the Aviation Security and Support (S&S) Battalions currently use various reprogrammable Civil Support Communications Equipment, radios to complete this mission. These aircraft require an immediate upgrade which will facilitate mission performance and success. This enhancement is the replacement of analog radios with current technology digital radios that compliant with national standards. The analog radios need to be upgraded to current digital radios to provide basic interoperability with civilian responders.

Digital civil support radios are part of the LUH program. Digital radios obtained for OH-58 usage could be migrated to UH-72 (LUH).

Army National Guard, UH-60s and CH-47 aircraft also need Digital Reprogrammable Civil Support Communications Radios incorporated into their mission suite.

**RECOMMENDATION**

It is the recommendation of the Pennsylvania National Guard Associations that the National Guard Bureau, the Department of the Army, the Department of Defense, and the Congress of the United States support a plan to provide funding to procure these systems and adequate operational support for all OH-58, UH-72, UH-60, and CH-47 aircraft in the Army National Guard inventory.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO HELICOPTER MEDICAL EVACUATION SYSTEM

**BACKGROUND**

The National Guard plays a dual role of the Governor's first responder asset and operational force role within the Department of Defense in support of the Global War on Terror and Peacekeeping missions around the world, while responding to natural disasters, homeland defense and medical missions within the states. In both Federal and State medical missions, there is a need to provide helicopter patient movement/evacuation.

A Medical Evacuation System would allow every mission aircraft to have a dedicated casualty/patient evacuation capability. Rotary wing aircraft can now carry two critical litter casualties/patients and a compliment of troops and cargo. Current kits exist, that install in UH-60s in place of four back seats. And will install in MH-60s with or without internal fuel tanks.

These systems can be configured multiple rotary wing aircraft and prepositioned for emergency response to natural disasters, homeland defense and deployable missions within the States or Overseas.

**RECOMMENDATION**

It is the recommendation of The Pennsylvania National Guard Associations that the National Guard Bureau, the Department of Army, Department of Defense, and the Congress of the United States provide necessary funding to procure and maintain adequate operational support for a Medical Evacuation systems that can be inserted and removed rapidly within the Army National Guards Rotary Wing Fleet.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – ARNG

RELATING TO ROTARY WING SEAT UPGRADES

**BACKGROUND**

The Army National Guard Aviation Community, including its maintenance facilities (AVCRADS), is a significant component of the Department of Defense. Army National Guard units make up a significant percentage of the Total Army Rotary Wing aviation assets and, in addition to performing wartime missions overseas, the National Guard Aviation assets are critical to the states' Governors to support and respond to natural disasters, emergencies and homeland security requirements and missions within and beyond the respective states.

The Army National Guard Aviation Community, for all it has done and continues to do, lags far behind the active component in new procurement, and modernization of its existing rotary wing fleet.

There is currently on ongoing effort to modernize the Army National Guard aged A Model Blackhawk to a still aged but newer L Model platform, while the active component receives new off the shelf M Models for their aviation units. In addition, seat upgrades are being evaluated for the CH-47 Chinook fleet as well.

There are state of the art mobile, armor enhanced troop and gunner seat configurations available to meet and exceed the operational and safety requirements.

These seat configurations allow for maximum aircraft utilization, depending on the mission, and enhanced troop and crew protection. The seats are currently installed in the Alaska and Hawaii National Guard Army Aviation Units.

**RECOMMENDATION**

The Pennsylvania National Guard Associations urges the National Guard Bureau, the Department of the Army and the Congress of the United States to authorize and appropriate funding for standardizing seat configuration in the ARNG Rotary Wing fleet as already completed in the Alaska and Hawaii ARNG Aviation Units.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – JOINT

RELATING TO 25 PERSON AND 150 PERSON FIELD SANITATION KITS

**BACKGROUND**

The National Guard plays a dual role of the Governor's first responder asset and operational force role within the Department of Defense in support of the Global War on Terror and Peacekeeping missions around the world, while responding to natural disasters, homeland defense and medical missions within the states. In both Federal and State missions, there is a need to provide Force Health Protection and Preventative Medicine measures for war time and peacetime deployments to support our troops.

The Tactical Survival Specialties Field Sanitation kits are equipped and provide the optimum protection and preventive medicine products, which include potable water technology, pest control, food service sanitation, individual preventative medicine products, prevention of heat injuries, personal protection equipment and administrative supplies.

These 25 person and 150 person Field Sanitation Kits are packed in palletized shipment containers that include one complete system that has each component individually labeled. Each of these kits comes packaged in weather-resistant containers that can be moved with a standard forklift or floor jack. Palletized Field Sanitation Kits can be prepositioned for emergency response to natural disasters, homeland defense and deployable missions within the States or Overseas.

**RECOMMENDATION**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States authorize and appropriate funding for Field Sanitation Kits for Force Health Protection and Preventative Medicine.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – JOINT

RELATING TO GENERAL EQUIPMENT MAINTENANCE (GEM)

**Background**

Whereas maintenance of equipment and facilities begins with proper cleaning, we are currently using methods which are costly, not environmental friendly and may be injurious to health of our personnel.

We use chemicals which are costly to obtain, store and dispose of Parts cleaning equipment are stationary usually needing plumbing, which in turn requires purging of consumed waste. Pressure washers for larger jobs are consuming tons of water, energy inefficient, expensive to recycle. Storage facilities need to be provided to store these waste water streams, all combine to make the current methods of cleaning as part of maintenance and bio-hazard reduction very expensive.

None of the current chemical parts and weapons cleaning equipment is truly portable and deployable, yet such a need exists, especially in a field environment. These are also labor intensive, invariably are unable to get into recessed and hidden areas to properly clean, hence more time consumed in disassembly which in turn leads to lost and broken parts.

In weapons cleaning where carbon deposits stubbornly refuse to yield, current methods are often ineffective. Dis-assemblies may result in lost parts, q tips and other items used in attempts to get into the difficult areas become dislodged Also excessive amounts of CLP or similar products are used, sand and abrasives used to help in turn destroy the bluing. Gas tubes are being replaced because the current cleaning methods are unable to perform. Inspections for cracks in weapons are difficult to detect for they are hidden due to inability of current cleaning methods to dislodge the fowling and lube.

Corrosion is common, most inhibitors leave a film behind and many chemicals are harmful to metals. U.S.EPA requirements for VOC controls are becoming more restrictive on what can and cannot be used and are stressing going Green. The need for safety gear such as breathing masks, special aprons and clothing are necessities for some of the cleaning methods currently in use.

There is no current system of satisfying a small portable cleaning need in the field, for our ground and air resources. Food service, housing, mold, etc have bio problems using antiquated methods, with chemicals of all kind being used. These are expensive to buy and costly to recycle. NDT has the need to clean parts without injury to the integrity of the product.

**Recommendation**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense, and the Congress of the United States authorize and appropriate funding for a system of satisfying a small portable cleaning need in the field, for our ground and air resources, and for waste management systems.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – JOINT

RELATING TO MODERNIZING HOMELAND SECURITY /HOMELAND DEFENSE  
OPERATIONS

Background:

Effective broadband information management requires a capability to provide secure dissemination of situational data and imagery with multiple security levels. A Global Broadcast System (GBS) delivers to remote disadvantaged users multiple channels of information to include real time surveillance video, imagery and geopolitical data, critical infrastructure analysis and weather to name a few. It can free lower data networks for emergency voice communications. It can also provide backup secure communications between state Emergency Operations Centers (EOCs) when all terrestrial systems are down. Operational risk management tools provide a risk based approach to assess infrastructure protection and repair priorities.

Diverse homeland security and homeland defense missions will require a collaborative integrated information environment with scalable systems that can provide multiple security levels and data structures that can service such diverse missions such as law enforcement, border control and emergency management. Such systems should be accessible to mobile devices with the capability of providing multiple video/data simultaneous feeds with full information operability for joint operations. Effective command and control in support of federal, state and local requires contracted digital systems engineers to assure interoperability of the Army Battle command system (ABCS) and the Warfighter Information Network-Tactical (WIN-T) with agencies responsible for command and control. Lightweight Surveillance and Target Acquisition Radar (LST AR) provide self contained radar to fill air surveillance gaps in border area and situational awareness and airspace de confliction where local radar coverage is not available.

Effective fluid response to potential chemical and biological emergencies in domestic and combat situations requires proper training and equipping of all National Guard soldiers and airmen; procurement of state of the art hazardous material identification and response systems for the National Guard to include mobile detector equipment; contaminant free shelter structures to provide respite for responders and war fighters; and rapidly deployable decontamination command and control shelters, systems and accessories to establish with mobile surge capacity capability; and basic hazardous material kits. Containment vessels give the National Guard in support of domestic operations the vital capability of containing, analyzing and removing suspect packages for safe disarming and decontamination.

Movement and Blue Force tracking devices, for vehicles and aviation, provide for interoperability in disaster recovery and homeland defense missions.

Advanced Portable Illumination Systems provide an environmental friendly means of site illumination that would have multiple applications in domestic and theater operations that would pay for its unit cost in 8 to 10 hours when compared to the cost of chemical light sticks or flares used for that period.

## Recommendation:

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense and the Congress of the United States:

- Support the procurement of a Global Broadcast System (GBS).
- Support the procurement of a Distributed Common Ground Station Integrated Backbone.
- Support procurement of a 24/7 Joint Operations Center with Full Time Unit Support Manning, Common Operating Picture systems and a full communications package
- Support enhancement of incident awareness assessment with the replacement of RC-26 aircraft; procurement of RC-12 Project Liberty Type Aircraft; procurement of full motion video capabilities; and the procurement of Unmanned Aerial Vehicles (UAV) and Unmanned Aerial Systems for domestic use.
- Support the procurement of a Strategic-Tactical Operational Management (STORM) tool to provide a structured risk based approach in assessing infrastructure interdependencies and repair priorities to maintain mission critical capabilities during all manner of domestic emergencies
- Support the procurement of Joint Chemical Agent Detectors (JCAD); Chemical Biological Protective Shelters (CBPS); rapidly deployable command and control shelters, systems and accessories; and military emergency responder retrofit systems for hazardous material identification
- Support acquisition of rapidly deployable decontamination, command and control, airborne infection isolation and mobile surge capacity shelters and supporting accessories
- Support additional funding for the Movement and Blue Force tracking Systems for vehicles and aircraft
- Support hazardous material training for all soldiers and airmen
- Support the procurement of portable hazardous materials kits for all soldiers and airmen.
- Support the procurement of contracted digital systems engineers to assure interoperability of the Army Battle Command System (ABCS) and the Warfighter Information Network-Tactical (WIN- T) with agencies responsible for command and control
- Support the procurement of total and blast containment vessels to contain, analyze and remove suspect packages presenting bomb, chemical and biological threats
- Support the procurement of self contained Lightweight Surveillance and Target Acquisition Radar (LSTAR) to provide air surveillance, situational awareness and airspace de confliction
- Support the procurement of Advanced Portable Illumination Systems for domestic and theater operations.

PENNSYLVANIA NATIONAL GUARD ASSOCIATIONS - 25th ANNUAL CONFERENCE  
DRAFT RESOLUTION – JOINT

RELATING TO PORTABLE EMERGENCY COMMUNICATIONS

**BACKGROUND**

The National Guard's ability to respond to state and national emergencies is critical to the relationships with the Governor and the citizens of each and every state and territory. At times during natural or man-made disasters it is critical that emergency communications are available to each State Adjutant General, State JFHQ-JOC and NGB-JOC allowing seamless communications to the Governors, Incident Commanders and Military Commanders alike.

Commercial Off-the-Shelf-Technology exists that is lightweight, portable, interoperable, inexpensive, and easy to use and maintain that can meet the communications requirement when communications are nonexistent or have been disrupted. This type of technology allows the National Guard to become fully compliant with the National Emergency Communications Plan as established by DHS in July of 2008.

Portable System Interoperability Communications Systems enable users to establish a secure on-demand communications network for the transmission of voice, video and data over satellite, broadband wireless and local area networks. This capability can be established in minutes with no technical training or certification required.

**RECOMMENDATION**

The Pennsylvania National Guard Associations recommends that the National Guard Bureau, the Department of Defense and the Congress of the United States support authorization and appropriations to fund Portable System Interoperability Communications Systems to enhance National Guard emergency response capabilities for responding to natural and man-made disasters.