

2011 ONGA Draft Resolutions

Air

Relating to: F-16 Airborne Electronically Scanned Array

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.

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

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.

F-16

114 FW Sioux Falls, SD	144 FW Fresno, CA	177 FW Atlantic City, NJ
115 FW Truax, WI	148 FW Duluth, MN	169 FW McEntire, SC
132 FW Des Moines, IA	149 FW Kelly AFB, TX	180 FW Toledo, OH
138 FW Tulsa, OK	158 FW Burlington, VT	187 FW Dannelly Fld, AL

Contractor: Northrop Grumman, Electronic Systems Sector, Baltimore, Maryland

Recommendation:

It is the recommendation of NGAUS and the National Guard Bureau, the Department of Defense to the Congress of the United States to 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 2012 Defense Appropriation Bill**

Relating to: C-130 Real Time Information into the Cockpit (RTIC)

State: WY

Background: The purpose of the C-130 RTIC effort is to provide the existing C-130H 2.0 through 3.0 Air National Guard (ANG) and Air Force Reserve Command (AFRC) aircraft with a Real Time Information in the Cockpit (RTIC) system that meets current mission operational requirements for a comprehensive, networked communications capability throughout all theaters of operation, and an increased situational awareness capability. The RTIC system is comprised of a Secure Line of Sight Tactical Data-Link Enhanced Position Locating Reporting Systems (EPLRS) radio with a Situational Awareness Data-Link (SADL) implementation, a Beyond Line of Sight Data-Link ARC-210 radio and High Power Amplifier (HPA), 2 Esterline CMC Electronics Tacview Display systems for the pilot and co-pilot, a mission laptop computer currently used by the navigator, a processor/server for command and control of the radios and displays, Group A components, and existing host A/C navigational system data, all of which work together to provide required operational performance.

RTIC was the # 1 most desired capability for the C-130H aircraft at the '08 and '09 Air Reserve Component (ARC) Weapons and Tactics Conference (WEPTAC) and the Air Force Reserve Command '09 Combat Planning Council (CPC). Furthermore, the RTIC upgrade program is considered to be the first step in Mobility Air Force (MAF) platform migration from current unsecure data to secure data capabilities and interoperability as outlined in the MAF Airborne Network Enabling Concept. RTIC implements an enterprise approach across MAF C-130H 2.0 through 3.0 aircraft. The resulting Group B equipment will be a common, loosely integrated system with respect to the individual platform operational flight programs (a federated system).

Requirement:

Impacts If Not Funded:

Aircraft and crews are deployed and operating in areas where increased situational awareness is essential to the current mission. MAF aircrews and aircraft operate in a global environment that is fluid and dynamic. The limited, unprotected connectivity, usually only voice, to command and contract agencies puts them at risk of failure. Aircrews do not always receive changes to weather and threat conditions, diplomatic clearances, airfield restrictions, and mission tasking in time to positively influence the desired outcome. Voice communications are hampered by incomplete global coverage, tentative connectivity, and lack of protection for controlled unclassified and classified mission information. Installation of the C-130 RTIC capability will provide increased secure connectivity and situational awareness for the aircrews during all phases of flight. This approach ensures commonality of hardware and installation between ANG, USAF, and Air Force C-130 aircraft, allowing the ANG to benefit from an in-place logistics and maintenance support concept. C-130 aircraft are continually deployed in support of Operation Iraq and Enduring Freedom and they need this C-130 RTIC capability for increased real time information in the cockpit in these theaters. Current assets in theater, e.g., BACN, can provide increased situational awareness to C-130H aircraft once the RTIC system is installed (see below figure). This plus up will begin the installation of C-130 RTIC on additional C-130H 2.0 through 3.0 aircraft.

Air Con't

Units Impacted:

106 RQW Gabreski, NY	136 AW Carswell JRB, TX	165 AW Savannah IAP, GA
109 AW Schenectady, NY	139 AW St Joseph, MO	166 AW Wilmington, DE
123 AW Louisville, KY	145 AW Charlotte, NC	176 WG Kulis, AK
130 AW Charleston, WV	146 AW, Channel Island, CA	182 AW Peoria, IL
133 AW Minn - St Paul, MN	153 AW Cheyenne, WY	

Recommendation:

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

Provide additional funding for C-130 RTIC Program in the ANG C, EC, HC, MC –130; KC-135, KC-10, C-17, C-5, HH-60 aircraft in the FY2012 Defense Appropriation Bill and beyond until complete.

Air Con't

Relating to: KC-135 Infra Red Countermeasures Pod State: TN

Background: The AN/AAQ-24(V) Guardian is a podded Infrared Countermeasure system designed to protect fixed wing aircraft against man-portable (shoulder-launched) infrared-guided surface-to-air missiles. The system uses staring missile warners to detect a launched surface-to-air missile and then locks on to the missile in flight and jams the missile's guidance system with a beam of infrared energy. The system operates autonomously with no action required of the flight crew. The LAIRCM system on which Guardian is based is in production and currently installed on National Guard, U.S. Special Operations Forces C-130 and U.S. Air Force, Air Mobility Command C-17/C-130 aircraft.

The ANG has identified the need for an active Infrared Countermeasures system on its KC-135 aircraft. The top priority missions under the ANG initiative are counter-drug/multi-role (intelligence, surveillance, and reconnaissance) and combat search & rescue (CSAR). Funding will deliver complete Guardian Systems comprising of Group A kits (wiring brackets, Control Units and memory modules), and Group B kits. The Group B kits include Guardian specific hardware and the following LAIRCM components; Missile Warning Receivers, Pointer Trackers, in a podded solution. (Saving significant time and funding of an internal LAIRCM install in the aircraft.

Requirement. LAIRCM ORD 314-92, Aug 98

Impact If Not Funded. The KC-135 operates in environments of increasing levels of threat complexity and lethality. The aircrew and aircraft will be tasked to operate in this environment while employing the less than state-of-the-art aircraft defensive systems.

Units Impacted.

116	Robins AFB, GA (E8)	128	Milwaukee IAP,	161	Phoenix IAP, AZ
ACW		ARW	WI	ARW	
101	Bangor IAP, ME	134	Knoxville APT, TN	168	Eielson AFB, AK
ARW		ARW		ARW	
117	Birmingham APT, AL	151	Salt Lake IAP, UT	185	Sioux City IAP, IA
ARW		ARW		ARW	
121	Rickenbacker ANGB,	155	Lincoln MAP, NE	186	Thomson FLD,
ARW	OH	ARW		ARW	MS
126	Scott AFB, IL	157	Pease ANGB, NH	190	Forbes FLD, KS
ARW		ARW		ARW	
				203	Hickam AFB, HI
				ARW	

Contractor. Northrop Grumman Electronic Systems, Baltimore, MD

Air Con't

Recommendation:

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

- **Provide additional funding for SABR Guardian Infrared Countermeasure pods for the KC-135 Tanker Aircraft in the FY 2012 National Defense Appropriations Bill**

Air Con't

Relating to: Joint Threat Emitter Training Systems

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. Oregon is in coordination with this upgrade to the Christmas Valley Range, Oregon; 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 2012 Defense Appropriation for the Christmas Valley Range JCRTC's.**

Air Con't

Relating to: Large Aircraft Infrared Countermeasures (LAIRCM)

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 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					
122 AW	Louisville, KY (H2.5)	136 AW	Carswell JRB, TX (H2)	165 AW	Savannah IAP, GA (H2)
130 AW	Charleston, WV (H3)	139 AW	St. Joseph, MO (H2)	166 AW	Wilmington, DE (H2)
133 AW	Minneapolis, MN (H3)	145 AW	Charlotte, NC (H3)	176 AW	Kulis ANGB, AK (H2, HC)
129 RQW	Moffet Airfield, CA (HC)	153 AW	Cheyenne, WY (H3)	182 AW	Peoria, IL (H2)
116 ACW	Robins AFB, GA (E8)	106 RQW	Gabreski ANGB, NY (N/P)	193 SOW	Middletown, PA (ECJ)
KC-135 Aircraft					
101 ARW	Bangor IAP, ME	134 ARW	Knoxville APT, TN	168 ARW	Eielson AFB, AK
117 ARW	Birmingham APT, AL	151 ARW	Salt Lake IAP, UT	185 ARW	Sioux City IAP, IA

121 ARW	Rickenbacker ANGB, OH	155 ARW	Lincoln MAP, NE	186 ARW	Thomson FLD, MS
126 ARW	Scott AFB, IL	157 ARW	Pease ANGB, NH	190 ARW	Forbes FLD, KS
128 ARW	Milwaukee IAP, WI	161 ARW	Phoenix IAP, AZ	203 ARW	Hickam AFB, HI
C-17, E-8					
154 AW	Hickam AFB, HI	172 AW	Jackson, MS	116 AW	Warner Robins, GA

Recommendation:

It is the recommendation of NGAUS and 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, EC, HC, MC –130 aircraft in the FY2012 Defense Appropriation Bill and beyond until complete.

Air Con't

Relating to: F-16, A-10 Fighter Aircraft Advanced Targeting Pod

Background: Air National Guard continues to field Litening Advanced Targeting pods for their F-16 fleet. The requirement for advanced precision target attack capability, the use of targeting pods to determine intent of potentially hostile ground personnel, and the long range identification of potential threats to the homeland in the Air Sovereignty Alert (ASA) mission has created a significant requirement for Litening 4th Generation (LG4) advanced targeting pod assets.

LITENING is a multi-sensor targeting and navigation system providing tactical aircraft with 24-hour precision strike capability against both land and sea-based targets. The system enhances an aircraft's capability both day and night to identify, track and target potential threats during all environmental conditions. The Air National Guard (ANG) has completed their procurement of LITENING targeting pods, but has a mix of configurations in their inventory that need to be brought up to the same configuration with the LITENING G4 Enhancement Kit.

The LG4 Enhancement kit provides new 4th Generation Forward Looking Infrared (FLIR) and Charged Coupled Device (CCD) sensors that double the range of target acquisition and identification. Additionally, it contains a C-Band Video Downlink capability which will provide exceptional standoff capability outside of most surface-to-air threats at twice the distance of older video downlinks. The LG4 kit is also equipped with a Laser Target Imaging Processor (LTIP) that enables acquisition and identification in adverse target environments that degrade the FLIR or CCD, and superior capability for targeting at long ranges using Joint weapons. The new Litening Gen 4 has been demonstrated on F-16 aircraft and is capable of executing missions in an attack role, the Forward Air Controller-Airborne mission, and as a conduit for the Air Sovereignty Alert (ASA) mission.

Requirement:

CAF Operational Requirements Document CAF 401-91-I/II/III-D for A/OA-10 Aircraft Multi-Staged 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 4th 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

122 FW Fort Wayne, IN

124 WG Boise, ID

127 FW Selfridge ANGB, MI

175 WG Baltimore, MD

Air Con't

F-16

114 FW Sioux Falls, SD	144 FW Fresno, CA	177 FW Atlantic City, NJ
115 FW Truax, WI	148 FW Duluth, MN	169 FW McEntire, SC
132 FW Des Moines, IA	149 FW Kelly AFB, TX	180 FW Toledo, OH
138 FW Tulsa, OK	158 FW Burlington, VT	187 FW Dannelly Fld, AL

Recommendation:

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

- ***Request funding be added to the President's FY12 budget request to procure 20 LG4 advanced targeting pod upgrade kits and spares for LITENING Gen 4 pods fielded with ANG F-16 and A-10 aircraft***