

**UNCLASSIFIED**

**STATEMENT BY**

**LIEUTENANT GENERAL HARRY M. WYATT III  
DIRECTOR OF THE AIR NATIONAL GUARD**

**BEFORE THE**

**HOUSE ARMED SERVICES COMMITTEE  
SUBCOMMITTEE ON AIR AND LAND FORCES**

**FIRST SESSION, 111<sup>TH</sup> CONGRESS**

**ON**

**ARMY AND AIR NATIONAL GUARD EQUIPMENT POSTURE**

**MAY 5, 2009**

NOT FOR PUBLIC DISSEMINATION  
UNTIL RELEASED BY  
THE HOUSE COMMITTEE ON ARMED SERVICES

**UNCLASSIFIED**

**STATEMENT BY  
LIEUTENANT GENERAL HARRY M. WYATT III  
DIRECTOR, AIR NATIONAL GUARD**

Chairman Abercrombie, Ranking Member Bartlett, and members of the subcommittee, I wish to thank you for the opportunity to share information on the Air National Guard's equipment posture. As an integral and essential part of the Total Air Force, our units, along with the Air Force Reserve, have continued to be the best-trained and -equipped force of any of the Reserve Components. The Department of Defense and the Air Force are committed to ensuring no Airman goes to war ill-equipped or untrained. This level of commitment has allowed our Air National Guard to seamlessly integrate across the full spectrum of contingencies our Air Force supports.

In today's fight, your Air National Guard accounts for 30-percent of fighter, 40-percent of tanker, and 30-percent of airlift capability for the Total Air Force. We continue to operate 16 of 18 Air Sovereignty Alert sites, while transforming more than 20-percent of the force into new and emerging mission areas needed by our Combatant Commanders.

The Air National Guard could not succeed at these levels without the continued support of Congress, the American people, and the Air Force. We thank you for that support and hope you will continue to stand in our corner as we posture ourselves for the future.

**Current Air National Guard Equipping Levels & Distribution Plans**

The Air National Guard relies on its Strategic Planning System to link strategy to resourcing. Our process for strategic planning incorporates input from our Adjutants General, National Guard Bureau subject matter experts, and Air Force and Defense Strategy experts. We understand the need to maintain modernization plans, equipment levels, and a distribution plan that meets our responsibility for covering our dual federal and state roles. Because the preponderance of our capability to support the state role

is a derivative of our federal responsibilities, we consider modernization and recapitalization of major weapons platforms supporting the Combatant Commanders directly linked to the Essential Ten capabilities we offer the governors.

The Air Force is in the midst of modernizing and recapitalizing its major weapons platforms, and the Air National Guard is a full partner in this process. Our aging fleet of aircraft must be concurrently and proportionally recapitalized in order to avoid near- to mid-term “age out” of the majority of fighter force our Guard Airmen operate. To that end, we support the Air Force’s recapitalization plan and have been working diligently to ensure all force structure roadmaps are inclusive of the Air National Guard as a hedge against this “age out.”

The National Guard Bureau is committed to the fundamental principle that each and every state and territory must possess ten core capabilities for homeland readiness. Amidst the most extensive transformation of our Army and Air Forces in decades, we want to ensure that every governor has each of these “Essential 10” capabilities:

- A Joint Force Headquarters for command and control
- A Civil Support Team for chemical, biological, and radiological detection
- Engineering assets
- Communications
- Ground transportation
- Aviation
- Medical capability
- Security forces
- Logistics and maintenance capability

These “Essential 10” capabilities will ensure the nation’s governors are well-equipped to handle present and future domestic operations. We continue to leverage approximately 98-percent of the equipment within the Air National Guard as “dual-use,”

to make certain that these capabilities are available for not only the Combatant Commanders, but also the governors.

In response to your question regarding National Guard and Reserve Equipment Appropriation execution rates, we offer the following: 2007 = 73-percent; 2008 = 57-percent; and, 2009 = 1-percent. These execution rates are consistent with past years, and we are on a solid glide path to achieve 100-percent execution rates.

### **FY09 Budget Impact on the Air National Guard**

Approximately 2,000 items categorized within the “Essential Ten” list may be used to support both federal and state missions. Our recent data indicates we have approximately 84-percent of this equipment on hand. Some of the critically equipped areas include vehicles, security, and communications.

Legacy vehicles are expensive to maintain and prone to mechanical failure. Forty-percent, or 5,520, of the Air National Guard’s 13,800 vehicles have reached or exceeded the expected utility (life expectancy). We are working to reduce energy costs by 30-percent and attempting to infuse Low Speed vehicles into the vehicle inventory; additionally, we have a plan to procure vehicles that use alternative fuel. In the area of security, there is a shortage of 17,468 M4 rifles. Although the overall equipment availability rate is 84-percent, for critical assets like M4 rifles, the availability rate is approximately 70-percent. While in the communications area the Air National Guard is moving quickly to address challenges in Joint Incident Site Communications and Interim Satcom Incident Site Command Sets and modernization of our overall Information Technology network. Additionally, we continue to address shortfalls in cell phone restoral and wireless internet capability.

Shortfalls in equipment will impact the Air National Guard’s ability to support the National Guard’s response to disasters and terrorist incidents in the homeland.

Improved equipping strengthens readiness for both overseas and homeland missions and improves our capability to train on mission-essential equipment.

### **Future Air National Guard Equipment Needs**

We are continually striving to modernize Air National Guard equipment to ensure we have the front-line capability needed to seamlessly integrate into the Air Expeditionary Force, as well as offer a critical surge capability. We try, through our modernization programs and working with the Air Force, to provide the capability that allows our systems to fuse with and become a relevant partner within the Total Air Force.

Air National Guard equipment readiness presents greater challenges as long-term costs in operating and maintaining older aircraft continue to rise due to more frequent repairs, fluctuations in fuel prices, and manpower requirements. The cost of aircraft maintenance continues to rise significantly as we struggle to extend the life of our aging fleet. These rising maintenance costs are not solely confined to aircraft.

One example would be the 1950s technology employed by our current air traffic control system, which has only received minor radar upgrades in the 1980s. Replacement parts are obsolete and no longer available on the market. Modifying and upgrading the old system would cost more than a new system. The Air National Guard provides 63-percent of the United States Air Force's air traffic control wartime mission. In support of Operations Enduring Freedom and Iraqi Freedom, the Air National Guard deployed five mobile air traffic control Radar Approach Controls. Additionally, the Air National Guard supports the National Airspace System, providing critically needed air traffic control services at designated military/civil airports.

Some of our most critical aircraft modernization needs continue to be improved voice/data communications for enhanced situational awareness (ARC 210, SADL, etc.), self-protection equipment (such as the Large Aircraft Infrared Countermeasures

System), missile warning systems (ALR- 47), upgrades to advanced targeting pods to give them fourth generation capabilities, and radar systems to distinguish targets from friendly aircraft in a dense air traffic environment.

For example, to maintain the F-15's air-to-air advantage in the beyond-visual-range arena, we are modernizing the fleet with the APG-63(v)3 Active Electronically Scanned Array (AESA) radar to provide the capability to detect, track, and kill asymmetric threats, such as cruise missiles and drones, and this ability is key in both the Homeland Defense and wartime roles. This state-of-the-art AESA radar is flexible enough to be continuously upgraded, allowing the ANG F-15s to meet future threats and new mission sets that were not previously possible. The APG-63(v)3 is performing very well in flight test and is only months from operational fielding. This upgrade would allow Air National Guard units to provide constant 24/7 Homeland Defense vigilance with AESA radars, while simultaneously seamlessly integrating into the Air and Space Expeditionary Force construct to meet wartime and Combatant Commander taskings.

The AESA radar is just one of many dual-use technologies we believe would provide an expanded capability to the Combatant Commanders and governors. There has also been an articulated requirement in both communities for additional manned Intelligence Surveillance and Reconnaissance assets. Should resources become available, the Air National Guard is poised to expand its support to the Air Force in meeting this critical requirement.

### **Air Sovereignty Alert Mission**

As previously stated, the Air National Guard operates 16 of 18 Air Sovereignty sites. However, Air Sovereignty Alert is not solely Air National Guard mission; it is a Department of Defense responsibility, and we should keep that in mind when discussing its origin and its future. The Air National Guard has fit well in this mission set because of the inherent cost-effectiveness of its force.

Historically, the Air Sovereignty Alert mission has faced funding challenges. As we approached 9/11, many in the defense community believed the Air Sovereignty Alert mission was no longer relevant. In fact, there were plans to reduce the number of sites to four. Our nation had become comfortable following the Cold War and assumed no peer competitor would have the ability to threaten our borders. So, in a “resource constrained environment,” the reduction of the Air Sovereignty Alert mission became an “acceptable risk.”

Following 9/11, we quickly expanded the number of sites to ensure there were no gaps in coverage and shifted from a temporary mission to a steady-state 24/7 mission. Even as we recognized this new reality, there still appeared to be a reluctance to accept Air Sovereignty Alert as an enduring mission and fund it as a steady-state mission. From 2006 through 2009, the program experienced funding shortfalls of 13- to 16-percent.

While funding has primarily impacted personnel, their aging equipment is quickly becoming our principal concern. We are working with the Air Force and its major commands to find solutions to recapitalization of this critical fleet of aircraft charged with our nation’s defense. Our primary concern is that 80-percent of the F-16s, the backbone of our Air Sovereignty Alert Force, will begin reaching the end of their service life in eight years. We need solutions for what we in the Air National Guard refer to as the “mid-term gap,” and for long-term recapitalization. Neither of these can be sacrificed. If we sacrifice the mid-term, we risk uncovering a critical line of defense. If we sacrifice the long-term or fifth generation, we risk what can best be referred to as our children and grandchildren’s critical edge. Everything has to be on the table. This infrastructure of equipment is not just fighters; it includes tankers, air traffic control, command and control, security, and communications—the entire system supporting and protecting our nation’s last line of defense.

### **Closing Remarks**

I appreciate the opportunity to appear before you today. On behalf of the men and women of the Air National Guard, I thank you for the cooperation and support you have provided in the past and look forward to working with you as we meet the challenges of the 21st century.

Thank you.