

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**

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Chairman Smith, 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.

America's Exceptional Force, Home and Away

The Air National Guard anchors the Total Air Force team, providing trained and equipped units and personnel to protect domestic life and property; preserving peace, order, and public safety; and providing interoperable capabilities required for Overseas Contingency Operations. The Air National Guard, therefore, is unique by virtue of serving as both a reserve component of the Total Air Force and as the air component of the National Guard.

Upon founding in 1947, the Air Guard served primarily as a strategic reserve for the U.S. Air Force. Increasingly and dramatically, the Air National Guard has become more of an operational force, fulfilling U.S. Air Force routine and contingency commitments daily. Since 9/11, over 146,000 Guard Airmen have deployed overseas. A snapshot of U.S. forces at any time shows Air Guard members in all corners of the globe supporting joint and coalition forces in mission areas such as security; medical support; civil engineering; air refueling; strike; airlift; and Intelligence, Surveillance, and Reconnaissance.

By any measure, the Air National Guard is accessible and available to the Combatant Commanders, Air Force and our nation's governors. Currently, the nation has over 7,000 Air National Guard members deployed in Iraq, Afghanistan, and other overseas regions. At 16 alert sites, three air defense sectors, and Northern Command,

1,200 Guard Airmen vigilantly stand watch over America's skies. Amazingly, 75-percent of our deployed individuals are volunteers, and 60-percent are on their second or third rotations to combat zones. Percentages like these speak volumes about the quality and sense of duty of America's Air National Guard force!

The Air National Guard supports state and local civil authorities with airlift, search and rescue, aerial firefighting, and aerial reconnaissance. In addition, we provide critical capabilities in medical triage and aerial evacuation, civil engineering, infrastructure protection, and hazardous materials response with our Civil Support Teams and our Chemical, Biological, Radiological, Nuclear, and high-yield Explosive (CBRNE) Enhanced Response Force Packages (CERFPs).

In the past year, Air Guard members helped their fellow citizens battle floods, mitigate the aftermath of ice storms, fight wild fires, and provide relief from the devastating effects of a tsunami. Early in the year, Guard members from Kentucky, Arizona, and Missouri responded to debilitating ice storms, which resulted in the largest National Guard call-up in Kentucky's history. Last spring, North Dakota, South Dakota, and Minnesota Air National Guard members provided rescue relief and manpower in response to Midwest flooding. In September, the Hawaii Air National Guard sent personnel from their CERFP, a command and control element, and a mortuary affairs team, to American Samoa in response to an 8.4-magnitude earthquake-generated tsunami. These are just a few examples of how the Air Guard provides exceptional expertise, experience, and capabilities to mitigate disasters and their consequences. Within the Total Force, the Air National Guard provides extraordinary value in terms of delivering the most immediately available capability for cost in meeting America's national defense needs. In its domestic role, the Air Guard provides capabilities to support local emergency responders with life and property saving capabilities and expertise in consequence management not usually found elsewhere in the Total Force.

Best Value in Personnel, Operations, and Infrastructure

During the past year, the Air National Guard has deployed 18,366 service members to 62 countries and every continent, including Antarctica. The Air National Guard provides a trained, equipped, and ready force for a fraction of the cost. We

provide a third of Total Air Force capabilities for less than seven percent of the Total Force budget. In all three areas – personnel, operations, and facilities – the Air Guard provides the “Best Value for America.”

A key Air National Guard efficiency is the part-time/full-time force structure mix. The predominantly part-time (traditional) force can mobilize quickly when needed for state disaster response missions, homeland defense, or when we need to take the fight overseas.

We have the ability to maintain a stable force with considerably fewer personnel moves than the Regular Air Force, which is a critical factor in our cost-effectiveness. Traditional National Guard members cost little, unless on paid duty status.

The Air National Guard is an operational reserve with surge potential, with 2,200 mobilized and 5,700 volunteering per day. If this force were full-time active duty, the military personnel budget would be \$7.62 billion. Air National Guard military personnel pay in FY09, including military technician pay, was \$4.77 billion, for a yearly cost savings of \$2.85 billion, or a daily cost savings of \$7.8 million.

Whether compared to another major Air Force command, or even to the militaries of other countries, the Air National Guard is an extraordinary value. In direct comparison with the militaries of France and Italy, for example, our Air National Guard members cost only \$76,961 per member, while the bills of those countries respectively run to \$128,791 and \$110,787 per member. Further, compared to the US Air Force, cost per Air Guard member is less than a fifth of that of the Regular Air Force. Comparisons such as these illustrate well the cost savings realized with an operational reserve possessing surge potential.

Operational savings are due to the Air National Guard's experienced force and lean operating methods. An examination of the Air National Guard's F-16 maintenance by Rand Corporation last year highlighted the ability of our maintenance personnel to generate double the amount of flying hours in a one-to-one comparison of full-time equivalents.

Current Air National Guard Equipping Levels & Distribution Plans

The ANG's modernization efforts are founded on capability requirements validated by the Air Force and Combatant Commanders. Critical capabilities are developed and vetted annually in an open and rigorous forum of warfighters, who are experts in their respective weapons systems, at the Weapons and Tactics Conference, and the Domestic Operations Equipment Requirements Conference. The capability requirements are translated into specific programs that rely on low-risk commercial or government-off-the-shelf equipment, and require only non-developmental integration into a weapons system. The process includes command and control, intelligence, surveillance, and reconnaissance systems as well as fighter, airlift, reconnaissance, and tanker platforms. These capabilities and associated programs are documented and updated annually in modernization books for dual-use federal and domestic equipment. The Air National Guard uses this process to link strategy to resourcing. Our strategic planning system 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 recapitalized concurrently and in balance with our Total Air Force partners in order to avoid near to mid-term "age out" of the 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.

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 Ten capabilities:

- a Joint Force Headquarters for command and control
- a Civil Support Team for chemical, biological, and radiological detection
- public works and engineering assets
- communications
- ground transportation
- aviation
- medical capability
- security forces
- logistics
- maintenance

These Essential Ten capabilities will ensure the nation's Governors are well equipped to handle present and future domestic operations. We continue to leverage approximately 88-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.

Fiscal Year 2010 Budget Impact on the Air National Guard

Although our underlying equipping philosophy has not changed, significant mission and programmatic changes are underway. To support a Total Force approach in modernizing the combat air fleet of aircraft, the Air National Guard in concert with the Air Force has an ongoing effort to build associations in order to maximize effectiveness for the Air National Guard and Air Force. We anticipate more associate unit relationships with other Air Force components.

In response to your question regarding the status of Air National Guard equipment, we offer the following:

Approximately 88-percent of all Air National Guard equipment is categorized within the Essential Ten list and may be used to support both federal and state

missions. Our recent data indicates we have approximately 92-percent of this equipment on hand, 2-percent deployed in domestic and overseas contingency operations, and a fill rate approaching 95-percent. Despite the overall excellent equipment support provided by the Air Force, the Air Guard still has shortfalls in critical support areas. The advancing age of some Air Guard equipment could also be a barrier to our ability to support Domestic Operations. Some of the critically equipped areas include Logistics, Vehicles, and Maintenance.

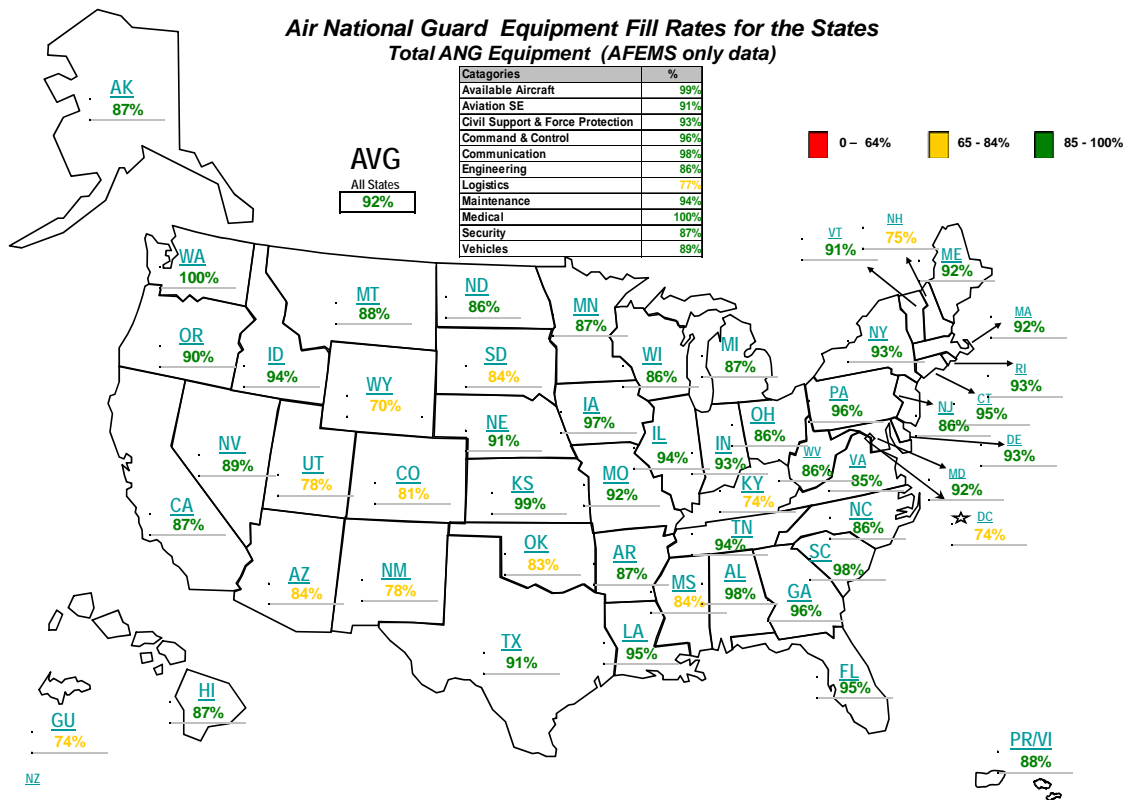
Logistics is critically short in the area of Personal Protective Equipment, specifically because of the limited domestic availability of gas masks and body armor Personal Protective Equipment. The Air National Guard is short approximately 60,000 masks due to the expiring shelf life, and is short approximately 15,000 body armor items. In order to mitigate the shortage of gas masks, the Air Force is working to transfer its excess masks to fill the Air National Guard requirements. Additionally, the Air Force is in the process of procuring these assets to fill Air Force and worldwide requirements, as well as preposition these items at locations in the area of operations for deploying personnel.

Legacy vehicles are expensive to maintain and prone to mechanical failure. Thirty-one percent, 4,440, legacy vehicles have reached or exceeded their expected utility (life expectancy). Ironically, such general support vehicles are those most in demand for domestic responses, so the aging vehicle fleet actually negatively impacts the domestic mission before affecting the federal mission. Currently, 33-percent of the fleet have exceeded or will soon meet the end of their useful economical life. Existing and future funding plans only cover 12.3-percent of the total Air National Guard requirements, which means the age of these vehicles used in Domestic and Title 10 responses will continue to age without replacements, causing a greater draw on scarce resources.

In the area of Maintenance, one support equipment shortage in the airlift area is limiting our ability to safely perform maintenance on our aircraft. Air National Guard C-5 and C-130 units are short Isochronal Inspection stands that are erected around the airframes during heavy maintenance actions. Maintenance is currently using out-dated equipment that is manpower intensive to assemble and does not meet the latest safety

standards. The use of this equipment increases the time needed for aircraft to be down for maintenance, limiting the time the aircraft are available to support a federal or domestic mission. The Air National Guard is taking all steps possible to acquire new stands and reconstitute existing stands to ensure safe, reliable and timely maintenance. However, ISO stands are in limited supply at all Air Force component bases and those that are in use are deteriorating due to excessive use.

In response to your question regarding Air National Guard Equipment On Hand by State and Territory the following chart is provided:



As of February 2009

Visibility of Tracking Equipment Requirements

To meet the equipment transparency requirements the Under Secretary of the Air Force for Acquisition Integration is creating new guidelines for development of the

Reserve Component President's budget exhibits. Additionally, the Expeditionary Combat Support System in concert with Individual Unit Identification is designed to improve warfighter capability by transforming Air Force logistics business processes and leveraging ongoing initiatives and capabilities that information technology can deliver. These initiatives will combine with other Expeditionary Logistics for the 21st Century (eLog21) initiatives to provide a single data source for equipment from source of supply to the use of the equipment at the unit level. The Expeditionary Combat Support System will be fully operational in fiscal year 2013 and will provide the required solution for the Air National Guard to link funding systems and trace equipment expenditures from procurement to delivery. Until the system is operational, National Guard Bureau staff personnel will use the new Under Secretary of the Air Force for Acquisition Integration reports and current data systems to track the funding, procurement, delivery and use of Air National Guard equipment.

In response to your question regarding National Guard and Reserve Equipment Appropriation execution rates:

The Air National Guard is currently 65-percent obligated in fiscal year 2008 and 9-percent obligated in fiscal year 2009; including an additional fiscal year 2009 appropriation for Overseas Contingency Operations. Fiscal year 2010 funding should be available for obligation beginning 23 April 2010.

Our obligation rates reflect the variable nature of our modernization funding levels. The Air National Guard modernization programs are complex and take careful investment over multiple years to execute efficiently. Our approach to obligating funds allows us to avoid interruptions in the execution of our programs. This strategy of avoiding program breaks results in lower per unit costs, earlier deliveries and enhanced capabilities. Historically, our total obligation rates remain around 99-percent.

Future Air National Guard Equipment Needs

We modernize the Air National Guard and deliver the front-line capability needed to seamlessly integrate into the Air Expeditionary Force, as well as, offer a critical strategic 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 remain 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 Air Support Operations community. These activities are in the beginning stages of modernization, but continue to experience incompatibilities and lag behind their active duty counterparts in critical mission areas. The continual technological advances in vehicles resistant to improvised explosive devices have made the selection of a standardized tactical vehicle extremely difficult and the lack of a decision has led to a non-standard fleet. Shortfalls with the primary communications system leave many units unable to fill all mission requirements in support of Army mission areas. Lastly, industry-wide shortages of approved body armor have all organizations scrambling to equip their Tactical Air Control Party airmen with the best available protective equipment before deploying.

Some of our most critical aircraft modernization needs continue to be improved voice/data communications for enhanced situational awareness, self-protection equipment (such as the Large Aircraft Infrared Countermeasures System), missile warning systems, upgrades to advanced targeting pods to give them fourth generation capabilities, and radar systems to distinguish small 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 Active Electronically Scanned Array radar to provide the capability to detect, track, and kill asymmetric threats, such as drones. This state-of-the-art radar is flexible enough to be continuously upgraded, allowing the Air National Guard operated F-15s to meet future threats and new mission sets that were not previously possible. The Active Electronically Scanned Array radar completed flight test, and fielding has begun; the first operational Air National Guard operated aircraft flew at the beginning of April. This upgrade allows Air National Guard

units to provide constant 24/7 Homeland Defense vigilance, while simultaneously seamlessly integrating into the Air and Space Expeditionary Force construct to meet wartime and Combatant Commander taskings.

Effect of Aircraft Retirements on Air National Guard Force Structure

Our Air National Guard aircraft are on average 29-years old (F-15/30-years, C-5/37-years, and the KC-135/49-years). Many of the aircraft are much older than the Airmen who fly and maintain them. Aircraft retirements are a necessary fact of life for our Air Force to be able to afford needed recapitalization. General McKinley and I are working closely with General Schwartz and Secretary Donley to ensure the Air Force's recapitalization plans include and minimize the impact on the Air National Guard.

During the past year, we have worked with the Adjutants General to develop an Air National Guard Flight Plan which includes viable options for the Air National Guard. The principles contained within the Air National Guard Flight Plan enable us to enter deliberative planning meetings with the full knowledge of what our Adjutants General view as future options for Air National Guard force structure. This process has allowed us to substantially improve the communication between the Air Force and Air National Guard. In the end, our goal is to ensure all plans are proportional and balanced for the entire Total Force.

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.