

2026 WEAPONS SYSTEMS MODERNIZATION PRIORITIES BOOK



FOREWORD



We've got a fight coming. This fight will challenge our assumptions and experiences, exploit vulnerabilities in our technology and bureaucracy, and disrupt our protocols and timelines. We cannot afford to be patient or complacent. We must prioritize wartime readiness. We must unleash innovation. We must bring the future faster.

The Air National Guard is driving modernization across five imperatives: connectivity to synchronize operations with joint and coalition partners in real time; lethality to strike decisively; survivability to prevail in contested environments; logistical agility to project and sustain power anywhere; and cross-cutting innovations to amplify capability across missions.

NGREA funding makes this game-changing modernization and innovation possible. With NGREA, the Guard accelerates the delivery of affordable, mission-critical solutions that close readiness gaps, integrate seamlessly with future Air Force modernization, and ensure forces remain interoperable, agile, and lethal. These investments allow the Guard to defend the homeland, deter our adversaries, and sharpen our competitive edge.

But our success depends on more than funding and frameworks—it depends on YOU. Your innovation, expertise, and leadership at the unit level will shape how we bring these imperatives to life. By fostering a culture that prioritizes integration over isolated advancements, we can outpace our adversaries, close mission-critical gaps, and deliver the capabilities needed to compete, deter, and dominate in the most challenging environments.

We need to think differently and we need to act now. Together, we will bring the future faster, strengthen our deterrence, and ensure the Air National Guard is ready when the fight is on.

A handwritten signature in black ink that reads "Duke Pirak".

DUKE A. PIRAK
Major General, USAF
Acting Director, Air National Guard

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Introduction



The 2026 Air National Guard (ANG) Weapons Systems Modernization Priorities Book documents capability priorities that were identified by individual working groups in Oct 25.

The 2026 WEPTAC Book is organized into eight sections identified by its appropriate Service Core Function or functional category.

Air Superiority / Global Precision Attack
Rapid Global Mobility
Space Superiority / Cyberspace Superiority
Command and Control
Global Integrated ISR
Special Operations / Personnel Recovery
Simulation and Distributed Mission Operations
Agile Combat Support

The 2026 WEPTAC Book is further organized into 30 tabs. Each Tab begins with a summary page of capabilities identified at WEPTAC, categorized as Critical (Crucial - within the next one to three years), Essential (Vital - within the next three to five years), or Desired (Enhances mission success in the five-year timeframe).

For each Critical capability identified, an information paper is included within the weapon system Tab. A header within each information paper identifies its appropriate Service Core Function or functional category as one of the following:



COMBAT QUADRANGLE



The Air Force established the Combat Quadrangle to divide essential war fighting capability into four major categories and each of these categories is required for the warfighter to excel in combat. A weakness in any of these areas may be detrimental to the overall success of the mission. The ANG uses the Combat Quadrangle as the basis for its unfunded requirements process however, we must also address other essential areas not included in the Combat Quadrangle. Sustainment / Supportability, Simulation Systems / Training and New Acquisitions are key enablers that support the basic Quadrangle by providing the warfighter with the tools to exploit combat capabilities.

The table which follows is a summary of all individual items outlined in detail throughout this book and covers all aspects of ANG modernization. Programs are priority listed only within each specific Quadrangle category. In order to make it easier to cross reference areas of interest, each information paper has an icon in the top left corner to identify its place in the Quadrangle. The Combat Quadrangle and supporting categories are defined below.

- Lethality – Extending long-range kill chains to maintain our offensive advantage.



- Connectivity – Enhancing decision support.



- Survivability – Ensuring enterprise and platform survivability.



- Logistical Agility – Increasing combat adaptability and resiliency.





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F-16

- **Air Interdiction and Maritime Strike**
- **Offensive and Defensive Counterair**
- **Suppression of Enemy Air Defenses**
- **Strike Coordination and Reconnaissance**
- **Close Air Support and Forward Air Control-Airborne**
- **Homeland Defense**

The F-16 is the most abundant fighter in the Air Force inventory. The Air National Guard operates nearly three hundred aircraft supporting combat, training, and flight test across 11 states and the District of Columbia. The ANG retains over one-third of the USAF's combat-coded F-16s and will soon exceed the Active Component's majority stake.



ANG F-16s make up half of the nation's Aerospace Control Alert (ACA) fighter force while also providing a near-constant presence in operational theaters around the world. In addition to air-to-air missiles, F-16s employ a wide arsenal of munitions ranging from long-range cruise missiles to laser-guided rockets.

The US government owns the F-16 software allowing unprecedented flexibility, cost savings, and speed. This also allows NGREA-funded modernization efforts to be rapidly integrated and fielded to the warfighter. Modernization efforts are focused on improving onboard computing, self-protection, data and communication links, counter-stealth targeting, and joint interoperability. All of these modernization efforts will make ANG F-16s more lethal, survivable, connected, and logistically agile in the future fight.



F-16

FY 2026 Weapons and Tactics Conference

Critical Capabilities List

- Open System Enclave Incorporating Beyond-Line-of-Sight Communication and Additional Compute Power
- Rapidly Reprogrammable Multi-Band Electronic Warfare Systems
- Increased Carriage and Rapid Integration of Kinetic and Non-Kinetic Weapons
- Organic Passive Detect, Track, Target, and ID Capability
- Joint Live and Virtual Environment Training Against Advanced Threats

Essential Capabilities List

- Tactical Autopilot with Auto-Throttle Optimizing Weapons Delivery and Fuel Efficiency
- Reduced Cost-per-Kill Methods Against Cruise Missiles and Small Unmanned Systems
- Carriage Capacity for Sensors and Infrared / Radiofrequency Countermeasures
- Advanced Targeting Pod Development Improving Target ID at Range

Desired Capabilities List

- Advanced Algorithms Enabling Distributed Combat ID and Track Fusion
- Flexible Mission Planning and COMSEC Distribution to Dispersed Units
- Modernized Aircraft Boresight Equipment



F-16: OPEN SYSTEM ENCLAVE INCORPORATING BEYOND-LINE-OF-SIGHT COMMUNICATION AND ADDITIONAL COMPUTE POWER

1. Background. ANG F-16s require an Open System Enclave (OSE) for edge computing and cross-platform compatible applications via Government Reference Architecture and Open Mission Systems standards. Legacy airworthiness requirements levied on operational flight programs demand a faster method to insert capabilities in the F-16. When coupled with resilient, high-bandwidth beyond line-of-sight (BLOS) data, a modern OSE can leverage national-level intelligence, sensor data, and algorithms at the edge of warfare thus providing maximum return on Department of War investment. Two hundred and two ANG F-16s require OSE kits and BLOS antennas.

2. Requirement. AATC T-2 1067 2023-16-06

3. Impact If Not Funded. ANG F-16s will be unable to benefit from emerging and advanced capabilities provided via software-driven open mission system insertions. The nation’s most prolific fighter will remain subject to legacy airworthiness processes that are mired in inefficiency due to risk mitigation requirements. This will continue to have a substantial impact on its ability to adopt new skills at the speed necessary to deter, and if necessary, defeat great power competitors. ANG F-16s will remain reliant on fragile, low-bandwidth military satellite communications (SATCOM) for over-the-horizon voice and data communications. This challenges their ability to receive updated mission orders and the common operating picture required to effectively integrate into joint force operations in a highly contested, anti-access, area denial (A2AD) environment.

4. Units Impacted. 113 WG, District of Columbia; 114 FW, Sioux Falls, SD; 122 FW, Fort Wayne, IN; 138 FW, Tulsa, OK; 140 WG, Aurora, CO; 148 FW, Duluth, MN; 149 FW, San Antonio, TX; 162 WG, Tucson, AZ; 169 FW, Columbia, SC; 177 FW, Atlantic City, NJ; 180 FW, Toledo, OH

5. Cost.

Quantity	Unit Cost	Program Cost
202 OSE Kits	\$200,000	\$40,400,000
202 BLOS Antennas	\$30,000	\$6,060,000
Total		\$46,460,000



F-16: RAPIDLY REPROGRAMMABLE MULTI-BAND ELECTRONIC WARFARE SYSTEMS

1. Background. ANG F-16s require rapidly reprogrammable multi-band electronic warfare (EW) systems. Critical for survival, the electronic warfare systems on ANG F-16s are woefully outdated and unable to keep pace with current and future threats. Barring additional investment, these aircraft will soon be rendered incapable of executing their missions without incurring unacceptable losses. The ANG F-16 fleet was NGREA funded and equipped with the ALQ-213 electronic warfare management system; however, the sensors and transmitters controlled by the ALQ-213 must now be replaced with modern digital systems capable of rapid reprogramming in deployed locations and over the air. While minor degradation of onboard sensors such as the radar is unavoidable, podded solutions reduce or eliminate installation costs and allow the capability to be rapidly deployed from a pool of assets. ANG F-16 Block 30 aircraft require an ALR-69A system, 78 in total. ANG F-16 Block 40-52 aircraft require an ALQ-257 Integrated Viper Electronic Warfare Suite (IVEWS), 81 in total. ANG F-16s not equipped with IVEWS require 72 modern electronic attack pods, in total.

2. Requirement. JROCM 81-18; 2017 OSD Electronic Warfare Enterprise Study; ACC Permanent 1067 16-225

3. Impact If Not Funded. ANG F-16s will be unable to support current and emerging Operations Plans (OPLANs) which require F-16s to fly inside of overlapping threat envelopes. These include highly mobile tactical surface-to-air missile systems (SAMs) whose signatures and whereabouts can remain undetected by the intelligence community until friendly aircraft are engaged at close range. Without RF self-protection enhancements, F-16s cannot execute tasked missions without exceeding Combatant Commanders' acceptable level of risk. Heavy losses are probable unless targeted F-16s can delay or negate engagements with modern RF self-protection.

4. Units Impacted. 113 WG, District of Columbia; 114 FW, Sioux Falls, SD; 122 FW, Fort Wayne, IN; 138 FW, Tulsa, OK; 140 WG, Aurora, CO; 148 FW, Duluth, MN; 169 FW, Columbia, SC; 177 FW, Atlantic City, NJ; 180 FW, Toledo, OH

5. Cost.

Quantity	Unit Cost	Program Cost
72 Electronic Attack (EA) Pods	\$3,000,000	\$216,000,000
78 ALR-69A Radar Warning Receivers	\$967,000	\$75,426,000
81 Integrated Viper EW Systems	\$6,500,000	\$526,500,000
Total		\$817,926,000



F-16: INCREASED CARRIAGE AND RAPID INTEGRATION OF KINETIC AND NON-KINETIC WEAPONS

1. Background. The F-16 operational flight program (OFP) software is owned and managed by the US government. As a result, it has enjoyed faster and more frequent updates than aircraft whose OFPs are managed by prime contractors; however, as identified by the House Armed Services Committee, legacy software airworthiness processes within the Air Force are significantly limiting the ability to field software updates for aircraft on shorter timelines. The ANG must be able to integrate new weapons or weapons software updates without the need to code, test, and field entirely new aircraft OFPs requiring two to three years on average. Additionally, the ANG requires hardware solutions to allow a larger capacity of weapons to be carried to generate the maximum effects on each mission. Two hundred and two ANG F-16s need avionics and weapons' bus monitors and controllers.

2. Requirement. ACC T-2 1067 23-213

3. Impact If Not Funded. ANG F-16s will fail to rapidly capture increases in lethality, survivability, and mission effectiveness afforded by new weapons and weapons capabilities. The Defense Innovation Unit (DIU) and the Air Force Life Cycle Management Center's Armament Directorate (AFLCMC/EB) are sponsoring the Enterprise Test Vehicle (ETV) project which seeks to leverage commercial technologies to produce new, low cost, highly scalable stand-off weapons. Without a materiel solution, ANG F-16s will be unable to integrate and employ the new weapons without the painstaking and time-consuming need to code, test, and field new aircraft OFPs per the status quo.

4. Units Impacted. 113 WG, District of Columbia; 114 FW, Sioux Falls, SD; 122 FW, Fort Wayne, IN; 138 FW, Tulsa, OK; 140 WG, Aurora, CO; 148 FW, Duluth, MN; 169 FW, Columbia, SC; 177 FW, Atlantic City, NJ; 180 FW, Toledo, OH

5. Cost.

Quantity	Unit Cost	Program Cost
202 Avionics and Weapons Bus Monitors / Controllers	\$150,000	\$30,300,000
Total		\$30,300,000



F-16: ORGANIC PASSIVE DETECT, TRACK, TARGET, AND ID CAPABILITY

1. Background. ANG F-16s require a passive detect, track, target and ID capability. Over time, potential adversaries have rapidly deployed stealth technologies; the United States no longer enjoys absolute dominance in low-observable systems. To detect, track, and engage modern threat aircraft, cruise missiles, and unmanned systems, ANG F-16s cannot rely solely on radar and must take advantage of the infrared spectrum where it is intrinsically difficult to hide. Technology advancements in digital Infrared Search and Track (IRST) systems complement existing active sensors while negating adversary investments in stealth. ANG F-16s require 78 IRST pods with advanced datalink.

2. Requirement. ACC T-2 1067 21-109

3. Impact If Not Funded. ANG F-16s will be unable to detect and engage existing and emerging fighter aircraft until well within adversary engagement zones. They will be compelled to emit their radars constantly which highlights their positions while also providing a beacon for enemies to target. This increases the risk of aircraft losses and combat mission failure. There will also be a negative impact on ANG F-16s' ability to defend the homeland, forward bases, and high value aircraft as enemy cruise missiles and unmanned systems become increasingly difficult to detect using radar alone due to the proliferation of radar absorbent materials and understanding of low observable designs.

4. Units Impacted. 113 WG, District of Columbia; 114 FW, Sioux Falls, SD; 122 FW, Fort Wayne, IN; 138 FW, Tulsa, OK; 140 WG, Aurora, CO; 148 FW, Duluth, MN; 169 FW, Columbia, SC; 177 FW, Atlantic City, NJ; 180 FW, Toledo, OH

5. Cost.

Quantity	Unit Cost	Program Cost
78 IRST Pods with Advanced Datalink	\$5,000,000	\$390,000,000
Total		\$390,000,000



F-16: JOINT LIVE AND VIRTUAL ENVIRONMENT TRAINING AGAINST ADVANCED THREATS

1. Background. CONUS airspace rarely affords the size and security necessary to practice wartime employment to the full capability of our systems. While valuable, joint, large-scale, live fly exercises are too costly and infrequent to ensure the readiness of all warfighting units. Virtual injects to live flight scenarios can vastly improve the quality of daily, home-station training. These requirements are adequately captured in the Operational Training Infrastructure and Ranges tab of this document. However, since ANG F-16s also play an important role in current and future Operation Plans (OPLANs), their inability to train and rehearse in a realistic joint environment endangers future mission success. The Joint Simulator Environment (JSE) addresses security constraints to allow all military services to practice as a cohesive team, but the F-16 is not currently integrated into the JSE. All 9 combat-coded ANG F-16 wings require 4 JSE-compliant Platforms-in-a-Box (PIABs) at their locations to enable realistic, physics-based joint training and mission rehearsal. Initial implementation could consist of 3 geographical sites (west, central, and east), each with 4 PIABs, that are shared across the 9 wings.

2. Requirement. ACC T-2 1067 21-109

3. Impact If Not Funded. Combat-coded ANG F-16 wings will suffer from a lack of access to realistic OPLAN mission rehearsal. Air Combat Command's Test and Training Division (ACC/A5T) issued supplemental guidance in 2024 that restricts use of Program Element 0207606F funds to a certain few weapons systems for developing their PIABs and integrating them into the JSE. As a result of these restrictions, the F-16 is not currently prioritized for PIAB insertion which could have a disproportionate impact on ANG readiness for major combat operations.

4. Units Impacted. 113 WG, District of Columbia; 114 FW, Sioux Falls, SD; 122 FW, Fort Wayne, IN; 138 FW, Tulsa, OK; 140 WG, Aurora, CO; 148 FW, Duluth, MN; 169 FW, Columbia, SC; 177 FW, Atlantic City, NJ; 180 FW, Toledo, OH

5. Cost.

Quantity	Unit Cost	Program Cost
12 JSE-Compliant Platforms-in-a-Box	\$5,000,000	\$60,000,000
Total		\$60,000,000

F-22

- **Air Dominance**
- **Homeland Defense**
- **ANG F-22 Units Provide 11% of the Total Fleet**
- **ANG & ARC Provide 33% of the Total Force F-22 Pilots**

The Air Reserve Component (ARC) and Air National Guard (ANG) flies and maintains F-22s at all five F-22 basing locations. For the last five years, F-22 pilots, maintainers, and aircraft participated in combat operations in support of Operation INHERENT RESOLVE, Baltic Air Defense and INDOPACIFIC deterrence operations while continuing to participate in all major COCOM global exercises. In addition to combat and exercise operations, F-22s play an essential role in Developmental Test (DT), Operational Test (OT), the United States Air Force Weapons School (USAFWS) and training future F-22 pilots at the F-22 Formal Training Unit (FTU).



Primary ANG/ARC F-22 modernization focuses on common configuration and modernization to counter technological advances made by peer competitors. Enhancements focused on logistical independence/reduction, situational awareness enhancing helmet mounted displays and beyond line-of-sight communication systems allow F-22s to maintain air dominance with a leaner footprint, reducing enemy targetability.

F-22

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Critical Capabilities List

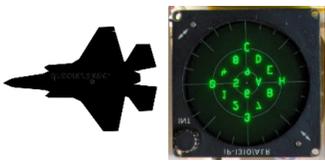
- Helmet-Mounted Display
- Beyond Line-of-Sight (BLOS) Interoperability through Open System Enclave
- Adaptable Frequency, Early Warning Sensor Independent of Aircraft Operational Flight Plan
- Agile Mission Planning, Dispersed Command and Control, Quick Turn Maintenance Kits

Essential Capabilities List

- Improved Simulator Capabilities
- Accurate Training Platforms and Ranges for Peer Threats
- Combat Identification Improvements
- Common Countermeasure Dispensers and Controllers for F-22 and F-35 Aircraft
- External Multi-Communication Node and Beyond-Line-of-Sight Communications

Desired Capabilities List

- Leverage F-35 Capabilities and Technologies
- New Integrated Forebody and Radar Improvements
- Engine Upgrades
- Common Configuration
- Low-Observable Reduction and Sustainment Improvements



F-22: HELMET-MOUNTED DISPLAY

1. Background. ANG F-22 pilots require a night vision compatible, color helmet-mounted display (HMD). Multiple simulations and an operational utility assessment conducted by the 422nd Test and Evaluation Squadron demonstrated that using an HMD provides a distinct first-shot, first-kill advantage. Although this advantage applies to within-visual-range engagements, the HMD also substantially increases friend and foe situational awareness during beyond-visual-range intercepts. HMD technology provides the capability to cue and verify high-off-boresight sensor and weapon information through the display of weapons employment zones and visual cues of target and friendly aircraft locations. Originally conceived as a weapons cueing system, the HMD evolved into a force multiplier because of its ability to enhance situational awareness during all phases of flight and across all mission sets. For example, the HMD provides threat information visual cues while the pilot is "eyes-out" of the cockpit, warning of dangers and providing critical information to allow the pilot to maneuver the aircraft away from terrain or threats. Similarly, F-22s tasked with identifying targets of interest during homeland defense missions be able to quickly and efficiently visually locate and identify small aircraft, unmanned systems, and cruise missiles. Lack of an HMD limits the lethality of the F-22 and puts the aircraft at a disadvantage in certain situations against less formidable and less capable aircraft. The acquisition of an HMD for each ANG F-22 aircraft will greatly increase the lethality and survivability of the F-22.

2. Requirement. ACC 1067 22-042

3. Impact If Not Funded. ANG F-22 pilots require a night vision compatible, color helmet-mounted display (HMD)

4. Units Impacted. 154 WG, Hickam, HI

5. Cost.

Quantity	Unit Cost	Program Cost
Helmet Mounted Display Non-Recurring Engineering	N/A	\$41,000,000
50 Helmet Mounted Displays*	\$300,000	\$15,000,000
Total		\$56,000,000

* Includes 10% spares



F-22: BEYOND LINE-OF-SIGHT INTEROPERABILITY THROUGH OPEN SYSTEM ENCLAVE

1. Background. ANG F-22s currently lack the ability to communicate to other MDSs beyond line-of-sight (BLOS). The BLOS capability is critical to battle management and increased situational awareness as the next fight will likely occur in geographic regions where traditional command and control assets cannot reach. The Open System Enclave (OSE) creates an architecture that is government owned and alleviates the vendor lock created by the original equipment manufacturer. An MDS compatible BLOS system and OSE platform backbone echoes across both the combat fighter and mobility assets in the ANG/ARC enterprise. Creating a web of interoperability allows forward and rear assets to share data, holding hands from CONUS bases to forward airborne strike/ISR/escort assets. All 20 ANG F-22s require BLOS capability and OSE architecture.

2. Requirement.

3. Impact If Not Funded. ANG F-22s will not have BLOS capabilities.

4. Units Impacted. 154 WG, Hickam, HI

5. Cost.

Quantity	Unit Cost	Program Cost
OSE NRE	N/A	\$10,000,000
20 OSE Kits	\$50,000	\$1,000,000
BLOS NRE	N/A	\$12,000,000
20 BLOS Kits	\$1,500,000	\$30,000,000
Total		\$53,000,000



**F-22: ADAPTABLE FREQUENCY, EARLY WARNING SENSOR
INDEPENDENT OF AIRCRAFT OPERATIONAL FLIGHT PLAN**

1. Background. F-22s require a standalone, Operational Flight Plan (OFP) agnostic millimeter wave detection system, capable of providing the pilot with situational awareness in multiple spectrums. A system that is glare shield mountable, independent of the OFP and provides pilots with an increased ability to detect factor threats. This commercial off the shelf tool can be hand carried by the pilot, mounted in the same manner as the approved ALERT/ONE video system and be self-powered. This is a quick solution, available now, requires zero modification to the aircraft. All 20 ANG F-22s require an adaptable early warning sensor.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. Decreased survivability against advanced threats.

4. Units Impacted. 154 WG, Hickam, HI

5. Cost.

Quantity	Unit Cost	Program Cost
40 Frequency Detectors	\$500	\$20,000
40 Glare Shield Mounts	\$100	\$4,000
40 Rechargeable Battery Packs	\$150	\$6,000
Total		\$30,000



F-22: AGILE COMBAT SERVICING, COMMUNICATION, MISSION PLANNING KIT

1. Background. All ANG F-22s require an agile combat servicing, communication and mission planning kit. The F-22 must reduce its logistical support requirements to successfully deploy at the speed of relevance. Currently the F-22 cannot independently receive mission orders, update mission products from the cockpit, reload a new F-22 mission load, nor receive command and control force posturing to direct maneuvers within an enemy threat umbrella. This puts the aircraft and personnel in danger of enemy targeting while sitting stagnant awaiting external support. Creating an agile combat kit capable of servicing, communicating and planning improves the F-22s offensive posture during a combat turn. Replacing the current 423-pound hydraulic cart and 176-pound oil cart with hand-carried pumps, providing low earth orbit connectivity services eliminates an entire pallet position while re-connecting the Raptor back to the information/data hubs. F-22 operations and maintenance must reduce the logistical burden inherent with dispersed joint operations. Providing pilots and maintenance personnel with the necessary tools and training to sustain operations with minimal support, may open airlift/ship-based pallet positions for higher priority items/movements. In addition, smaller man portable pumps enable a quieter and quicker deployment by leveraging military air or commercial, hand-carry capabilities without special lift equipment or pre-staging. Furthermore, this increases the interoperability of F-22 aircraft ground equipment using other military grade petroleum, oil and lubrication fluids. These products are a vital portion of agile operations and reduced logistical support in any theater. The combined agile combat kit quickly becomes a force multiplier in that teams can plan, communicate, update mission systems, and quickly turn aircraft worldwide. All 20 ANG F-22s require oil and hydraulic pumps along with 15 low earth orbit communication systems.

2. Requirements. N/A

3. Impact If Not Funded. ANG F-22 ACE capability will be degraded.

4. Units Impacted. 154 WG, Hickam, HI

5. Cost.

Quantity	Unit Cost	Program Cost
20 Oil Pump	\$7,724	\$154,480
20 Hydraulic Pump	\$7,305	\$146,100
15 Low Earth Orbit Communication Systems	\$3,000	\$45,000
Total		\$345,580

F-15

- **Air Dominance**
- **Homeland Defense**
- **ANG F-15 Units Provide 97% of the Total Fleet**



The F-15 has been the backbone of our nation's Air Superiority fleet for over 40 years and will continue to be a key asset to the Combatant Commander and Homeland Defense. ANG F-15C units provide 31 percent of the nation's Aerospace Control Alert (ACA) fighters, spanning five alert sites in the continental United States. These alert sites provide 24-hour homeland defense. Full data link interoperability and space-based connectivity gives F-15C/D/EXs the ability to be a key node in the nation's long range kill web as well destroy the peer threat's key nodes.

In the past three years, ANG F-15s deployed to OCONUS and CONUS locations on Theater Security Packages in support of Combatant Commander taskings, ensuring continued American air dominance presence in contested airspace. ANG F-15C squadrons also took part in joint & international exercises including Checkered Flag, Air Defender, Sentry Eagle, Neptune Hawk, Northern Edge, Sentry Aloha, Sentry Savannah, and Operation Noble Eagle.

The fielding of the F-15EX allows the ANG F-15C/EX and Active Duty F-15E/EX to have a synergistic relationship lost with the divestment of AD F-15C. The ANG possesses 45% of all air dominance assets available for Air Expeditionary Forces (AEF) commitments and ACA tasking. The ANG also operates the USAF's only F-15C formal flying training unit.



Modernization and sustainment programs are vital to improving aircraft capabilities for both overseas contingency operations and homeland defense. Upgrades enable long-range, air dominance kill chains, while drastically increasing 5th gen survivability in contested environments. These programs include the Conformal Fuel Tanks, new Air-to-Air weapons integration, multi-spectral search and track technologies, BLOS data flow, and Open Systems Enclave.

F-15

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Critical Capabilities List

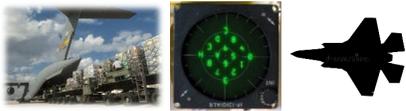
- Conformal Fuel Tanks
- Beyond Line-of-Sight Communications and Open Systems Enclave
- Emerging Weapons Integration
- Multi-Spectral Search/Track/Identification/Target/Survivability with Advanced Data Link
- F-15EX Helmet

Essential Capabilities List

- Synthetic Training via Live Virtual Construct (LVC) Integration
- Updated Range Training Spaces with
- Advanced Helmet Mounted Display
- High-Fidelity Distributed Mission Operations-Capable Simulators with Modern Threat Replication
- Modular Self Protection / Electronic Warfare System with Fiber Optic Towed Decoy

Desired Capabilities List

- Directed Energy Protection for Sensors
- USG ownership of F-15 OFP Software to Enable Rapid Modernization, Reprogramming, And Integration



F-15: CONFORMAL FUEL TANKS

1. Background. ANG F-15s require conformal fuel tanks. ANG F-15s will be the kinetic enabler for the Long-Range Kill Chain due to their unique capability to carry outsized munitions as well as large numbers of more conventional standoff weapons. Procurement of Conformal Fuel Tanks (CFT) enables an F-15EX to carry more fuel than a combat configured F-15C while preserving weapons stations. F-15EX can carry five standoff weapons with a CFT in addition to eight Advanced Medium Range Air-to-Air Missiles. Without CFTs an F-15EX can only carry one AGM-158 due to the travel distances required in a peer conflict. The time from contract award to product delivery is measured in years, therefore it is critical to place the order for CFT's now. ANG F-15EXs require CFT conversion kits to include the dash 11 configuration and support equipment.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. ANG F-15EX units will lose combat radius and weapons stations.

4. Units Impacted. 142FW, Portland, OR; 144FW, Fresno, CA; 159FW, Naval Air Station Joint Reserve Base, New Orleans, LA; 127 FW, Selfridge, MI

5. Cost.

Quantity	Unit Cost	Program Cost
52 Sets of -11 Configuration CFT	\$6,500,000	\$338,000,000
CFT Support Equipment	N/A	\$6,000,000
Total		\$344,000,000



F-15: BEYOND LINE-OF-SIGHT COMMUNICATIONS AND OPEN SYSTEMS ENCLAVE

1. Background. ANG F-15s require data from beyond line-of-sight communications utilizing existing satellites architecture. The long-range kill chain executed by the F-15 must first have a cue from over the horizon. Homeland Defense missions require a long-range cue to orient defense assets to the correct location. To accomplish this, the F-15EX can utilize an existing commercial off the shelf array and existing temporary modifications. Once data is received, an Open Systems Enclave allows that data to be processed and passed directly to the Advanced Data Core Processor via ethernet connection. Current solutions run applications in a universal message standard enabling processing of data at the fighter level. Use of universal messaging and applications allows all ANG MDS to leverage the same software development work. The final output of these applications is translated into Operational Flight Program compatible messages and utilized at the tactical level. This data receipt and processing will allow for greater survivability and lethality of ANG assets, enabling the Long Range Kill Chain.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. ANG F-15s will not have BLOS capability.

4. Units Impacted. 142FW, Portland, OR; 144FW, Fresno, CA; 159FW, Naval Air Station Joint Reserve Base, New Orleans, LA; 127 FW, Selfridge, MI

5. Cost.

Quantity	Unit	Program Cost
54 Tile Mini v4 Satellite Communication Arrays	\$100,000	\$5,400,000
54 OSCAR Boxes	\$250,000	\$13,500,000
54 Aircraft Installation and Integration Kits	\$200,000	\$10,800,000
Total		\$29,700,000



F-15: EMERGING WEAPONS INTEGRATION

1. Background. ANG F-15s require an upgraded Operational Flight Program to support new and existing weapons capabilities. The rapid advancement in enemy threats holds key combat enablers at risk as well as threatens 5th/6th generation aircraft survivability. The F-15s range, endurance, and payload capabilities make it a key enabler in a peer fight. Additionally, improvements to enhance the F-15EX magazine must be accomplished to include conformal fuel tanks, the ability to carry five Joint Air-to-Surface Standoff Missiles, and approval to carry oversized weapons on stations 1 and 9. Lastly, hardware must be procured to allow carriage of new weapons that do not conform to legacy weapons stations.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. Advanced weapons integration will be severely late to need.

4. Units Impacted. 142FW, Portland, OR; 144FW, Fresno, CA; 159FW, Naval Air Station Joint Reserve Base, New Orleans, LA; 127 FW, Selfridge, MI

5. Cost.

Quantity	Unit	Program Cost
New Air-To-Air Weapons NRE	N/A	\$10,000,000
128 Missile Launchers	\$1,000,000	\$128,000,000
Total		\$138,000,000



F-15: MULTI-SPECTRAL SEARCH / TRACK / IDENTIFICATION / TARGET / SURVIVABILITY WITH ADVANCED DATA LINK

1. Background. ANG F-15s require multi-spectral search/track/identification/targeting systems with advanced data link on F-15C/EX aircraft. Dominance in the infrared (IR) and electromagnetic (EM) spectrum enables the long-range search, track, ID, and target of low observable aircraft and cruise missiles in Homeland Defense and in contested/degraded operations. The ANG F-15 fleet is currently equipped with a SNIPER targeting pod that will not receive any more upgrades. Fielding the LITENING pod to the F-15 fleet will immediately add Homeland Defense effectiveness due to its ability to display color as well as provide risk reduction to the F-15EX fleet. It is already integrated into the aircraft. Future LITENING pod upgrades (LA+) will drastically increase combat capabilities, specifically in cruise missile defense of the homeland. Infrared Search and Track (IRST) pods add a search and long-range capability beyond that of the targeting pods and provide increased cruise missile defense capability. Continued fielding and improvements to IRST pods is required to ensure lethality and survivability of US assets in peer conflicts. The F-15EX will not have the capability to carry both an IRST and a targeting pod. Conformal fuel tanks, wiring of stations 5A and 5B, and pylons are required to enable IR spectrum dominance. All 54 ANG F-15EXs need IRST and targeting pods. Finally, to survive in a multi-spectral engagement, the F-15EX needs to integrate emerging advanced threat detection and counter measures into the Eagle Passive Active Warning Survivability System (EPAWSS).

2. Requirement. F-15EX IRST 1067 in progress

3. Impact If Not Funded. ANG F-15s will not have the capability to organically complete the kill chain.

4. Units Impacted. 142FW, Portland, OR; 144FW, Fresno, CA; 159FW, Naval Air Station Joint Reserve Base, New Orleans, LA; 127 FW, Selfridge, MI

5. Cost.

Quantity	Unit	Program Cost
IRST Pod NRE	N/A	\$10,000,000
24 IRST Pods	\$3,500,000	\$84,000,000
500 Advanced Counter Measures	\$30,000	\$15,000,000
Total		\$109,000,000



F-15: F-15EX MODERN HELMET

1. Background. ANG F-15EXs require a modernized helmet. ACC is fielding the F-15EX with the Digital Joint Helmet Mounted Cueing System (DJHMCS). While an improvement over the legacy JHMCS in terms of weight and balance, it does not meet the needs of the warfighter, nor does it maximize the F-15EX’s capabilities. The primary requirement the fielded DJHMCS lacks is the ability to utilize a Night Vision Device (NVD) in conjunction with the helmet’s cueing system. This baseline capability is available in legacy F-15C’s via Digital Eye Piece (DEP). DJHMCS DEP is a modification currently being pursued by ACC for PACAF aircraft and should be acquired by the ANG. Furthermore, the F-15EX can project and integrate far more than legacy aircraft. Integration of a new helmet will enable functions such as color display and Augmented Reality (AR) enabling better training and enhance combat survivability and lethality.

2. Requirement. ACC 25-076 (F-15EX DEP Integration)

3. Impact If Not Funded. F-15EX pilots will be forced to choose NVD’s or DJHMCS capabilities during night sorties, limiting combat effectiveness or decreasing safety.

4. Units Impacted. 142FW, Portland, OR; 144FW, Fresno, CA; 159FW, Naval Air Station Joint Reserve Base, New Orleans, LA; 127 FW, Selfridge, MI

5. Cost.

Quantity	Unit Cost	Program Cost
72 Night Display Adapter	\$50,231	\$3,616,632
72 POGO Pin Connector	\$4,980	\$358,560
36 Digital Eye Piece	\$26,257	\$945,252
Total		\$4,920,444

F-35A

- **Offensive Counter Air (SEAD / Escort / AO)**
- **Maritime Strike Support**
- **Defensive Counter Air**
- **ANG F-35 Units Provide 30% of the Total Fleet**



The F-35A Lightning II (aka “Panther”) will be the backbone of American airpower for the foreseeable future under ACC’s fighter roadmap model. Combatant Commanders globally send continuous demand signals for F-35 presence as an instrument of strategic messaging and credible combat capability. The ARC currently has over 40 F-35A aircraft located between 3 bases between

Vermont, Wisconsin and Alabama. Over the next 24 months, additional ARC F-35A squadrons will be established in Florida, Texas, Massachusetts and Oregon (AETC).

ARC F-35 squadrons are already facilitating the AFFORGEN and fulfilling Combatant Commanders, Fifth Generation aircraft requirements, demonstrating ARC manpower readiness and ability to satisfy COCOM intent. Wings are also leaning forward to participate in a variety of exercises including Red Flags, Emerald Flag, Checkered Flag, Sentry Savannah, and Northern Lightning as they strive to meet initial and full operational benchmarks in new airframes. Theater Security Packages and international exercises are already scheduled for the coming year.

The ARC’s evolution from a strategic to operational reserve will incur higher demands on premier Air Superiority capabilities and require greater resources and innovation to sustain it. Current backlogs in Active Duty developmental and operational Test have begun to affect ARC unit conversions, including delays with TR-3 aircraft delivery. A robust ARC operational test arm is critical to help unleash the innovation of ARC airmen to the benefit of all.



Despite a relatively young aircraft fleet, modernization is already a critical priority in the rapidly changing landscape of software defined combat capabilities. Although the F-35’s external low observable design will remain formidable in a large capacity force, it’s ability to evolve and modernize internally will be the key to success. These modernization efforts should include relevant and rapid Mission Data File reprogramming via Crowd Sourced Flight Data across multi level security domains, beyond line of sight communications, and advanced tactical data links to leverage multi domain common operating pictures and future Collaborative Combat Aircraft (CCA). Additionally, the F-35 will require omni-directional electronic attack and protection throughout a broader scope of the electromagnetic spectrum and better access to multi-static and passive long-range kill chains.

F-35

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Critical Capabilities List

- Aircraft Beyond Line-of-Sight Capability to Enhance Lethality and Survivability
- Open System Enclave to Enable Cross-Platform Compatible Applications and Capabilities Outside the Operational Flight Program
- Infrastructure Supporting Increased Kinetic and Non-Kinetic Fires Capacity and Capability
- Foundational Agile Combat Employment Support Including Aircraft-Portable Communications and Integrated Combat Turns Tactics Development and Evaluation

Essential Capabilities List

- Enhanced Rapid Reprogramming Capability for Broad-Bandwidth Active Countermeasures, Pod Based Electronic Protection (EP) Technology, And On-Board Combat Identification
- Continued Development of Aircraft Internal Embedded Training Solutions for Use With Tech Refresh Software
- Semi-Autonomous Maneuvering Programming Using Integrated Digital Flight Controls and Sensor-Based Predictive Logic for Target Destruction or Avoidance

Desired Capabilities List

- Establish an ARC Test Bed Down Plan Initially Using Flexible Aircraft Functional Coding to Permit Test at ARC Combat Units
- Provide for Regular, High-Fidelity, DMO-Capable Simulator Training to Ensure Readiness
- Advocate for Common Cryptologic Keys Across the CAF to Enhance Interoperability and Cut Costs
- Elevate Air-to-Air Semi-Autonomous Unguided Fires for Cost-Effective Lethality
- Promote ARC-Wide Pooled Adversary Training Resources



F-35: AIRCRAFT BEYOND LINE-OF-SIGHT CAPABILITY TO ENHANCE LETHALITY AND SURVIVABILITY

1. Background. ANG F-35s require a Beyond Line of Sight (BLOS) communication capability. The F-35A currently has no fielded BLOS communication capability. When considering kill chains which extend beyond a few hundred miles, this presents an obvious obstacle in connecting multi-domain sensors to shooters at the tactical edge. It is also problematic when considering operations from austere spoke locations in an Agile Combat Employment construct. Failure to address this limitation immediately will result in decreased lethality, survivability, and agility in the next long-range peer fight. F-35 BLOS on the F-35 should be fielded by replacing the Back-Up Radio (BUR) with a more capable radio (e.g. an ARC-210G6) to provide instant enhanced BLOS capability with operational flight program integration. Sharing an already existing aperture or developing a new antenna would permit direct integration with Open System Enclave (OSE) developments already fielded and could provide at a minimum BLOS data capability. Finally, open radio architecture (such as ORAv2) in the P5/6 bay, especially when integrating with OSE controls, would provide an inlet for BLOS data passage.

2. Requirement. N/A

3. Impact If Not Funded. ANG F-35s will have no BLOS capability.

4. Units Impacted. 115 FW, Madison, WI; 158 FW, Burlington, VT; 187 FW Montgomery, AL

5. Cost.

Quantity	Unit Cost	Program Cost
F-35A BLOS Non-Recurring Engineering (NRE)	N/A	\$10,000,000
42 F-35 BLOS Kits	\$2,000,000	\$84,000,000
Total		\$94,000,000



F-35: OPEN SYSTEM ENCLAVE TO ENABLE CROSS PLATFORM COMPATIBLE APPLICATIONS AND CAPABILITIES OUTSIDE THE OPERATIONAL FLIGHT PROGRAM

1. Background. ANG F-35s require an Open System Enclave (OSE). Intra Operational Flight Program (OFP) on the F-35A is too slow, too expensive, and fails to leverage the power of diverse airmen innovators. ANG F-35s are at risk of being out-developed by near-peer competitors without an effort to accelerate change. Integration of an OSE for innovation enables edge computing and cross platform compatible applications via Government Reference Architecture and Open Mission Systems standard. Installation of Quick Reaction Instrumentation Package on F-35A aircraft will provide both power at the 1394 Port and a variety of system-generated messages for incorporation in variety of airmen developed applications. This solution utilizes commercial off the shelf computing capability and integration with tablet controls for processing of OFP output messages in applications. Mission data, integrated via OSE and available via P6 bay integration with open radio architecture, creates significant potential for development in communication solutions both with the host aircraft and outside entities. All 42 ANG F-35s require an OSE.

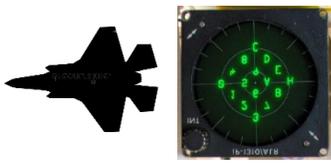
2. Requirement. N/A

3. Impact If Not Funded. ANG F-35s will be out-developed by near-peer competitors and fall behind in modernization.

4. Units Impacted. 115 FW, Madison, WI; 158 FW, Burlington, VT; 187 FW Montgomery, AL

5. Cost.

Quantity	Unit	Program Cost
OSE Non-Recurring Engineering (NRE)	N/A	\$10,000,000
42 OSE Kits	\$300,000	\$12,600,000
Total		\$22,600,000



F-35: INFRASTRUCTURE SUPPORTING INCREASED KINETIC AND NON-KINETIC FIRES CAPACITY AND CAPABILITY

1. Background. ANG F-35s require an infrastructure that supports kinetic and non-kinetic fires capacity and capability. The F-35A is currently the most survivable manned platform in the long-range peer conflict and has the unique ability to get closer to the adversary than any other aircraft. The F-35A rapidly runs out of options for fires, after which it is reduced to a tactical non-traditional ISR platform. Magazine capacity for both kinetic and non-kinetic fires must be increased. Possibility of future Operational Flight Program divergence necessitates a diversity of fires capability for different blocks of the same aircraft. Both external and internal fires infrastructure must be purchased and integrated, permitting carriage of additional options for kinetic and non-kinetic fires. This infrastructure is available in varying stages of development, and its fielding by operational test and CAF ARC units should be a priority as a foundational enabler for enhanced capability. Specifically, increasing internal air-to-air missiles capacity, and supporting external podded options are vital for addressing current and emerging threats. The speed of innovation accelerates rapidly when external capabilities are combined with an Open System Enclave. The ANG F-35 fleet requires non-recurring engineering to support kinetic and non-kinetic fires capabilities

2. Requirement. WEPTAC 2024

3. Impact If Not Funded. ANG F-35s will run out of options for fires, turning a leading edge fighter into a tactical non-traditional ISR platform

4. Units Impacted. 115 FW, Madison, WI; 158 FW, Burlington, VT; 187 FW Montgomery, AL

5. Cost.

Quantity	Unit	Program Cost
Kinetic & Non-Kinetic Fires Infrastructure Non-Recurring Engineering (NRE)	N/A	\$20,000,000
Total		\$20,000,000



F-35: FOUNDATIONAL AGILE COMBAT EMPLOYMENT SUPPORT INCLUDING PORTABLE COMMUNICATIONS AND INTEGRATED COMBAT TURN TACTICS DEVELOPMENT AND EVALUATION

1. Background. ANG F-35s require portable communications and equipment required to support Integrated Combat Turns. Currently the F-35A enterprise attempts to train to Agile Combat Employment (ACE) but does so with an “in-garrison” mindset that does not reflect the realities of execution in a potentially austere combat environment. Unless pre-positioned communications equipment is available F-35A formations arriving at austere locations have no ability to communicate with hub locations to prepare for subsequent missions, upload and download data for mission planning, and contribute data to central hubs for rapid reprogramming support. Hardware should be acquired by the ANG that fits in current aircraft storage compartments, is capable of beyond line-of-sight (BLOS) uplink and downlink of voice and data communications and has solar charging or significant battery life. Aircraft-integrated BLOS capability would also support the satisfaction of these requirements. Integration of commercial off the shelf equipment enables greater autonomy for aircrew landing at remote or unsupported locations. The F-35 has a similar problem faced by the F-22 community; pilots in F-35A aircraft cannot open the door containing their telescoping boarding ladder. This means that either external support is required to egress an aircraft, or pilots must hazard walking down the fuselage of the aircraft, potentially damaging low observable surfaces or risking injury via a fall. All 42 ANG F-35s require portable communication kits and egress ladder capable of being operated by the pilot without ground support.

2. Requirement. N/A

3. Impact If Not Funded. ANG F-35s will not have the require portable communications and equipment required to support Integrated Combat Turns

4. Units Impacted. 115 FW, Madison, WI; 158 FW, Burlington, VT; 187 FW Montgomery, AL

5. Cost.

Quantity	Unit Cost	Program Cost
42 Portable Communication Kits	\$50,000	\$2,100,000
Egress Ladder NRE	N/A	\$1,000,000
42 Egress Ladders	\$10,000	\$420,000
Total		\$3,520,000

A-10

- **Close Air Support / Forward Air Control (Airborne)**
- **Combat Search and Rescue**
- **Strike Coordination and Reconnaissance**
- **ANG Units Provide 30% of the Total Fleet**



The A-10C Thunderbolt II is the U.S. Air Force's premiere ground attack platform. Having a near continuous deployment presence for over two decades, the A-10 was designed to provide close air support (CAS) to friendly ground forces in a contested environment. While the A-10 continues to excel at CAS, its missions have evolved to keep pace with the nation's warfighting priorities the aircraft performs lead roles in combat search and rescue, forward air control, strike coordination and reconnaissance, air

interdiction, and air operations in maritime surface warfare. The A-10 has a proven ability to bring massive firepower to the battlespace with scalable weapons effects while executing from close-in and standoff distances.

The ANG operates 42 A-10s in three fighter squadrons. The unique capabilities of ANG A-10s allow the aircraft to operate in a contested environment from austere airfields using its conversion fuel tank and jam-resistant GPS with a minimal logistics footprint. Threat situational awareness and communications clarity is enhanced through a three-dimensional audio system.



The A-10 fleet will continue contributing to contingency operations with efforts that focus on reducing risk to fifth and sixth generation assets and supporting the joint force. Current sustainment priorities include a standard datalink solution, the carriage and integration of advanced weapons, communication systems to sustain operational viability, a digital electronic warfare suite, and a high-definition interface, display, and recording system.

The A-10 remains ready and able to execute its mission *today*. With continued investment in the aircraft and the people who fly and support it, the A-10 will continue evolving to meet combatant commander requirements.

A-10

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Critical Capabilities List

- Rapid Acquisition of a Datalink Solution to Enable Integration with the Joint Standard
- Carriage and Agile Integration of Advanced Weapons to Support the Long-Range Kill Chain in a Contested, Degraded, and Operationally Limited Environment
- Expand Air Refueling Capabilities to Include KC-46 and Drogue Options
- Reprogrammable Digital Radio Frequency Memory Electronic Countermeasure Pod
- Digital High-Definition Interface and Display

Essential Capabilities List

- Low Earth Orbit Connectivity in Support of LRKC
- Standardized Agile Deployable Communications Kit
- Expand Transferrable Precision Navigation Timing Capacity
- Open Systems Architecture Computing System
- Advanced Expendable Countermeasures Capability

Desired Capabilities List

- Digital Suspension Equipment Integrations (1760/Ethernet to All Stations)
- High-Definition Recording Capability
- Classified Data-at-Rest Compliant
- Central Interface Control System



A-10: RAPID ACQUISITION OF A DATALINK SOLUTION TO ENABLE INTEGRATION WITH THE JOINT STANDARD

1. Background. ANG A-10s require replacement datalink equipment due to the future mandates that will eliminate current Situational Advanced Datalink (SADL) communications equipment. A-10s are currently deployed and tasked to support operations that require use of the datalink. SADL is inadequate due to a lack of fielded support infrastructure, frequency band constraints, impending sunset and Joint Interface Control Cell support. This severely limits areas in which the A-10 can effectively execute datalink intensive taskings. The transition of the A-10 to a standard joint datalink enables seamless deployment, connectivity, and interoperability with the joint force. Two options currently exist: a temporary solution that can be implemented in the aircraft today and a fully integrated solution which can be integrated in less than 12 months.

2. Requirement. N/A

3. Impact If Not Funded. ANG A-10s will not have access to Link-16 Tactical Data Links

4. Units Impacted. 124 FW, Boise, ID; 127 WG, Selfridge, MI;

5. Cost.

Quantity	Unit Cost	Program Cost
TACK Integration Cost	N/A	\$415,000
12 - Kits	\$375,000	\$3,000,000
Total		\$3,415,000



A-10: CARRIAGE AND AGILE INTEGRATION OF ADVANCED WEAPONS TO SUPPORT THE LONG-RANGE KILL CHAIN IN A CONTESTED, DEGRADED, AND OPERATIONALLY LIMITED ENVIRONMENT

1. Background. ANG A-10s require an enhanced ability to support operations in high-threat areas of operation by integrating standoff munition capabilities. There are two parts to this requirement. First, the A-10 can ferry advanced weapons throughout the theater due to its numerous hardpoints. A-10s can operate under full emission control below the radar horizon and can land at austere locations to deliver weapons for aircraft to employ. Second, the A-10, using technology leveraged from other ongoing conflicts, can employ advanced long-range weapons with no further software integration. These capabilities provide combatant commanders the flexibility to integrate ANG A-10s into operations that directly support the long range kill chain while augmenting 4th generation operations by freeing up valuable weapons stations on F-16, F-15E, F-18, B-1, and B-52 aircraft. Standoff munitions integration has already been accomplished through the addition ADM-160 Miniature Air Launched Decoy and integration of the AGM-84 has already begun. Future standoff munitions integration should include AGM-158 and AGM-88. Additionally, integration and carriage of AIM-9X and AIM-120 is required to provide planners unrealized options for distributing munitions across areas of operations. The ability of the A-10 to forward deploy to austere locations, combined with a robust combat radius, offers combatant commanders and their planners a remarkable ability available in highly contested areas of operations. Non-recurring engineering is required to enable A-10s to deliver weapons payload throughout the future AOR.

2. Requirement. N/A

3. Impact If Not Funded. ANG A-10s will not be able to deliver long-range weapons or future standoff munitions.

4. Units Impacted. 124 FW, Boise, ID; 127 WG, Selfridge, MI;

5. Cost.

Quantity	Unit Cost	Program Cost
Advanced Weapons Non-Recurring Engineering and Integration	N/A	\$1,000,000
50 Pylon Modifications	\$90,000	\$4,500,000
Total		\$5,400,000



A-10: EXPAND AIR REFUELING CAPABILITIES TO INCLUDE KC-46 AND DROGUE OPTIONS

1. Background. ANG A-10s require additional air refueling options to support contingency operations. With the KC-10 retiring, A-10 refueling options are limited to the KC-135. A-10s require the ability to refuel via the KC-46 immediately. A-10s are currently deployed and their taskings are limited by KC-135 availability. Expanding refueling options to the KC-46 enables additional flexibility throughout the area of operations. Additionally, A-10s have already completed a fit check on a drogue refueling option. A prototype is expected by June of 2025 and an operational prototype is expected by the end of FY 2025. A drogue refueling option allows the A-10 to support operations where all boom refueling capabilities are allocated to other assets. Refueling with HC-130s, MC-130s, KC-130s, or another other drogue capable platform will increase the range the A-10. All 63 ANG A-10s require drogue refueling capability.

2. Requirement. N/A

3. Impact If Not Funded. ANG A-10s will have reduced range to due priority aircraft receiving air refueling from limited availability of KC-135 and KC-46 aircraft.

4. Units Impacted. 124 FW, Boise, ID; 127 WG, Selfridge, MI;

5. Cost.

Quantity	Unit Cost	Program Cost
28 - Drogue Installations	\$250,000	\$7,000,000
Total		\$7,000,000



**A-10: REPROGRAMMABLE DIGITAL RADIO FREQUENCY MEMORY
ELECTRONIC COUNTERMEASURE POD**

1. Background. The A-10 requires a modern, Digital Radio Frequency Memory (DRFM) capable electronic countermeasure (ECM) pod to keep pace with surface-to-air threat advancements and proliferation. 18 months of Angry Kitten testing has already been completed on the A-10 with positive results. It is fully integrated into the next operational flight plan release. The A-10 is uniquely positioned to both use this advanced ECM pod for self-protection as well as providing a ready-now test platform for ECM pod data collection. This provides the ANG with a relevant and capable ECM pod solution that if bought, can be transferred between multiple airframes including the A-10, F-16, MQ-9, C-130, C-17, KC-135, KC-46, and HH-60. ANG A-10s require 10 DRFM Pods.

2. Requirement. ACC 1067 22-089

3. Impact If Not Funded. ANG A-10s will have very limited self-protection.

4. Units Impacted. 124 FW, Boise, ID; 127 WG, Selfridge, MI;

5. Cost.

Quantity	Unit Cost	Program Cost
16 DRFM Pods	\$2,000,000	\$32,000,000
Total		\$32,000,000



A-10: DIGITAL HIGH-DEFINITION INTERFACE AND DISPLAY

1. Background. ANG A-10s require improved Positive Identification (PID), intelligence, surveillance, reconnaissance, and battle-tracking capabilities. Advanced targeting pod digital output upgrades with color video provide high-resolution feeds. When coupled with high-definition displays, the system provides improved targeting ability and visual identification of friendly and enemy forces from greatly increased standoff ranges. High-definition displays in the A-10 enable full utilization of targeting pod color improvements. Additionally, the A-10 Central Interface Control Unit uses a map engine that displays maps and imagery which are no longer updated. The high-definition display contains a modern map engine which will restore the ability to display modern maps and imagery. Each of the 63 ANG A-10s require high-definition displays to replace the legacy displays.

2. Requirement. ACC 16-090

3. Impact f Not Funded. ANG A-10s cannot fully utilize current targeting pod color and digital improvements/upgrades.

4. Units Impacted. 124 FW, Boise, ID; 127 WG, Selfridge, MI;

5. Cost.

Quantity	Unit Cost	Program Cost
High-Definition Display Non-Recurring Engineering	N/A	\$5,000,000
140 High-Definition Displays*	\$70,000	\$9,800,000
Total		\$14,800,000

*Includes 10% spares

C-17

- **Strategic Airlift**
- **Outsized and Oversized Cargo Airlift**
- **Aeromedical Evacuation Missions**
- **ANG C-17 Units Provide 23% of the Total Fleet**

The C-17 Globemaster III is the nation's primary strategic military airlifter and continues to excel in a wide range of operational mission scenarios. It supports both inter- and intra-theater missions and allows Air Mobility Command to significantly improve throughput during contingency operations. Using C-17s as an intra-theater airlift platform provides relief to the C-130 fleet and reduces ground forces' dependence on vehicle convoys.



The ANG operates 50 C-17 aircraft assigned to five wings and two associate units. The fully equipped aircraft carries combat-ready military units to any point in the world on short notice and provides critical field support to sustain the fighting force.

C-17

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Critical Capabilities List

- MAF Common Datalink Suite
- Self-Protection
- Extended Range Modification
- Wireless Communication System
- Agile Cargo Onload/Offload Kit

Essential Capabilities List

- Deployable Air Launched Effects
- Maximum Endurance Crew Rest Pallet
- Automated-Hardened Position, Navigation, and Timing Solution
- External View System
- Common Maintenance Computer

Desired Capabilities List

- Enhanced Flight Vision System in Heads-Up-Display
- Engine Exhaust Infrared and Ultraviolet Suppression System
- Light-Emitting Diode Modification
- Podded Solution
- Cockpit Door Security System



C-17: MAF COMMON DATALINK SUITE

1. Background. ANG C-17s require secure airborne datalink communications with other aircraft, command and control (C2) nodes, and ground-based forces via line-of-sight (LOS) and beyond-line-of-sight (BLOS) means. C-17s need timely and accurate mission and battlespace awareness during all mission phases to ensure essential logistical movement, aid in data passage and complete long range kill chains. The C-17 datalink suite must have the ability to receive, transmit, and compute data to/from all combatants. The C-17 common datalink suite must have open system enterprise (OSE) and the ability for secure LOS, BLOS, high speed NIPR/SIPR/JWICs access, threat updating and parametric, and able to portray all information in the cockpit and cargo compartment. All 50 ANG C-17s require a modern MAF Common Datalink Suite.

2. Requirement. AMC 1067 23-082, AMC 1067 21-123

3. Impact If Not Funded. ANG C-17 units will not have LOS/BLOS capability.

4. Units Impacted. 105 AW, Stewart, NY; 164 AW, Memphis, TN, 167 AW, Martinsburg, WV; 172 AW, Jackson, MS; 145 AW, Charlotte, NC; 176 WG, Elmendorf, AK

5. Cost.

Quantity	Unit Cost	Program Cost
MAF Mission Computer NRE	N/A	\$15,000,000
50 C-17 Group A Kits*	\$100,000	\$5,000,000
50 C-17 Group B Kits*	\$750,000	\$37,500,000
50 C-17 Data Link Processors*	\$100,000	\$5,000,000
50 Electronic Flight Bags*	\$240,000	\$12,000,000
50 UHF SATCOM Kits*	\$475,000	\$23,750,000
Emulator Software	\$4,000,000	\$4,000,000
OSE NRE	N/A	\$10,000,000
50 OSE Kits	\$200,000	\$10,000,000
Total		\$122,250,000



C-17: SELF PROTECTION

1. Background. ANG C-17s require self-defense capabilities to detect, pass, and defeat enemy threats. Currently, no Radio Frequency (RF) threat detection and protection is fielded on any C-17. To survive in modern combat, C-17s require a digital Radar Warning Receiver (RWR) capable of providing situational awareness on millimeter wavelength systems. Additionally, legacy systems require geolocation capable of processing signals in a dense RF environment. To receive and pass these threats, C-17s require an open mission system compliant digital backbone, capable of executing processing at the forward edge. C-17s also require an updated full-spectrum active and passive infrared (IR) defensive capability to protect against surface-to-air and air-to-air threats. All 50 ANG C-17s require modern RF and IR self-protection systems.

2. Requirement. AMC 1067 10-141, AMC 1067 19-080

3. Impact If Not Funded. ANG C-17 units will not have onboard defensive systems.

4. Units Impacted. 105 AW, Stewart, NY; 164 AW, Memphis, TN, 167 AW, Martinsburg, WV; 172 AW, Jackson, MS; 145 AW, Charlotte, NC; 176 WG, Elmendorf, AK

5. Cost.

Quantity	Unit Cost	Program Cost
50 High-Speed Data Systems	\$1,500,000	\$75,000,000
Self-Protection NRE	N/A	\$12,000,000
50 RWR Group A Kits	\$250,000	\$12,500,000
50 RWR Group B Kits	\$500,000	\$25,000,000
50 Hard-Point Kits	\$500,000	\$25,000,000
12 MAF Common Carry Pods	\$2,500,000	\$30,000,000
Total		\$179,500,000



C-17: EXTENDED RANGE MODIFICATION

1. Background. ANG C-17s require an extended range modification fuel tank to ensure effectiveness in the USINDOPACOM area of operation. The C-17A, with Extended Range (ER) fuel tanks, has the capability to carry an additional 65,000 pounds of fuel and fly an additional 1,800 NM (empty aircraft) when compared to non-ER C-17As. This added capability reduces the need for fuel stops, enables faster cargo delivery and results in less wear and tear on the aircraft due to eliminating landing and takeoff cycles while reducing fuel required at forward operating bases. ER fuel tanks also reduce the need for air-to-air refueling, freeing up critical airborne tanker assets for other operational requirements. Nineteen remaining ANG C-17s require extended range fuel tank modification.

2. Requirement. AMC 1067 12-139

3. Impact If Not Funded. 19 ANG C-17s will not have extended range tanks for additional range and limited cargo carrying ability.

4. Units Impacted. 105 AW, Stewart, NY; 164 AW, Memphis, TN, 167 AW, Martinsburg, WV; 172 AW, Jackson, MS; 145 AW, Charlotte, NC; 176 WG, Elmendorf, AK

5. Cost.

Quantity	Unit Cost	Program Cost
19 Extended Range Fuel Tanks	\$12,000,000	\$228,000,000
Total		\$228,000,000



C-17: WIRELESS COMMUNICATION SYSTEM

1. Background. ANG C-17s require an updated communication system to increase aircraft survivability in airborne and ground engagements, decrease onload/offload times, enhance lethality while minimizing exposure to ground threats. System requirements include lightweight headsets, encryption, extended battery life, noise cancelling, and wireless technology. This system must allow an aircrew member automated dynamic capability to manage aircraft and threat indications, multiple communications radios, and crew positions simultaneously. The ability for crew members to connect via wireless technology enables pilots, loadmasters, ravens, flying crew chiefs, AE personnel, jumpmasters and others to simultaneously, selectively and securely communicate with one another. A new wireless communication system would optimally operate at least 200 meters from the aircraft. This improves aircraft/aircrew security in austere locations, reduces onload/offload times, facilitates medical decisions, allows precise airdrop coordination, decreases long-term hearing damage, and enables additional missions such as Specialized Fueling Operations, minimum time to launch, and non-combatant evacuation operations. All 50 ANG C-17s require wireless communication systems.

2. Requirement. AMC 1067 24-006

3. Impact If Not Funded. ANG C-17 units will not have the ability to communicate on the ground wirelessly.

4. Units Impacted. 105 AW, Stewart, NY; 164 AW, Memphis, TN, 167 AW, Martinsburg, WV; 172 AW, Jackson, MS; 145 AW, Charlotte, NC; 176 WG, Elmendorf, AK

5. Cost.

Quantity	Unit Cost	Program Cost
Communication System NRE	N/A	\$4,000,000
150 Wireless Communication Systems	\$5,000	\$750,000
Total		\$4,750,000



C-17: AGILE CARGO ONLOAD/OFFLOAD KIT

1. Background. C-17s require a self-contained agile cargo onload/offload kit to enhance operational effectiveness by enabling independent cargo operations without relying on support personnel. This kit requires mobile scales and modular shoring to increase mission agility where traditional support is unavailable or delayed. The ability to weigh, load, and offload cargo independently would expedite ground operations, reduce turnaround time and improve deployment efficiency. The kit would ensure proper cargo configuration and weight distribution, improving safety and flight performance. Solutions should be stowable onboard the aircraft without diminishing airlift capacity, improve ramp approach angles, and be rapidly deployable by two personnel. The agile cargo onload/offload kit must accommodate various types of cargo. All 50 ANG C-17s require and agile onload/offload kit.

2. Requirement. ARC WEPTAC 2022-2024

3. Impact If Not Funded. ANG C-17 units will not be able to onload/offload cargo efficiently.

4. Units Impacted. 105 AW, Stewart, NY; 164 AW, Memphis, TN, 167 AW, Martinsburg, WV; 172 AW, Jackson, MS; 145 AW, Charlotte, NC; 176 WG, Elmendorf, AK

5. Cost.

Quantity	Unit Cost	Program Cost
50 Agile Cargo Onload/Offload Kits	\$100,000	\$5,000,000
Total		\$5,000,000

C-130 H/J

- **Tactical Airlift**
- **ANG/AFRC C-130 Units Provide 48% of the Total Fleet**

With a legacy lasting over 65 years, the C-130 Hercules remains the U.S. Military's primary combat delivery aircraft. In addition to its primary role in tactical airlift, ANG/AFRC C-130s support humanitarian, peacekeeping, and disaster relief operations. Procurement efforts continue to address needed updates to the avionics suites, propulsion modernization, improved self-protection, fuel efficiency, and enhanced situational awareness for the C-130H fleet. At the same time Congress has been providing new C-130Js to replace the aging C-130H aircraft. While they are new aircraft, improvements in avionics and communications can improve the aircraft's combat effectiveness. These improvements ensure that the ANG/AFRC C130 fleet remains capable of safely and effectively executing its missions globally and maintains relevancy in tomorrow's fight.



C-130 H/J

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Critical Capabilities List

C-130H

- Commercial Beyond Line-of-Sight Connectivity
- Common MAF Mission Suite and Interoperable Connected Open Systems Enclave
- Radio Frequency and Infra-Red Self Protection
- Updated Avionics/Instrumentation and Associated Training Devices
- Mobile SCIF with Secure Voice, Data and Broadband Communications

C-130J

- Commercial Beyond Line-of-Sight Connectivity
- Common MAF Mission Suite and Interoperable Connected Open Systems Enclave
- Radio Frequency and Infra-Red Self-Protection
- Increased Fuel Capacity
- Mount for Open Architecture Podded Solutions

Essential Capabilities List

C-130H

- Propulsion System Upgrades
- Increased Fuel Delivery / Loadmaster Enhanced Wireless Headset
- TOC in a box
- LED Landing Lights
- Stand Alone Satellite Communication via Voice

C-130J

- Enhanced Flight Vision System
- Loadmaster Enhanced Wireless Headset
- Mobile SCIF with Secure Voice, Data and Broadband Communications
- TOC in a box
- Lightweight Aircraft Armor

Desired Capabilities List

To save space, desired lists can be obtained upon request from NGB/A5



C-130H: COMMERCIAL BEYOND LINE-OF-SIGHT CONNECTIVITY

1. Background. ANG C-130Hs require secure high-speed data systems for reliable, worldwide beyond line-of-sight (BLOS) communications, and internet connectivity. This enables the C-130H fleet to use existing onboard infrastructure to connect the force as an airborne node within a Joint All- Domain Command and Control environment. Current C-130H BLOS data speed and connectivity is limited by a lack of service and equipment that will not meet operational needs for conducting pertinent, timely, and secure airborne data transfer. ANG C-130Hs require secure high-speed data access for compatibility with future Air Battle Management System and access to the common operating picture vital to any future conflict. All 40 ANG C-130Hs require access to commercial BLOS terminals capable of providing a minimum of 20 Mbps download and a minimum of 3 Mbps upload and a resilient connectivity structure with emphasis on PLEO Ku and MEO/GEO Ku.

2. Requirement. AMC 21-119, C-130H Commercial BLOS Access to NIPR and SIPR

3. Impact If Not Funded. Without this capability the C-130 will not have the necessary communications to effectively operate or survive in the modern combat environment.

4. Units Impacted. 139AW, St Joseph, MO; 152AW, Reno, NV; 153 AW, Cheyenne, WY; 166AW, New Castle, DE; 189AW, Little Rock, AR

5. Cost.

Quantity	Unit Cost	Program Cost
Tactical Datalink (TDL) NRE	N/A	\$5,000,000
40 TDL Group B Radio Kits	\$245,000	\$9,800,000
40 TDL Group A Kits and Installs	\$800,000	\$32,000,000
Commercial BLOS NRE	N/A	\$5,000,000
40 Commercial BLOS Group B Modems	\$80,000	\$3,200,000
40 BLOS Group A Kits and Installs	\$240,000	\$9,600,000
Total		\$64,600,000



C-130H: COMMON MAF MISSION SUITE AND INTEROPERABLE CONNECTED OPEN SYSTEMS ENCLAVE

1. Background. The ANG C-130H fleet requires scalable, reliable, comprehensive, and networked battlespace awareness. The Real-Time Information in the Cockpit (RTIC) system or similar allows C-130 aircraft to participate in multiple data link networks using technologies fielded on other DoD assets. The system must be upgraded to support Joint Range Extension Application Protocol-C (JREAP-C) through commercial and military satellite constellations to include NIPR/SIPR and Mobile User Objective Systems (MUOS) access. Installation of a new Tactical Data Link radio is necessary to access MUOS and commercial satellite communication systems and must have a minimum of 20Mbps. In preparation to replace Situational Awareness Data Link, the system needs a Link-16 Multifunctional Information Distribution System Joint Tactical Radio System (MIDS-JTRS). Integration with the Advanced Integrated Electronic Combat System (AIECS) software provides the capability for on-board and off-board threat correlations, data sharing, and automated countermeasures. Combining the control and outputs of multiple systems into one common graphical interface reduces crew workload, decreases “heads-down” time, and provides improved decision support for aircrews operating in the tactical environment. A Special Mission Processor enables integration of third-party software and hardware allowing the C-130H to rapidly and effectively innovate solutions at the speed of modern combat. All 48 C-130H aircraft need common adaptable mission systems with integrated AIECS.

2. Requirement. AMC21-129, C-130H JREAP C Via Commercial Communications Pathway; AMC 21-136, C-130H JREAP C Via Military Communications Pathways; AMC 21-119, C-130H Commercial BLOS Access to NIPR and SIPR

3. Impact If Not Funded. Without this capability the C-130 will not have the necessary communications to effectively operate or survive in the modern combat environment.

4. Units Impacted. 139AW, St Joseph, MO; 152AW, Reno, NV; 166AW, New Castle, DE; 189AW, Little Rock, AR

5. Cost.

Quantity	Unit Cost	Program Cost
AIECS NRE	N/A	\$1,000,000
40 AIECS Kits	\$150,000	\$6,000,000
40 TDL Radios	\$245,000	\$9,800,000
40 MIDS-JTRS Terminals	\$130,000	\$5,200,000
40 Special Mission Processors	\$70,000	\$2,800,000
Commercial Beyond Line-of-Sight (BLOS) NRE	N/A	\$800,000
40 Commercial BLOS Group B	\$110,000	\$4,400,000
40 Commercial BLOS Group A and Installs	\$250,000	\$10,000,000
Total		\$40,000,000



C-130H: RADIO FREQUENCY AND INFRA-RED SELF-PROTECTION

1. Background. The ANG C-130H fleet requires self-defense capabilities to detect, deny and defeat modern threats designed to target Mobility Air Forces aircraft. To detect these threats, C-130Hs require an open mission system compliant digital backbone executing processing at the forward edge and connecting to Air Battle Management Systems. To defeat these threats, C-130Hs require onboard and/or off-board threat jamming, decoys, and kinetic and non-kinetic defense measures. C-130H aircraft requires a digital Radar Warning Receiver (RWR) capable of providing situational awareness on millimeter wavelength systems, with geolocation ability, and capable of processing signals in a dense radio frequency (RF) environment. Further, the ability to dispense active expendable RF countermeasures is required. Many of these solutions can be accomplished utilizing a common carry open-architecture mission pod. To defeat advanced Infrared (IR) threats C-130Hs require an Infrared Suppression System (IRSS) capable of reducing the aircraft engine heat signatures. Additionally, replacing obsolete LAIRCM systems with Block 30 or Block 35 AN/AAQ-24 Large Aircraft IR Countermeasures (LAIRCM) system would improve detection against advanced man-portable air defense systems threats. The open-architecture pod requires hard-points for 48 unmodified C-130Hs, 24 common carry pods, 48 RF Group A and B kits, and 48 digital RWR kits. IR self-protection requires 48 IRSS Group A and B kits, and installations, 48 LAIRCM Group A and B kits.

2. Requirement. AMC 19-081, Digital Radio Frequency (RF) Memory Countermeasure (DRFM); AMC 14-110, ALR-69A Integration into the C-130AMC; 23-051, C-130H Infrared Suppression System (IRSS); AMC 18-085

3. Impact If Not Funded. Without this capability the C-130 will not have the necessary protections to survive in the modern combat environment.

4. Units Impacted. 139AW, St Joseph, MO; 152AW, Reno, NV; 153 AW, Cheyenne, WY; 166AW, New Castle, DE; 189AW, Little Rock, AR

5. Cost.

Quantity	Unit Cost	Program Cost
40 C-130H Next-Generation RF Group A/B Kits	\$895,000	\$35,800,000
40 C-130H ALR-69As	\$500,000	\$20,000,000
40 Active Expendable Countermeasures	\$300,000	\$12,000,000
20 MAF Common Carry Pods	\$2,000,000	\$40,000,000
40 Hard-Point Installations	\$330,000	\$13,200,000
IRSS Non-Recurring Engineering	\$5,000,000	\$5,000,000
40 IRSS Group A/B Kits and Installs	\$1,150,000	\$46,000,000
Block 30 Non-Recurring Engineering	\$5,000,000	\$5,000,000
40 C-130H LAIRCM Group A/B Kits	\$7,500,000	\$300,000,000
Total		\$477,000,000



C-130H: UPDATED AVIONICS/INSTRUMENTATION AND ASSOCIATED TRAINING DEVICES

1. Background. The ANG C-130H fleet requires avionics modernization. The C-130H faces severe sustainment challenges with current avionics and cockpit instrumentation. To eliminate critical sustainment issues due to diminishing manufacturing sources, this modernized cockpit will include: a multifunction engine instrument display system, NVIS compatibility, and a modern flight management system with a global positioning system approach and polar navigation capabilities. An NVIS-compatible and modernized glass cockpit, to include digital overhead panel, reduces crew workload, lowers maintenance costs, and increases capability and sustainability to operate safely at night. The integration of a noise-canceling, three-dimensional (3D) enhanced, voice activated transmit intercom system increases situational awareness through directional audio correlated to the most significant factor threat. Additionally, this system will reduce excess aircraft noise, eliminate the push-to-talk requirement of the current system, and ultimately reduce crew fatigue while increasing crew resource management. Mobile User Objective Systems (MUOS) and Second-Generation Anti-Jam Tactical UHF Radio for NATO (SATURN) Beyond-Line-of-Sight (BLOS) radios must be integrated to make the C-130H viable in the future fight. The C-130 requires secure global high-speed data access for compatibility with the Air Battle Management System and access to the common operating picture that will be vital to any future conflict. It is imperative that infrastructure for future capability upgrades is installed while the cockpit undergoes this significant modification. All 48 C-130H models require updated avionics kits, NVIS compatibility kits, 3D audio kits, and a Tactical Data radio. All Weapons Systems Trainers require conversion to the same modernized cockpit suite, all 12 units require access to Distributed Mission Operations Capable, level 6 or higher.

2. Requirement. C-130 Avionics Modernization Program (AMP), Capability Production Document, dated 4 Mar 2008

3. Impact If Not Funded. Without these modernization efforts the C-130H will become obsolete and ineffective in the modern battlespace.

4. Units Impacted. 139AW, St Joseph, MO; 152AW, Reno, NV; 153 AW, 166AW, New Castle, DE; 189AW, Little Rock, AR

5. Cost.

Quantity	Unit Cost	Program Cost
Avionics Upgrade NRE	N/A	\$50,000,000
40 Avionics Kits and Installs	\$3,700,000	\$148,000,000
40 NVIS Compatibility Kits	\$465,000	\$18,600,000
6 Aircrew Training Devices	\$14,000,000	\$84,000,000
Directional Audio NRE	N/A	\$5,000,000
40 Intercom Kits	\$50,000	\$2,000,000
40 MUOS/SATURN BLOS Radios	\$130,000	\$5,200,000
Total		\$312,800,000



C-130H: MOBILE SENSITIVE COMPARTMENTED INFORMATION FACILITY WITH SECURE VOICE, DATA AND BROADBAND COMMUNICATIONS CAPABILITIES

1. Background. ANG C-130Hs require secure planning and communications facilities in austere and remote locations. A mobile Secure Compartmented Information Facility (SCIF) provides a secure space to establish communications, receive command and control updates, plan and execute missions all in support of Joint Fires assets. Loading a mobile SCIF onto an aircraft offers unmatched flexibility and security for operations in austere locations. When traditional infrastructure is unavailable or unreliable, having a mobile SCIF ensures that sensitive communications and data handling can continue without compromise. This setup is particularly valuable for intelligence missions that require secure environments on the move. By transporting a mobile SCIF, the C-130H would be able to bring a high-security workspace directly to the field, allowing mobility and joint strike assets the capability to maintain operational integrity and secure operations in remote, austere and contested environments. ANG C-130Hs require 12 mobile SCIFs.

2. Requirement. 2024 Weapon and Tactics Conference

3. Impact If Not Funded. Without this capability C-130 units will not be able to access the information necessary to support their mission. Lacking this intelligence would affect the accomplishment and potentially the safety of their mission.

4. Units Impacted. 139AW, St Joseph, MO; 152AW, Reno, NV; 153 AW, 166AW, New Castle, DE; 189AW, Little Rock, AR

5. Cost.

Quantity	Unit Cost	Program Cost
5 Mobile SCIF	\$380,000	\$1,900,000
Total		\$1,900,000



C-130J: COMMERCIAL BEYOND LINE-OF-SIGHT CONNECTIVITY

1. Background. ANG C-130Js require secure high-speed data systems for reliable, worldwide beyond line-of-sight (BLOS) communications, and internet connectivity. This enables the C-130J fleet to use existing onboard infrastructure to connect the force as an airborne node within a Joint All-Domain Command and Control environment. Current C-130J BLOS data speed and connectivity is limited by a lack of service and equipment that will not meet operational needs for conducting pertinent, timely, and secure airborne data transfer. ANG C-130Js require secure high-speed data access for compatibility with future Air Battle Management System and access to the common operating picture that is vital to any future conflict. All 80 ANG C-130Js require access to military and commercial BLOS terminals capable of providing a minimum of 20 Mbps download and a minimum of 3 Mbps upload with emphasis on PLEO Ku/Ka and MEO/GEO Ku.

2. Requirement. AMC 21-130, C-130J JREAP C Via Commercial Communications Pathway, AMC 21-120, C-130J Commercial BLOS Access to NIPR and SIPR

3. Impact If Not Funded. Without this capability the C-130 will not have the necessary communications to effectively operate or survive in the modern combat environment.

4. Units Impacted. 103AW, Bradley, CT; 120AW, Great Falls, MT; 123AW, Louisville, KY; 130AW, Charleston, WV; 133AW, Minneapolis, MN; 136AW, Fort Worth, TX; 143AW, Quonset, RI; 146AW Channel Islands, CA; 165AW, Savannah, GA; 182AW, Peoria, IL; 153AW Cheyenne, WY

5. Cost.

Quantity	Unit Cost	Program Cost
TDL NRE	N/A	\$5,000,000
88 TDL Group B Radio Kits	\$245,000	\$21,560,000
88 TDL Group A Kits and Installs	\$800,000	\$70,400,000
Commercial BLOS NRE	N/A	\$5,000,000
88 Commercial BLOS Group B Modems	\$80,000	\$7,040,000
88 TDL Group A Kits and Installs	\$240,000	\$21,120,000
Total		\$130,120,000



C-130J: COMMON MAF MISSION SUITE AND INTEROPERABLE CONNECTED OPEN SYSTEMS ENCLAVE

1. Background. The ANG C-130J fleet requires scalable, reliable, comprehensive, and networked battlespace awareness. The real-time information in the cockpit (RTIC) system allows C-130 aircraft to participate in multiple data link networks using technologies fielded on other DoD assets. The system must be upgraded to support Joint Range Extension Application Protocol-C (JREAP-C) through commercial and military satellite constellations to include NIPR/SIPR and Mobile User Objective Systems (MUOS) access. Installation of a new Tactical Data Link radio is necessary for access to MUOS and commercial satellite communication systems and must have a minimum of 20Mbps. In addition to Situational Awareness Data Link, the system needs a Link-16 Multifunctional Information Distribution System Joint Tactical Radio System. (MIDS-JTRS) Upgrades to the C-130 RTIC system increases the overarching network capability and provides a common processing and display platform for previously federated systems, resulting in a consolidated situational awareness picture. Integration with the Advanced Integrated Electronic Combat System (AIECS) software provides the capability for on-board and off-board threat correlations, data sharing, and automated countermeasures. Combining the control and outputs of multiple systems into one common graphical interface reduces crew workload, decreases “heads-down” time, and provides improved decision support for aircrews operating in the tactical environment. A Special Mission Processor enables integration of third-party software and hardware allowing the C-130J to rapidly and effectively innovate solutions at the speed of modern combat. All 80 ANG C-130Js need common adaptable mission systems with integrated AIECS.

2. Requirement. AMC 21-130, C-130J JREAP C Via Commercial Communications Pathway; AMC21-125, C-130J Military BLOS to Access NIPR and SIPR; AMC 21-120, C-130J Commercial BLOS Access to NIPR and SIPR.

3. Impact If Not Funded. Without this capability the C-130 will not have the necessary communications to effectively operate or survive in the modern combat environment.

4. Units Impacted. 103AW, Bradley, CT; 120AW, Great Falls, MT; 123AW, Louisville, KY; 130AW, Charleston, WV; 133AW, Minneapolis, MN; 136AW, Fort Worth, TX; 143AW, Quonset, RI; 146AW Channel Islands, CA; 165AW, Savannah, GA; 182AW, Peoria, IL; 153AW Cheyenne, WY

5. Cost.

Quantity	Unit Cost	Program Cost
MAF Datalink NRE	N/A	\$5,000,000
88 C-130J RTIC Group A Kits and Installs	\$300,000	\$26,400,000
88 C-130J RTIC Group B Kits	\$1,000,000	\$88,000,000
Total		\$119,400,000



C-130J: RADIO FREQUENCY AND INFRA-RED SELF PROTECTION

1. Background. The ANG C-130J fleet requires self-defense capabilities to detect, deny and defeat modern factor threats specifically designed to target Mobility Air Forces aircraft. To detect these threats, C-130Js require an open mission system compliant digital backbone executing processing at the forward edge and connecting the platform to the Air Battle Management System. To defeat these threats, C-130Js require onboard and/or off-board threat jamming, decoys, and kinetic and non-kinetic defense measures. To survive in modern combat, C-130J aircraft require a digital Radar Warning Receiver (RWR) capable of providing situational awareness on millimeter wavelength systems in addition to legacy systems, with geolocation ability, capable of processing signals in dense radio frequency (RF) environments. Many of these solutions can be accomplished utilizing a common carry open-architecture mission pod capable of supporting the current and future networked architecture. To defeat advanced threats in the Infrared (IR) spectrum, C-130Js require an Infrared Suppression System (IRSS) capable of reducing the aircraft heat signature from engine exhaust. Updating the current IR defensive system to Block 30/35 AN/AAQ-24 Large Aircraft IR Countermeasures (LAIRCM) system will improve detection against advanced man-portable air defense systems. The open-architecture pod requires hard points for 80 unmodified C-130Js, 20 common carry pods, 80 RF Group A and 48 Group B Kits, and 80 digital RWR kits. IR self-protection requires 80 IRSS Group B kits, 80 IRSS Group A Kits and installations, 80 LAIRCM Group A kits and Group B kits.

2. Requirement. AMC 19-082, Digital Radio Frequency (RF) Memory Countermeasure (DRFM); AMC 23-052, C-130J Infrared Suppression System (IRSS); 2024 Weapons and Tactics Conference

3. Impact If Not Funded. Without this capability the C-130 will not have the necessary protections to survive in the modern combat environment.

4. Units Impacted. 103AW, Bradley, CT; 120AW, Great Falls, MT; 123AW, Louisville, KY; 130AW, Charleston, WV; 133AW, Minneapolis, MN; 136AW, Fort Worth, TX; 143AW, Quonset, RI; 146AW Channel Islands, CA; 165AW, Savannah, GA; 182AW, Peoria, IL; 153AW Cheyenne, WY

5. Cost.

Quantity	Unit Cost	Program Cost
88 C-130H Next-Generation RF Group A/B Kits	\$995,000	\$87,560,000
88 C-130H ALR-69As	\$500,000	\$44,000,000
24 MAF Common Carry Pods	\$2,000,000	\$48,000,000
88 Hard-Point Installations	\$330,000	\$29,040,000
IRSS Non-Recurring Engineering	\$5,000,000	\$5,000,000
88 IRSS Group A/B Kits and Installs	\$1,150,000	\$101,200,000
Block 30 Non-Recurring Engineering	\$5,000,000	\$5,000,000
88 C-130H LAIRCM Group A/B Kits	\$7,500,000	\$660,000,000
Total		\$979,800,000



C-130J: EXTENDED RANGE EXTERNAL TANKS

1. Background. ANG/AFRC C-130Js require secure extended range tanks to extend the operational range and improve mission effectiveness. The increased interest in the Pacific theater highlights the need for assets that can cover the long distances associated with this theater. C-130J's do not have external tanks and as a result they are range limited. The J model can accommodate the external tanks, but they were not included on the Air Force fleet. To address this shortage the Air Force, decided to establish an effort to complete NRE and a limited production effort to add external tanks. The AF is planning to complete a limited number of installs at active-duty units including Dyess, Little Rock, and Yokota but none were identified for the ARC. The ANG is exploring options for refurbishing the existing H Model tanks for use on the ANG fleet. There are a significant number of C-130Hs going into retirement and many of those tanks could be pulled and installed on the C-3

2. Requirement. AMC AF1067 23-196 C-130J-30 External Fuel Tanks

3. Impact If Not Funded. Without this capability C-130J units are range limited and would not be as effective in areas where long distances are factor.

4. Units Impacted. 103AW, Bradley, CT; 120AW, Great Falls, MT; 123AW, Louisville, KY; 130AW, Charleston, WV; 133AW, Minneapolis, MN; 136AW, Fort Worth, TX; 143AW, Quonset, RI; 146AW Channel Islands, CA; 165AW, Savannah, GA; 182AW, Peoria, IL; 153AW Cheyenne, WY

5. Cost.

Quantity	Unit Cost	Program Cost
40 Sets C-130 External Tanks	\$475,000	\$19,000,000
48 Sets C-130 External Tanks	\$950,000	\$45,600,000
Total		\$64,600,000



C-130J: MOUNT FOR OPEN ARCHITECTURE PODDED SOLUTIONS

1. Background. ANG C-130Js require the ability to carry theater/mission-specific capabilities of electro-optical sensors, electronic countermeasure systems, advanced radar and infrared detection systems, and electronic intelligence payloads mounted on external hard points without detrimental effects to baseline aircraft capabilities. This enables a tailored capability that provides increased survivability through joint integration with the Air Battle Management System, Link and Global Lightning systems while ensuring low probability of intercept/low probability of exploitation or passive means. The sensors listed are joint force standard payloads capable of integration into an open architecture Agile pod solution set. These sensors are currently fielded and fly on other C-130 variants. This list provides agile pods for 40 C-130J aircraft for use both deployed and home station for training.

2. Requirement. 2024 Weapons and Tactics Conference

3. Impact If Not Funded. Without this capability the C-130 will not have enhanced capability necessary to survive in the modern combat environment.

4. Units Impacted. 103AW, Bradley, CT; 120AW, Great Falls, MT; 123AW, Louisville, KY; 130AW, Charleston, WV; 133AW, Minneapolis, MN; 136AW, Fort Worth, TX; 143AW, Quonset, RI; 146AW Channel Islands, CA; 165AW, Savannah, GA; 182AW, Peoria, IL; 153AW Cheyenne, WY

5. Cost.

Quantity	Unit Cost	Program Cost
Pod Mount NRE	N/A	\$2,000,000
88 C-130J Hard Mount Installation	\$500,000	\$44,000,000
44 Agile Pods	\$8,000,000	\$352,000,000
Total		\$398,000,000

KC-135

- **Air Refueling**
- **Aeromedical Evacuation**
- **Airborne Datalink Gateway**
- **Airlift**
- **ANG KC-135 Units Provide 44% of the Total Fleet**

The venerable KC-135 Stratotanker is the primary air refueling platform across the globe, and has provided the foundation of mass, range, and persistence for maneuver forces to execute National Security objectives since the 1950s. The ANG operates 156 aircraft, with flying squadrons based in 17 states.



KC-135 sorties provide approximately 87% of air refueling in support of US, allied, and coalition military operations. Mission subsets include support to Nuclear Operations, Global Strike, Theater Conflicts, Special Operations, and Homeland Defense, in which KC-135s provide 100% of NORAD's Aerospace Control Alert (ACA) refueling. Additional KC-135 roles are Aeromedical Evacuation, Airlift, Air Bridge, and Combat Aircraft Delivery (Coronets). Emergent KC-135 capabilities are shaped around a robust communications/datalink suite, as well as the platform's under-utilized cargo volume, power output, speed and range.

The fleet is scheduled to continue serving into at least the late 2050s and is increasingly tasked to operate deeper into more challenging threat environments. Modernization and sustainment programs are absolutely required to keep this fleet viable and relevant through the coming decades of service. Specifically, defensive systems are necessary to prevent surface-to-air missile and air-to-air missile systems from engaging KC-135s. BLOS data feeds and Tactical Data Link (TDL) technologies must be fielded to feed situational awareness displays that bring real-time threat information to the crew for continued mission success.



KC-135

FY 2026 Weapons and Tactics Conference

Critical Capabilities List

- KC-135 Self Protection
- Connected Aircraft Open Systems Enclave with Integrated Mission Planning Suite
- Augmented Environmental Control System
- Centerline Drogue System
- Inflight Refueling Receiver System

Essential Capabilities List

- EMCON Control Device with Emissions Confirmation
- Organic Cargo Lift/Loading System
- Roll-On/Roll-Off Mission System Operator Workstation with Connectivity, Communication, and Computing.
- Modernized Auxiliary Power System Capable of Use Inflight
- Multi-Mission, Modular Open System Pod in Current Large Aircraft Infrared Countermeasure Pod's Form Factor.

Desired Capabilities List

- Directed Energy Capabilities to Jam and Destroy Threats
- Drone Delivery Mechanism
- Multi-Sensor Relative Navigation Guidance to Unmanned Receivers
- Autothrottles to Reduce Aircrew Workload and Provide Stable Platform
- Upper Fuselage Aperture for Communications and Effects



KC-135 SELF-PROTECTION

1. Background. ANG KC-135s require self-defense capabilities to detect and defeat modern threats to large, High-Value Airborne Assets (HVAA). The KC-135 fleet requires an Open Mission System (OMS)-compliant, layered suite of self-protection equipment that enables tankers to ingress, persist, and egress with friendly force packages. Representative “detect” components should include: a digital Radar Warning Receiver (RWR) capable of processing up to millimeter-wave signals in a dense radio frequency environment, an advanced technology AESA radar, and electro-optical/infrared sensors capable of tracking and characterizing threats at relevant ranges. Detected threat cues must be integrated into the scalable Open Systems Enclave (OSE), correlated to picosecond fidelity via Assured-Alternative Position Navigation and Timing (Alt-PNT) for on/offboard data handling, and acted upon by an appropriate countermeasure. This layered self-protect capability should incorporate both kinetic and non-kinetic effects that degrade adversary kill webs left- and right-of-launch, while offering a deep magazine to mitigate threats from land/sea/air regardless of seeker/guidance type. All 154 ANG KC-135s require digital RWR Group A kits, AESA radars, Multi-function Sensor kits, and Large Aircraft Infrared Countermeasures (LAIRCM) Group A kits. ANG KC-135s require 38 digital RWR group B-kits, and 27 modular LAIRCM Group B-kits.

2. Requirement. AMC 1067 12-151, AMC 1067 18-066, AMC 1067 23-007

3. Impact If Not Funded. ANG KC-135s will not be able to operate in threat areas without exceeding acceptable levels of risk.

4. Units Impacted. All ANG KC-135 Units

5. Cost.

Quantity	Unit Cost	Program Cost
HVAA NRE	N/A	\$15,000,000
154 Digital RWR Group A Kits	\$800,000	\$123,200,000
38 Digital RWR Group B Kits	\$500,000	\$19,000,000
AESA RADAR NRE	N/A	\$15,000,000
154 AESA Radars	\$2,000,000	\$308,000,000
Multifunction Sensor NRE	N/A	\$10,000,000
154 Multifunction Sensor Kits	\$500,000	\$77,000,000
Alt-PNT NRE	N/A	\$5,000,000
154 Alt-PNT Systems	\$250,000	\$38,500,000
154 LAIRCM Group A Kits	\$500,000	\$77,000,000
27 LAIRCM Group B Kits	\$3,000,000	\$81,000,000
Countermeasures NRE	N/A	\$10,000,000
154 Countermeasures Group B Kits	\$1,000,000	\$154,000,000
Total		\$932,700,000



KC-135: CONNECTED AIRCRAFT OPEN SYSTEMS ENCLAVE WITH INTEGRATED MISSION PLANNING SUITE

1. Background. All ANG KC-135s require a connected Open System Enclave (OSE) that integrates via line of sight (LOS) and Beyond line of Sight (BLOS) to the Joint Multi-Tactical Data Link (TDL) Network (MTN) and other data layers (NIPR/SIPR/JWICS/UDL). Specific networks of interest include Link-16, Link-22, Situational Awareness Datalink, Tactical Targeting Network Technology, Multifunction Advanced Datalink and next-gen waveforms. Other required data streams include Commercial persistent Low Earth Orbit, Hybrid Satcom, Mobile User Objective System, Integrated Broadcast Service (IBS) and Secure Digital HF Mesh. High-throughput, low-latency connections are required wherever possible to provide the crew with visualized situational awareness of the battlespace in near-real-time. The system will include sufficient edge-node processing power for a fusion engine to run TDL track correlation and correction along with own-ship sensor inputs and integrate with the Self Protect suite. The OSE requires gateway functionality to actively add value across the MTN, and a cross-domain solution to manage data at appropriate classification levels. Because of the ample size, weight and power in the KC-135, the OSE does not need to be constrained to a 3U VPX form factor. The OSE cannot require excessive crew intervention for normal operations. Additionally, recent combat operations highlighted the need for a holistic one-stop Mission Planning Cell (MPC) suite that seamlessly compiles all inputs and cuts mission data files to the OSE, vice multiple disparate mission planning systems. The MPC should have the ability to remain in contact with the aircraft via LOS/BLOS throughout mission execution and debrief, and operate at classification levels up to TS/SAP. All 154 ANG KC-135s require an interoperable/integrated system of TDL radios, processors, gateway functionality, cross domain solution and an OSE to display and transmit a fused common operating picture. To provide for the care and feeding of this system’s requirements under Agile Combat Employment doctrine, each 4-ship package requires an associated/connected mission planning suite. Each ANG KC-135 wing should have 1 device/ solution per 4 assigned aircraft.

1. Requirement. AMC 1067 11-143, AMC 1067 22-251, AMC 1067 24-002

2. Impact If Not Funded. ANG KC-135s will not have connectivity via TDL or add critical LOS/BLOS data to the joint common operating picture.

3. Units Impacted. All ANG KC-135 Units

4. Program Details.

Quantity	Unit Cost	Program Cost
OSE NRE	N/A	\$10,000,000
154 OSE Kits	\$200,000	\$30,800,000
Gateway / Cross Domain Solution NRE	N/A	\$4,000,000
16 Gateway / Cross Domain Kits	\$800,000	\$12,800,000
154 Group A Kits	\$120,000	\$18,480,000
154 TDL Radios and Processors*	\$700,000	\$107,800,000
42 Mobile Ground Stations	\$300,000	\$12,600,000
154 Commercial NIPR/SIPR Terminals	\$200,000	\$30,800,000
Total		\$227,280,000



KC-135: AUGMENTED ENVIRONMENTAL CONTROL SYSTEM

1. Background. All ANG KC-135s require an organic, self-contained environmental control system with adequate capacity for agile, worldwide ground operations. The current KC-135 air cycle machine is a banned fire hazard for ground cooling. Consequently, at deployed locations in CENTCOM and INDOPACOM, the temperature inside a parked KC-135 routinely exceeds the MIL-STD-810 limit of 160°F. These conditions significantly degrade sensitive electronics and pop numerous circuit breakers inside “cocked-on” aircraft, thereby increasing alert response times. Additionally, heat exposure puts aircrew, maintainers, and (aeromedical evacuation) passengers at severe risk of thermal stress injury. The growing set of mission systems on the KC-135 fleet also creates significant waste heat into the cockpit, cargo compartment, and boom pod. The growing number of mission systems are susceptible to mission failure due to excessive heat. An augmented cooling system is required to adequately manage the environmental and waste heat. This will preserve equipment lifespan, and increase sortie generation rates, and reduce alert response times, especially for a high-end fight. All ANG KC-135s require an organic, self-contained augmented environmental control system.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. ANG KC-135s will have degraded capabilities and utilization rates in hot environments.

4. Units Impacted. 101 ARW, Bangor, ME; 117 ARW, Birmingham, AL; 121 ARW, Rickenbacker, OH; 126 ARW, Scott, IL; 127 WG, Selfridge, MI; 128 ARW Billy Mitchell, WI; 134 ARW, McGhee Tyson, TN; 151 ARW, Salt Lake City, UT; 154 WG, Hickam, HI; 155 ARW, Lincoln, NE; 161 ARW, Phoenix, AZ; 168 ARW, Eielson, AK; 171 ARW, Pittsburgh, PA; 185 ARW, Sioux City, IA; 186 ARW, Key Field, MS; 190 ARW, Forbes, KS

5. Program Details.

Quantity	Unit Cost	Program Cost
Augmented Environmental Control System NRE	N/A	\$3,000,000
154 Augmented Environmental Control Systems	\$1,000,000	\$154,000,000
Total		\$157,000,000



KC-135: CENTERLINE DROGUE SYSTEM

1. Background. All ANG KC-135s require the ability to refuel both boom- and probe-equipped receivers on the same sortie. Currently, reconfiguring a KC-135 for probe receivers can only be accomplished on the ground via an hours-long maintenance task to install the Boom Drogue Adapter (BDA) in place of the tip of the normal air refueling boom. Consequently, individual KC-135 aircraft are identified as “Boom” or “Drogue” tankers for the day, with no ability to service the other receiver type once airborne. This inefficient and inflexible process drives up the total number of tankers required across a campaign. The Multi-Point Refueling System (MPRS) modification successfully brought dual-receiver capability to approximately 20 aircraft of the KC-135 fleet and was utilized extensively. However, those wingtip hardpoints are needed for connectivity and survivability systems moving forward. Centerline Drogue Systems (CDS) are standard features of modern tanker aircraft (KC-10, KC-46, variants of KC-707, and Airbus Multi-Role Tanker Transport). Even aircraft as small as the CV-22 have an operational center line drogue feature. To keep Joint and Coalition aircraft in the fight, KC-135 aircraft must have a CDS. The hose drum units produced are industry-standard and should be pursued. All 154 ANG KC-135s require a centerline drogue system.

2. Requirement. KC-X Capability Development Document, NGAS campaign analysis, KC-135 Replacement Aircraft study

3. Impact If Not Funded. ANG KC-135s will not be able to refuel boom and drogue receivers on the same sortie.

4. Units Impacted. 101 ARW, Bangor, ME; 117 ARW, Birmingham, AL; 121 ARW, Rickenbacker, OH; 126 ARW, Scott, IL; 127 WG, Selfridge, MI; 128 ARW Billy Mitchell, WI; 134 ARW, McGhee Tyson, TN; 151 ARW, Salt Lake City, UT; 154 WG, Hickam, HI; 155 ARW, Lincoln, NE; 161 ARW, Phoenix, AZ; 168 ARW, Eielson, AK; 171 ARW, Pittsburgh, PA; 185 ARW, Sioux City, IA; 186 ARW, Key Field, MS; 190 ARW, Forbes, KS

5. Program Details.

Quantity	Unit Cost	Program Cost
CDS NRE	N/A	\$10,000,000
154 CDS Systems	\$3,000,000	\$462,000,000
Total		\$472,000,000



KC-135: INFLIGHT REFUELING RECEIVER SYSTEM

1. Background. All ANG KC-135s require the capability to receive fuel from another tanker while airborne via a boom receptacle and associated fuel line plumbing. This is a standard feature on all modern tankers and long-endurance aircraft. A portion of the active-duty KC-135 fleet underwent Air Refueling-Receiver (ARR) modifications for special operations mission support and has been used at a significantly higher rate than the rest of the fleet. At the campaign level, a receiver-capable KC-135 fleet provides flexibility and lowers the overall sortie requirement. Remaining aloft also mitigates Ground Threat Density (GTD) and lowers attrition. Operationally, this system enables force extension of KC-135s with prioritized payloads and consolidation of fuel, driving a more effective and efficient aircraft utilization scheme. ARR equipped units also gain the ability to provide their own receiver aircraft for training. The inflight refueling receiver system must be compatible with planned and programmed cockpit modifications. All 154 ANG KC-135s require an inflight refueling receiver system.

2. Requirement. KC-X Capability Development Document, NGAS campaign analysis, KC-135 Replacement Aircraft study

3. Impact If Not Funded. ANG KC-135s will lose operational flexibility and be at greater risk from ground threats.

4. Units Impacted. 101 ARW, Bangor, ME; 117 ARW, Birmingham, AL; 121 ARW, Rickenbacker, OH; 126 ARW, Scott, IL; 127 WG, Selfridge, MI; 128 ARW Billy Mitchell, WI; 134 ARW, McGhee Tyson, TN; 151 ARW, Salt Lake City, UT; 154 WG, Hickam, HI; 155 ARW, Lincoln, NE; 161 ARW, Phoenix, AZ; 168 ARW, Eielson, AK; 171 ARW, Pittsburgh, PA; 185 ARW, Sioux City, IA; 186 ARW, Key Field, MS; 190 ARW, Forbes, KS

5. Program Details.

Quantity	Unit Cost	Program Cost
Receiver AAR NRE	N/A	\$500,000
154 Receiver AAR Kits	\$3,000,000	\$462,000,000
Total		\$462,500,000

KC-46

- **Air Refueling**
- **Aeromedical Evacuation**
- **Airlift**
- **ANG KC-46 Units Provide 18% of the Total Fleet**

The KC-46 Pegasus is Air Mobility Command's newest premier air refueling platform providing approximately 18 percent of air refueling in support of US, allied, and coalition military aircraft. The KC-46 will support deployment, employment, sustainment, and redeployment of joint forces across the full range of military operations, including nuclear warfare, routine military activities, and irregular warfare. The KC-46 is tasked to operate close to high-threat areas. Defensive systems are necessary to prevent surface-to-air missile systems and air-to-air missile systems from destroying aircraft during all phases of flight. Tactical data link technologies and situational awareness displays that bring real-time threat information, as well as secure radio capability, greatly enhance KC-46 air refueling, airlift, and aeromedical evacuation missions.



KC-46

FY 2026 Weapons and Tactics Conference

Critical Capabilities List

- Hybrid, Resilient and Secure Line-of- Sight and Beyond Line-of-Sight Data Connectivity
- Open System Enclave with a Federated User Interface Solution
- Automated, Alternate Position, Navigation, Timing
- Software-Defined Radio (SDR) Communications Suite
- KC-46 Self-Protection

Essential Capabilities List

- Off-board High Value Airborne Asset Protection
- Portable, Pallet-Mounted/Cargo Door-Mounted Cargo Hoist
- Mobile Secure Compartmentalized Information File with Secure Voice, Data and Broadband Communications Capabilities
- Aft Pallet Position Advanced Transportable Galley Lavatory
- Palletized Seating

Desired Capabilities List

- Interactive KC-46 Mission System Ground Training Suite



KC-46: HYBRID, RESILIENT, SECURE LINE-OF-SIGHT AND BEYOND-LINE-OF-SIGHT DATA CONNECTIVITY

1. Background. ANG KC-46As require resilient, hybrid secure data communication capability. The communications package on the KC-46A requires inclusion of multiple waveforms utilizing existing antennae. The required waveforms are High Frequency, Mobile Satellite and Telephony Voice and Satellite Communications (SATCOM). The communications package must be radome-mounted, and/or pod-mounted. New antenna installations must include broadband and data-array payloads capable of high-bandwidth, multi-waveform, multi-orbit/constellation, non-secure and secure commercial Beyond Line-Of-Sight (BLOS) communication capability. The KC-46A has very limited military SATCOM and civilian BLOS communications capability. The current civilian BLOS bandwidth is extremely slow at a few Kbps. KC-46A military BLOS solutions lack resiliency and bandwidth. With resilient hybrid SATCOM capability, the KC-46A would satisfy mission requirements in our most challenging AORs. Namely, the KC-46A would be able to support BLOS requirements that directly or indirectly support Joint Range Extension Application Protocol-C data forwarding, Battle Management Command and Control, and overall situational awareness for Joint and Coalition forces. To meet requirements of diverse mission sets involving communication and connectivity, both mounted and roll-on/roll-off payloads require LRU-type interchangeability. All 24 ANG/ARC KC-46s require multiple waveform SATCOM kits.

2. Requirement. AMC 1067 23-158

3. Impact If Not Funded. ANG KC-46 units will not have resilient LOS/BLOS connectivity.

4. Units Impacted. 157 ARW, Pease ANGNH

5. Program Details.

Quantity	Unit Cost	Program Cost
24 SATCOM Kits	\$3,000,000	\$72,000,000
Total		\$72,000,000



KC-46: OPEN SYSTEM ENCLAVE AND FEDERATED USER INTERFACE SOLUTION

1. Background. ANG KC-46As require an Open System Enclave (OSE) for edge computing and cross platform compatible applications via Government Reference Architecture and Open Mission Systems standard. Using Operational Flight Program (OFP) development as the single option for adding capability to the KC-46A is slow, expensive, and fails to leverage the power of diverse airmen innovators. The KC-46A is at risk of being out-developed by near-peer competitors without an effort to accelerate change. KC-46As require a solution that is commercial off the shelf, integrates with tablet controls, has custom-made blade-server racks, and/or OFP output messages sent to a federated user interface. All 24 ANG/AFRC KC-46s require an OSE to interface with a federated user interface solution.

2. Requirement. ARC WEPTAC 2024-2025

3. Impact If Not Funded. ANG KC-46 units will not have an OSE to ensure rapid capability fielding.

4. Units Impacted. 157 ARW, Pease ANGNH

5. Program Details.

Quantity	Unit Cost	Program Cost
24 TDL Gateway	\$1,000,000	\$24,000,000
OSE NRE	N/A	\$4,000,000
24 OSE Kits	\$500,000	\$12,000,000
Total		\$40,000,000



KC-46: AUTOMATED, ALTERNATE POSITION, NAVIGATION, TIMING

1. Background. ANG KC-46s require an automated, alternate position, navigation and timing solution for the fleet. The KC-46 relies on GPS and inertial navigation for accurate navigation. Inertial navigation provides temporary hold-over tied to sensor drift rate. While jam-resistant GPS units are installed on the KC-46, GPS electromagnetic interference is persistent in current conflicts and is likely to increase in reach, duration, and complexity in any future conflict. Both military and commercial GPS constellations are vulnerable to kinetic and cyber threats which could eliminate GPS worldwide. Magnetic navigation provides an all-weather, jam-proof and drift-free navigation solution with constrained error when no other solution is possible. Compact sensors can be installed on nearly all air platforms, including the KC-46A. Combined with other alternate Position, Navigation and Timing (PNT) solutions, globally persistent navigation in absence of GPS has been demonstrated with magnetic navigation being one of the best solutions to constrain navigation error. All 24 ANG/AFRC KC-46s require automated, alternate PNT.

2. Requirement. AMC 1067 23-006

3. Impact If Not Funded. ANG KC-46 units will not have automated, alternate PNT.

4. Units Impacted. 157 ARW, Pease ANGNH

5. Program Details.

Quantity	Unit Cost	Program Cost
Alternate PNT NRE	N/A	\$5,000,000
24 Alternate PNT Systems	\$1,500,000	\$36,000,000
Total		\$41,000,000



**KC-46: SOFTWARE-DEFINED RADIO (SDR)
COMMUNICATIONS SUITE**

1. Background. ANG KC-46s require adaptable, secure, and resilient communications systems capable of maintaining connectivity across dynamic and contested environments. Current hardware-based radios limit flexibility and cannot rapidly counter evolving electronic warfare or jamming threats. A Software-Defined Radio (SDR) provides a modular, reprogrammable solution that enables the KC-46 to operate across multiple waveforms, frequencies, and encryption standards in real time, while utilizing existing apertures. This capability supports Low Probability of Intercept (LPI) and Low Probability of Detection (LPD) operations, allowing the aircraft to communicate securely while minimizing its electromagnetic signature in threat environments. SDRs allow seamless transitions between line-of-sight and satellite links maintaining mission-critical command, control, and data connections even when traditional networks are degraded or denied. They also enhance improved electromagnetic spectrum awareness, and support secure over-the-air updates, reducing maintenance costs and hardware obsolescence. When integrated into the KC-46, SDRs significantly increase operational survivability by reducing an adversary’s ability to jam, intercept, or exploit communications protecting high-value air assets and ensuring sustained aerial refueling & command and control during peer-conflict operations.

2. Requirement. AMC 1067 23-006

3. Impact If Not Funded. ANG KC-46 units will not have sufficient onboard self-defense capabilities or the ability to communicate in an EMCON out situation.

4. Units Impacted. 157 ARW, Pease ANGNH

5. Program Details.

Quantity	Unit Cost	Program Cost
12 Software Defined Radios	\$50,000	\$600,000
Total		\$600,000



KC-46: COMMON CARRY RADIO FREQUENCY, ELECTRO-OPTICAL, INFRARED SELF-PROTECTION

1. Background. ANG KC-46s require self-defense capabilities to detect and defeat modern threats specifically designed to target large High-Value Airborne Assets (HVAA). To survive HVAA threats, KC-46s require an open mission system compliant digital and physical backbone to execute processing at the forward edge. KC-46s require onboard/off-board threat jamming, decoys, and defense measures to defeat modern threats through destructive or non-destructive means. In accordance with National Defense Strategy defined competitors, modernization must ensure overmatch including, but not limited to Radio Frequency (RF), Infrared (IR), Electro-Optical (EO) self-protection systems, expendables, jammers, and signals intelligence/electronic intelligence detection capability and data. Routine operations subject the KC-46 to increasingly hostile environments. To survive, KC-46s require integration of the existing ALR-69A digital Radar Warning Receiver (RWR) to automatically cue/direct countermeasures to degrade or defeat threats. Multi-modal Advanced Electronically Scanned Array (AESA) radar capability increases survivability with an increased number of sensors available to the common operating picture. RF countermeasures should be capable of being moved between aircraft.

2. Requirement. ARC WEPTAC 2023-2025

3. Impact If Not Funded. ANG KC-46 units will not have sufficient onboard self-defense capabilities.

4. Units Impacted. 157 ARW, Pease ANGNH

5. Program Details.

Quantity	Unit Cost	Program Cost
HVAA Pod NRE	N/A	\$15,000,000
24 HVAA Pods	\$400,000	\$9,600,000
AESA Radar NRE	N/A	\$20,000,000
24 AESA Radars	\$2,000,000	\$48,000,000
Total		\$92,600,000

Contingency Response

- **Deploys rapidly to Assess, Open, and Operate Contingency Airbases**
- **Provides Airfield Survey and Assessments, Landing Zone Support**
- **Delivers Scalable Response packages to Maximize Joint Force Lethality**



The Contingency Response (CR) Enterprise provides rapidly deployable, multi-skilled, expeditionary forces that can assess, open, and operate contingency airbases from permissive to uncertain environments in both wartime and humanitarian response operations, across any climate on Earth. This critical function allows the Department of War to maintain its global reach and responsiveness in an increasingly complex and unpredictable world. The CR community comprises a highly trained and adaptable team of specialists across multiple Air

Force career fields. Their strength lies in the seamless integration of airfield management, air traffic control, communications, logistics, security forces and civil engineering experts, all training and operating within the same dedicated units. CR personnel are capable of rapid airfield suitability assessments, airfield pavement evaluation, Landing and Drop Zone surveys, air advising, air traffic controllers, covert and overt airfield operations, sling load operations, Special Fueling Operations, and security forces precision engagement. CR teams deploy in two sizes, CR Elements (CRE), which provide over 100 personnel and 40 specialties, or a CR Team (CRT) that is comprised of 25 personnel with 13 specialties. A CRT supports a working Maximum on Ground (MOG) of 1 for 12 while a CRE supports a working MOG of 2 for 24.



Contingency Response FY 2026 Weapons and Tactics Conference

Critical Capabilities List

- Expeditionary Tactical Gateway
- Counter Small, Unmanned Aircraft System Detection Kits (C-sUAS)
- Man-Portable Low Earth Orbit Satellite Communications
- Tactical Awareness Kits
- Airfield Security and Detection Systems

Essential Capabilities List

- Self-Contained Water Generation and Purification Systems
- Arctic Clothing and Movement Package
- Hygiene Kit Upgrade
- Special Fueling Operations Kit
- Long Range Acoustic Hailing Device

Desired Capabilities List

- Antenna Mast Upgrade
- Sling load kits
- Man-portable TACAN
- Krayt
- Battery Powered Assault Bike

CR: EXPEDITIONARY TACTICAL GATEWAY

1. Background. To compete, deter, and win over our great power adversaries, we need to forge a modern and integrated Contingency Response Forces (CRF) that can rapidly deploy with minimal communications footprint on the ground while maintaining and advancing current capabilities. If outfitted correctly, CR teams bring battlespace commanders the ability to extend and enhance the joint Common Operating Picture (COP). Currently, CR Forces lack the ability to contribute to or extend the tactical COP for the Joint Force. CR forces are tasked to provide more bandwidth on the ground with a smaller footprint, survive in a contested environment, and contribute to the tactical COP. CR Forces lack the ability to conduct these missions effectively with existing equipment. The Expeditionary Tactical Gateway should be designed for operations in remote and rugged environments where network extensions are needed to execute the mission, crosslink incompatible networks, and message into clear and interoperable communications. This integrated, all-in-one system should provide a 360-degree view of the battlespace to provide joint and coalition forces the ability to exchange situational awareness data with other datalink-enabled platforms, so all assets are now fully integrated into the COP. It should include simultaneous two-channel, LOS, and/or satellite communication, real-time network convergence with Link 16, TADIL-J, and VHF/UHF (SINGARS, SRW, ANW2C, SATCOM, IW, and DAMA), onboard computer and router to host data and gateway applications, air and ground situational awareness to include voice and data capability. The gateway should have easy-to-access connectors and integrated power supply for rapid deployment. The covers should be designed to allow devices to remain cabled while in transit. A top ancillary plate quick mount system should be incorporated to allow for fast setup and mission adaptability. The gateway system should take one person to easily set up and operate within minutes. The Expeditionary Tactical Gateway enables CR forces to contribute to the Joint COP, participate in the COP, and make the tactical picture more robust and survivable. As network-enabled weapons, sensors, and vehicles (Air & Ground) proliferate across the Joint Force, CR forces will be able to participate in the datalink network

2. Requirement. Joint Urgent Operational Need (JUON) and Unit Type Code Equipment Requirement

3. Impact If Not Funded. Communications capability degraded in wartime environments.

4. Units Impacted. 123 CRG, Louisville, KY, 156 CRG, San Juan, PR, 133 CRF, Minneapolis, MN, 136 CRF, Fort Worth, TX, 146 CRF, Channel Islands, CA, 172 CRF, Jackson, MS, 182 CRG, Peoria, IL, 113 CRS, Terre Haute, IN, 111 CRS, Spokane, WA, 238 CRS, Meridian, MS, 270 CRS, Sioux City, IA

5. Cost.

Quantity	Unit Cost	Program Cost
16 TDL Gateway System	\$298,000	\$4,768,000
16 Link-16 Radio with Crypto Device	\$179,000	\$2,864,000
16 TDL Gateway System Training	\$23,000	\$368,000
Total		\$8,000,000



CR: COUNTER SMALL, UNMANNED AIRCRAFT SYSTEM DETECTION KIT

1. Background. The Contingency Response Forces (CRF) face a critical challenge in effectively safeguarding airfield locations and airspace against the likely threat of small unmanned aerial systems (sUAS). As witnessed in the war between Ukraine and Russia, the use of sUAS has forever changed the wartime battlespace and domestic operational environments. To ensure the safety and security of airfield operations and achieve mission success, it is imperative for CRF to possess robust Counter (C-sUAS) detection and defeat capabilities. C-sUAS equipment must be packable, modular, and easily transportable by two individuals, allowing for rapid setup or takedown within a timeframe of under 10 minutes to support Combatant Command requirements in USINDOPACOM and other areas of operation. C-sUAS equipment should be adaptable for fixed, mobile, and dismounted operations, providing flexibility in various operational scenarios. The C-sUAS system must be capable of operating within a wide temperature range, spanning from -20 to 120 degrees Fahrenheit, ensuring its functionality in diverse environmental conditions. C-sUAS software should be both non-library and library-based, enabling remote upgrades to incorporate new drone protocols and emerging classification algorithms. Additionally, the C-sUAS kit must be able to detect and neutralize sUAS threats at a minimum distance of one kilometer. To achieve comprehensive threat detection, the system should be equipped with full-frequency coverage, encompassing controller, video, telemetry, and Wi-Fi communication links, ranging from 400 MHz to 6 GHz. This kit shall also include signal blocking, infrared camouflage for individuals and equipment for our smaller teams.

2. Requirement. Unit Type Code Logistic Detail.

3. Impact If Not Funded. Degraded survivability of forces engaged in airfield operations.

4. Units Impacted. 123 CRG, Louisville, KY, 156 CRG, San Juan, PR, 133 CRF, Minneapolis, MN, 136 CRF, Fort Worth, TX, 146 CRF, Channel Islands, CA, 172 CRF, Jackson, MS, 182 CRG, Peoria, IL, 113 CRS, Terre Haute, IN, 111 CRS, Spokane, WA, 238 CRS, Meridian, MS, 270 CRS, Sioux City, IA.

5. Cost.

Quantity	Unit Cost	Program Cost
64x C-sUAS Kits	\$500,000	\$32,000,000
13 Equipment Thermal/IR Concealment Kits	\$150,000	\$1,950,000
13 Personnel Thermal/IR Concealment Kits	\$46,000	\$598,000
Total		\$34,548,000



CR: MAN-PORTABLE LOW EARTH ORBIT SATELLITE COMMUNICATIONS

1. Background. Contingency Response Forces (CRF) lack the ability to rapidly set up data/communications in austere environments due to the lack of a man-portable Low Earth Orbit (LEO) satellite communications. CRF require ground access to LEO Satellite Commercial Internet or Commercial Space Internet (CSI) for command-and-control. Rapid and robust data passage is critical to the needs of the CRF. Decision makers equipped with CSI terminals can receive and provide critical battlefield information in a fraction of the time required to set up legacy systems. Terminals should be light, rugged, and mobile, enhancing airfield rapid set up. The CRF requires capability to support high-capacity bandwidth with low latency and control over information entry and exit of the satellite constellation, securing US-only ground access to information packets.

2. Requirement. Unit Type Code (UTC) & WEPTAC 2024.

3. Impact If Not Funded. Degraded or non-existent communication in a contested environment.

4. Units Impacted. 123 CRG, Louisville, KY, 156 CRG, San Juan, PR, 133 CRF, Minneapolis, MN, 136 CRF, Fort Worth, TX, 146 CRF, Channel Islands, CA, 172 CRF, Jackson, MS, 182 CRG, Peoria, IL, 113 CRS, Terre Haute, IN, 111 CRS, Spokane, WA, 238 CRS, Meridian, MS, 270 CRS, Sioux City, IA

5. Cost.

Quantity	Unit Cost	Program Cost
22 LEO Ground Terminal Kits and Activations	\$285,000	\$6,270,000
LEO Communications Training Event	N/A	\$25,000
Total		\$6,295,000



CR: TACTICAL AWARENESS KIT

1. Background. Contingency Response Forces (CRF) currently lack the capability to provide seamless, timely digital data integration and a unified Common Operating Picture (COP) for all members operating in a contingency location. Without a COP, there are decision delays, data loss, and lack of personnel accountability. Shared situational awareness is critical for making effective, efficient, and life-saving decisions during a domestic or wartime emergency. The CRF requires a single platform tool that can ingest data of various open-architecture and proprietary formats from approved users to convert those formats into other open-architecture formats-of-choice and then disseminate the data as a persistent feed to approved mission partners, weapon systems, intelligence analysts, airspace monitoring, or friendly-force tracking systems. Furthermore, CRF members need to be able to send data intra-team including positional information, typed communications, specific locations, user-created shapes, etc. without relying on voice to voice as the sole form of communication.

2. Requirement. Unit Type Code Equipment Requirement.

3. Impact If Not Funded. Degraded Common Operating Picture in a contested environment resulting in delayed decision making.

4. Units Impacted. 123 CRG, Louisville, KY, 156 CRG, San Juan, PR, 133 CRF, Minneapolis, MN, 136 CRF, Fort Worth, TX, 146 CRF, Channel Islands, CA, 172 CRF, Jackson, MS, 182 CRG, Peoria, IL, 113 CRS, Terre Haute, IN, 111 CRS, Spokane, WA, 238 CRS, Meridian, MS, 270 CRS, Sioux City, IA

5. Cost.

Quantity	Unit Cost	Program Cost
570 End User Device Phones with ATAK installed	\$1,814.00	\$1,033,980
96 End User Device Tablets with ATAK installed	\$1,237.00	\$118,752
19 Mesh Network UHF Kits	\$54,023.00	\$1,026,437
570 End User Device Phone Accessories	\$2020.00	\$1,151,400
96 End User Device Tablets Accessories	\$200.00	\$19,200
Total		\$3,349,769



CR: AIRFIELD SECURITY AND DETECTION SYSTEM

1. Background. Contingency Response Forces (CRF) lack the capability to adequately secure airfield locations in both wartime and domestic environments due to the absence of a modernized airfield security and detection system. CRF require a detection kit for survivability and to provide situational awareness in conjunction with joint and coalition mission partners. This kit must account for manpower constraints, reduce bandwidth usage, and enhance wartime decision-making processes. The system should be compact, ruggedized, scalable, and portable by two individuals, with the capability to be set up or dismantled within 20 minutes. The kit needs to be adaptable to Unit Type Codes and must be scalable from a CRT to a CRE. The kit should incorporate ruggedized, discreet, unattended multi-camera ground sensors equipped with user-defined artificial intelligence that can perform threat analysis and alerting without any network connection. The kit should feature a long-range sensor that includes electro-optical (EO) and infrared camera options with pan/tilt/zoom controls. These cameras need to be integrated with radar sensors and the ability for the camera systems to slew to specific radar threats. It is essential for the ruggedized equipment to operate effectively within a temperature range of -20 to 120 degrees Fahrenheit in all weather conditions and be able to support extended operations via rechargeable battery systems and optional solar charging modules. Lastly, the radios need to be able to operate within a mesh network, and the operating system needs to be able to share data within a common operating picture that is already being used by CRF.

2. Requirement. Unit Type Code Equipment.

3. Impact If Not Funded. Degraded survivability of forces engaged in airfield operations.

4. Units Impacted. 123 CRG, Louisville, KY, 156 CRG, San Juan, PR, 133 CRF, Minneapolis, MN, 136 CRF, Fort Worth, TX, 146 CRF, Channel Islands, CA, 172 CRF, Jackson, MS, 182 CRG, Peoria, IL, 113 CRS, Terre Haute, IN, 111 CRS, Spokane, WA, 238 CRS, Meridian, MS, 270 CRS, Sioux City, IA

5. Cost.

Quantity	Unit Cost	Program Cost
32 Short Range Sensor Node with Pan, Tilt, Zoom & Radars	\$350,000	\$11,200,000
3 Long Range Sensor Node with Pan, Tilt, Zoom & Radars	\$1,500,000	\$4,500,000
76 Small Unmanned Aerial System	\$50,000	\$3,800,000
11 UAS Training Events	\$13,000	\$143,000
Total		\$19,643,000

Aeromedical Evacuation

- **Universally Qualified (C-130, KC-135, C-17)**
- **Opportune Aircraft (KC-46, C-5, C-21)**
- **Specialty Team Support (CCATT, Burn)**



The primary mission of Aeromedical Evacuation (AE) is to transport casualties from within the Joint Operations Area to the appropriate role of care provided in or out of theater. During the past decade, it has become increasingly important for the AE system to continue to develop its capability to integrate with components of our Nations allies. The rapid evacuation of patients during contingencies is necessary to prevent undue suffering and preserve

military strength. AE provides time sensitive enroute care of regulated and unregulated casualties to and between medical treatment facilities using organic and/or contracted aircraft with medical crew trained explicitly for the mission. AE forces can operate as far forward as required, across the full range of military operations, and in all operating environments. Specialty trained medical teams may be assigned to work with the aeromedical evacuation crewmembers to support patients requiring intensive care in flight.



Aeromedical Evacuation FY2026 Weapons and Tactics Conference

Critical Capabilities List

- Inflight MAF Mission Computer with Datalink
- AE Rapid Response Bag
- Ground Communications Package
- Modernized Aircraft Wireless Intercom System
- Portable Fluid/Blood Warmer and Refrigerator

Essential Capabilities List

- Alternate Power Source and Recharging System
- Flight Line Transportation Vehicle
- MA- 1 Walk-around Bottles
- BMET calibration equipment
- AE In-flight Kit

Desired Capabilities List

- Automated External Defibrillator on all MAF Aircraft
- AE Virtual Reality Training Systems
- Medical Simulation Training Applications
- Alternative Oxygen Generator
- Stackable Pallets



AE: INFLIGHT MAF MISSION COMPUTER WITH DATALINK

1. Background: ANG AE requires a common MAF mission computer with tactical data link (TDL) to enhance mission effectiveness during AE operations, particularly in a forward operating environment. Datalink enables joint integration in a contested environment and provides a jam and spoof resistant GPS. This capability may be intrinsic to MDS asset, and not necessarily AE imbedded.

2. Requirement. ARC WEPTAC 2025.

3. Impact If Not Funded. Reduced operating capabilities for mass CASEVAC and limited C2 communication and guidance. At present only limited communication with C2 is possible via iridium phone or pilot-assisted phone patch.

4. Units Impacted. 28 Aeromedical Evacuation Squadrons in 22 States.

5. Cost.

Quantity	Unit Cost	Program Cost
357 Common MAF Mission Computers with Datalink	\$1,000,000	\$357,000,000
Total		\$357,000,000



AE: AEROMEDICAL EVACUATION RAPID RESPONSE BAG

1. Background: ANG AE crews require an updated standardized evacuation response bag. The current AE bag set is heavy, bulky and requires multiple people to transport. This bag set allows AE crews to treat a large volume of patients over an extended period. The future conflict we will require adaptation to a dynamic environment. To meet this Agile Combat Employment (ACE) requirement, AE crews require a specific kit to quickly pare down to a two-person crew (Flight nurse and aeromedical technician). Currently there is not an official bag set to satisfy the Non-Combatant Evacuation Operation (NEO) movement or supplement various MDS platforms with a small AE footprint. The proposed bag set similar to one in the pararescue community supports Tactical Combat Causality Care and agile movement of crew members. Bag sets would be assigned to each crew member of a flight nurse and aeromedical team. For every AE kit, 2 ACE kits would be required.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. The potential to provide lifesaving care to multiple patients on last minute evacuation could be delayed by having to assemble an equipment list. Having a standardized kit will ensure the proper equipment is deployed.

4. Units Impacted. 28 Aeromedical Evacuation Squadrons in 22 States (18 Reserve, 10 Guard).

5. Cost.

Quantity	Unit Cost	Program Cost
168 - Equipment Bags	\$750	\$126,000
168 - Medical Supplies/Medication Kits	\$630	\$105,840
Total		\$231,840



**AE: AEROMEDICAL EVACUATION GROUND
COMMUNICATIONS PACKAGE**

1. Background: ANG AE squadrons require updated communication equipment packages for successful mission execution. The communications package must work in a highly contested and degraded environment to safely move critical patients. Communicating changes to equipment requirements during mass evacuations is vital for mission success. An upgraded communication kit requires a satellite phone with secure sleeve, tactical datalink capability with access to NIPR and SIPR. AE communications personnel will maintain these communication kits to improve the reliability of patient care, increasing the survivability rate during transport. One AE Communication kit will be required for each Aeromedical Evacuation team in every AE Squadron that maintains communications personnel.

2. Requirement. ARC WEPTAC 2025.

3. Impact If Not Funded. ANG AE aircrews will have degraded survivability in a contested environment.

4. Units Impacted. 28 Aeromedical Evacuation Squadrons in 22 States (18 Reserve, 10 Guard).

5. Cost.

Quantity	Unit Cost	Program Cost
10 AE Ground Communication Kits	\$12,500	\$125,000
Total		\$125,000



AE: WIRELESS COMMUNICATION KITS

1. Background: The ANG requires AE communications in a degraded environment to safely move critical patients. During mass evacuations, the ANG may be tasked with air transport of sick and injured patients. In the contested environment AE is required to leave the aircraft to assess patients and communicate with ground personnel. It is vital that crew members on and off the aircraft can communicate. Mission changes require robust communication with all AE crewmembers to ensure no one is left behind. The Communication Kit consists of a ballistic helmet, headset, extension cable, and wireless intercom system transceiver. One AE Communication kit is required per aeromedical evacuation crewmember in every AE Squadron.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. If equipment is not funded, the inability to maintain critical communication will potentially have negative mission impacts and increased adverse outcomes will occur among patients transported by AE teams. Additionally, crewmembers could be left behind if the aircraft needed expeditious take-off.

4. Units Impacted. 28 Aeromedical Evacuation Squadrons in 22 States. 108 Critical Care Air Transport Teams

5. Cost.

Quantity	Unit Cost	Program Cost
838 Wireless Communications Kits	\$30,000	\$25,140,000
2,174 Ballistic Helmets	\$1,100	\$2,391,400
Total		\$27,531,400



AE: PORTABLE FLUID/BLOOD WARMER AND REFRIGERATOR

1. Background: ANG AE aircrews require a portable fluid/blood warmer and refrigeration unit to provide instant inflight access to fluid/blood products. Hemorrhage is the number one preventable death on the battlefield and per Tactical Combat Casualty Care Guidelines, the preferred method of blood administration/resuscitation is a plasma/red blood cells/platelets 1:1:1 ratio. Fresh whole blood is a vital component in increasing the survivability of trauma patients in the combat environment. A US military report estimates that 15% to 20% of traumatic deaths are preventable and 66% to 80% of these deaths occur from hemorrhage. The ability to administer blood products versus crystalloids decreases the mortality rate from 40% to 27%. In the most recent conflict and field study, it reflects that 95% of operating room patients are expected to use 6 units of low tier blood products within the CENTCOM AOR. ANG AE aircrews require 30 fluid/blood warmers and refrigerators.

2. Requirement. ARC WEPTAC 2024.

3. Impact If Not Funded. Degraded survivability in deployed/homeland emergency response situations.

4. Units Impacted. 133AW Minneapolis MN, 137 AW Oklahoma, 109AE New York, 166AW Delaware, 146 AW California, 145th AW North Carolina, 130 AW West Virginia, 172 AW Mississippi, 153 AW Wyoming, 136 AW Texas

Quantity	Unit Cost	Program Cost
30 Autonomous Portable Refrigeration Unit	\$14,000	\$420,000
30 Single Unit Blood Warmer	\$5,000	\$150,000
Total		\$570,000

Cyberspace Warfare Operations

- **ANG Cyberspace Units Provide 15% of Cyber Mission Force Teams**
- **Network Warfare and Information Operations**
- **Defend DoW Networks, Systems, and Information Against Evolving Threats**
- **Provide Cyber Support to Military Operational and Contingency Plans**

The United States relies on the Internet, systems, and data of cyberspace for a wide range of critical services. Modern weapon systems, such as aircraft and satellites, have evolved into computers with wings and computers in orbit. They are filled with 4th and 5th generation technology and rely on the cyberspace domain to function. This reliance leaves the U.S. vulnerable in the face of dangerous cyber threats, as state and non-state actors plan to conduct disruptive and destructive cyberattacks on the networks of our critical infrastructure and steal U.S. intellectual property to undercut our technological and military advantage. ANG cyber operations units are postured for cyber deterrence and cyber defense, focusing on building cyber capabilities to defend warfighting capability and homeland/national interests against cyberattacks.



The ANG cyber operations force includes four cyber operations groups and twenty units. Cyber capabilities support federal- and state-level agencies, the Air Force, and combatant commands. Cyber units provide offensive and defensive cyberspace capability to support operational and planning activities and other cyberspace support as requested. Guardsmen participating in these missions draw upon skills from their related civilian careers. Specific missions assigned to ANG units include network vulnerability assessments,

digital media and network analysis, and full-spectrum cyber warfare support in both exercises and operations. Execution of these activities occurs from home station and national facilities through distributed operations.

Cyberspace Warfare Operations FY 2026 Weapons and Tactics Conference

Critical Capabilities Lists

Offensive Cyber Operations (OCO)

- Cyber Training Range Simulator (Enhanced)
- Cyber Capability Developer – Part Task Trainer (Modular & Adaptive)
- Cyber Decision - Cognitive Analysis Readiness System (Enhanced & Integrated)

Defensive Cyber Operations (DCO)

- Cyber Mission Planning System
- Operational Technology Cyber Threat Intel
- Unified Knowledge and Connectivity Kit

Department of Defense Information Networks (DODIN)

- Proactive Hardware Upgrade

Essential Capabilities Lists

Offensive Cyber Operations

- Cyber Mission Planning System (Integrated & Autonomous)
- Tactical Cyber Innovation & Experimentation Environment (Deployed & Mobile)

Defensive Cyber Operations

- Emerging Threat Rules
- Hypervisor Endpoint Detection and Response
- Cyber Operations Range Simulator

Department of Defense Information Networks

- None

Desired Capabilities Lists

Offensive Cyber Operations

- None

Defensive Cyber Operations

- None

Department of Defense Information Networks

- None

OCO: CYBER TRAINING RANGE SIMULATOR (ENHANCED)

1. Background. The Cyber Training Range Simulator (CyTRS) is an advanced and dynamic training environment designed to replicate real-world adversary networks, including critical infrastructure environments and their Tactics, Techniques, and Procedures (TTPs). The CyTRS should incorporate AI-driven adversarial emulation to provide realistic and challenging scenarios. It should feature a dedicated operations floor and infrastructure with specialized equipment for various cyber teams, across the Air National Guard (ANG), enabling emulation of complex hardware, including operational technology (OT) devices. Comprehensive networking capabilities simulate multi-segment networks, provide remote connectivity, and ensure interoperability with live, virtual, constructive (LVC) training environments. This facilitates integrated training exercises across various domains. The updated CyTRS should also incorporate DevOps principles and Infrastructure as Code (IaC) for rapid deployment and configuration of training environments, benefiting ANG cyber operators.

2. Requirement. US National Security Strategy, National Cybersecurity Strategy, JP 3-12 (Cyberspace Operations); ACC/A3 Memorandum Requesting Cyberspace Range Squadron Stand Up in the Air National Guard, 5 June 2020

3. Impact If Not Funded. Without an enhanced and interoperable cyber range capable of emulating modern threats, ANG DCO operators will face significant challenges in maintaining readiness and proficiency. The lack of realistic training environments that include OT emulation, AI-driven adversary behavior, and LVC integration will hinder the development and refinement of advanced TTPs and effective incident response procedures. Additionally, the inability to leverage DevOps and IaC principles will result in slower adaptation to emerging threats and increased operational costs for ANG cyber missions. This gap directly affects mission success and overall cyber warfare effectiveness, leaving units ill-prepared to counter increasingly sophisticated adversaries and protect critical national infrastructure.

4. Units Impacted. 132 WG, Des Moines, IA; 108 WG, JB McGuire-Dix-Lakehurst, NJ; 175 WG, Baltimore, MD; 179 CW, Mansfield, OH; 158 FW, Northfield, VT; 194th WG, JB Lewis-McChord, WA; 192 WG, JB Langley-Eustis, VA; 143 AW, Kingston, RI; 134 ARW, McGhee Tyson, TN; 189 AW, Little Rock AFB, AR; 111th ATKW, Willow Grove, PA; 184 IW, McConnell AFB, KS; 195 WG, Van Nuys, CA; 124 FW, Gowen Field, ID; 110 ATKW, Battle Creek, MI; 166 AW, New Castle, DE; 149 FW, JB San Antonio-Lackland, TX

5. Cost.

Quantity	Unit Cost	Program Cost
Cyber Training Range Simulator	\$10,000,000	\$10,000,000
Total		\$10,000,000

OCO: CYBER CAPABILITY DEVELOPER – PART TASK TRAINER (MODULAR & ADAPTIVE)

1. Background. Offensive Cyberspace Operations (OCO) units, across the Air National Guard (ANG), require specialized training to fulfill complex software development missions in support of advanced cyber effects capabilities. These units currently lack consistent access to advanced training materials and a modern, integrated development environment necessary to progress from Basic to Senior Cyber Capability Developer proficiency. This program addresses the need by providing each unit with a Senior Capability Developer Kit (SCDK). The SCDK provides a secure data repository for developed tools, along with the necessary hardware and software, to conduct advanced training in developing cutting-edge OCO toolkits via secure development networks (JWICS and NSANet). The system also allows for rapid prototyping and deployment of capabilities via containerization. One SCDK is required for each of the OCO and development squadrons across the ANG. Emphasis is placed on a modular and easily updated architecture to accommodate new technologies and threat vectors.

2. Requirement. DAFMAN 17-1301, "Cyberspace Operations" (Chapter 2, Section 2.2); DoDI 8500.01, "Cyberspace Workforce Management"; DoD Instruction 8585.01, "DoD Cyber Red Teams," January 11, 2024

3. Impact If Not Funded. Without access to a robust and up-to-date SCDK, Cyber Capability developers will not achieve commensurate readiness training levels with AC counterparts, disadvantaging ANG units and putting critical missions at risk. This lack of access will hinder their ability to develop cutting-edge capabilities and effectively respond to emerging cyber threats, including the growing threat of supply chain attacks. The resulting skills gap could ultimately lead to mission failure and potential divestment of critical cyber capabilities.

4. Units Impacted. 166 WG, New Castle, DE; 175 WG, Martin-State, MD

5. Cost.

Quantity	Unit Cost	Program Cost
2 SCDK	\$1,000,000	\$2,000,000
Total		\$2,000,000

OCO: CYBER DECISION - COGNITIVE ANALYSIS READINESS SYSTEM (CYDE-CARS) (ENHANCED & INTEGRATED)

1. Background. Recognizing that effective cyber operations demand exceptional cognitive abilities and rapid decision-making under pressure, CYDE-CARS is a cutting-edge initiative designed to optimize personnel selection and enhance operational readiness for the Air National Guard (ANG) cyber forces. Current accession processes often lack the sophistication to accurately assess cognitive skills critical for success in the dynamic and complex cyber domain. This leads to inefficiencies in training, increased attrition, and ultimately, compromised mission effectiveness. CYDE-CARS addresses these shortcomings by leveraging real-time threat intelligence feeds and predictive analytics to identify candidates with the innate cognitive strengths required to excel in cyber operations. The system should utilize machine learning algorithms to analyze a range of cognitive abilities, including pattern recognition, critical thinking, problem-solving, adaptability, and decision-making under duress. Furthermore, CYDE-CARS provides automated vulnerability scoring and prioritization capabilities, allowing leaders to identify and address potential cognitive weaknesses within their teams proactively. The enhanced user interface should provide improved visualization of individual and team cognitive profiles, facilitating data-driven personnel management decisions.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. Without a threat-informed and AI-driven cognitive assessment system like CYDE-CARS, the ANG cyber forces will continue to struggle with suboptimal personnel selection, resulting in wasted training resources, increased attrition rates, and ultimately, a reduced capacity to effectively counter evolving cyber threats. The inability to leverage real-time threat intelligence, predictive analytics, and automated vulnerability scoring will leave cyber teams ill-equipped to make informed decisions under pressure, increasing the risk of mission failure. Furthermore, the lack of explainable AI (XAI) will erode trust in the assessment process, hindering its adoption and effectiveness.

4. Units Impacted. 132 WG, Des Moines, IA; 108 WG, JB McGuire-Dix-Lakehurst, NJ; 175 WG, Baltimore, MD; 179 CW, Mansfield, OH; 158 FW, Northfield, VT; 194th WG, JB Lewis-McChord, WA; 192 WG, JB Langley-Eustis, VA; 143 AW, Kingston, RI; 134 ARW, McGhee Tyson, TN; 189 AW, Little Rock AFB, AR; 111th ATKW, Willow Grove, PA; 184 IW, McConnell AFB, KS; 195 WG, Van Nuys, CA; 124 FW, Gowen Field, ID; 110 ATKW, Battle Creek, MI; 166 AW, New Castle, DE; 149 FW, JB San Antonio-Lackland, TX

5. Cost.

Quantity	Unit Cost	Program Cost
17 CYDE-CARS kits	\$1,000,000	\$17,000,000
Total		\$17,000,000

DCO: CYBER MISSION PLANNING SYSTEM

1. Background. ANG Cyberspace Operations Squadrons (COS) units require an automated collaboration and execution system to aid in cyber planning, briefing, execution, and debriefing (PBED). This system must automate the PBED process and information sharing. During the planning phase, the collaboration and execution system will ingest multiple policy and operational documents, cyber terrain, threat environments, and integrate with existing cyber weapon systems to collect telemetry data. An information-synthesized heads-up display is required to develop mission plans during the briefing and execution phases. For execution, this system captures the activity that an operator performs and allows for significant events to be highlighted and reviewed. Additionally, this system displays weapon system telemetry and uses machine learning to display system health analytics. The Cyber Mission Planning System (CMPS) provides a way to review collected actions so operators can identify additional cyber tactics, techniques and procedures (TTPs) to be reviewed during a mission debrief. These TTPs can be saved into the system for future training and historical reference. Each of the 20 COS units require an automated collaboration and execution system.

2. Requirement. ACC 1067 pending

3. Impact If Not Funded. Failure to acquire an automated collaboration and execution system will impede mission effectiveness by prolonging planning cycles, reducing situational awareness during execution, and limiting the identification and dissemination of advanced cyber TTPs. Operators will continue to rely on disjointed systems and manual processes, leading to decreased readiness and mission success.

4. Units Impacted. 132 WG, Des Moines, IA; 108 WG, JB McGuire-Dix-Lakehurst, NJ; 175 WG, Baltimore, MD; 179 CW, Mansfield, OH; 158 FW, Northfield, VT; 194th WG, JB Lewis-McChord, WA; 192 WG, JB Langley-Eustis, VA; 143 AW, Kingston, RI; 134 ARW, McGheeTyson, TN; 189 AW, Little Rock AFB, AR; 111th ATKW, Willow Grove, PA; 184 IW, McConnell AFB, KS; 195 WG, Van Nuys, CA; 124 FW, Gowen Field, ID; 110 ATKW, Battle Creek, MI; 166 AW, New Castle, DE; 149 FW, JB San Antonio-Lackland, TX

5. Cost.

Quantity	Unit Cost	Program Cost
20 CMPS Instances	\$1,000,000	\$20,000,000
Total		\$20,000,000

DCO: OPERATIONAL TECHNOLOGY CYBER THREAT INTEL

1. Background. Air National Guard (ANG) operational readiness depends on secure and reliable industrial control systems (ICS) and operational technology (OT) environments. Current cyber threat intelligence (CTI) feeds often lack mission-relevant context specific to OT environments, hindering the ANG's ability to proactively defend against sophisticated adversaries targeting critical infrastructure. The ANG requires an Operational Technology Cyber Threat Intelligence (OT-CTI) capability to detect, understand, and defend against adversary activity targeting ICS and OT environments supporting critical missions. This capability should provide mission-relevant, context-driven intelligence that extends beyond generic indicators of compromise.

2. Requirement. ACC 1067 pending

3. Impact If Not Funded. Failure to acquire an OT-CTI capability will leave the ANG vulnerable to cyberattacks targeting critical OT/ICS infrastructure. The ANG will remain reliant on generic threat intelligence, resulting in delayed threat detection, ineffective mitigation strategies, and increased risk of mission disruption. Reactive defense will continue to be the norm, hindering the transition to proactive, threat-informed security practices and compromising the readiness, continuity of mission-critical functions, and the protection of vital defense and homeland infrastructure.

4. Units Impacted. 132 WG, Des Moines, IA; 108 WG, JB McGuire-Dix-Lakehurst, NJ; 175 WG, Baltimore, MD; 179 CW, Mansfield, OH; 158 FW, Northfield, VT; 194th WG, JB Lewis-McChord, WA; 192 WG, JB Langley-Eustis, VA; 143 AW, Kingston, RI; 134 ARW, McGhee Tyson, TN; 189 AW, Little Rock AFB, AR; 111th ATKW, Willow Grove, PA; 184 IW, McConnell AFB, KS; 195 WG, Van Nuys, CA; 124 FW, Gowen Field, ID; 110 ATKW, Battle Creek, MI; 166 AW, New Castle, DE; 149 FW, JB San Antonio-Lackland, TX

5. Cost.

Quantity	Unit Cost	Program Cost
20 OT-CTI Licenses	\$100,000	\$2,000,000
Total		\$2,000,000

DCO: UNIFIED KNOWLEDGE AND CONNECTIVITY KIT

1. Background. ANG cyberspace operations squadrons (COS) units require a Unified Knowledge and Connectivity (UKC) Kit that provides a tactical edge-computing device designed to provide warfighters with on-site processing capabilities in deployed environments where connectivity is often limited, intermittent, or contested. The kit ensures mission resilience by reducing reliance on centralized infrastructure, minimizing latency, and optimizing bandwidth for Artificial Intelligence (AI) and Large Language Model (LLM) functions at the edge. To achieve robust, "any-network" connectivity, the UKC leverages a combination of military-specific tactical communications and resilient 5G technology, which is being standardized and expanded by the Department of Defense (DoD). The system aggregates multiple communication paths, including military-grade and commercial satellite communications (SATCOM), Wi-Fi, cellular, and tactical radio systems to provide a persistent and secure data link. These tactical edge devices are supported by a more powerful in-garrison computing element for training larger models, fusing enterprise data, and disseminating refined AI capabilities across the force.

2. Requirement. 2023 DoD Data, Analytics, and AI Adoption Strategy, DoD Responsible AI (RAI) Strategy and Implementation Pathway

3. Impact If Not Funded. Without the UKC Kit, deployed teams would remain dependent on local base networks for connectivity, some of which aren't accessible to operators 24/7. Additionally, the lack of AI and LLM resources at the tactical edge would result in significant latency and slowed decision-making, directly opposing DoD strategies for achieving decision superiority. Furthermore, without a dedicated in-garrison computing component, units would lack the infrastructure to effectively train and deploy new AI models, hindering the military's strategic goal of creating a truly interconnected, AI-empowered force.

4. Units Impacted. 132 WG, Des Moines, IA; 108 WG, JB McGuire-Dix-Lakehurst, NJ; 175 WG, Baltimore, MD; 179 CW, Mansfield, OH; 158 FW, Northfield, VT; 194th WG, JB Lewis-McChord, WA; 192 WG, JB Langley-Eustis, VA; 143 AW, Kingston, RI; 134 ARW, McGhee Tyson, TN; 189 AW, Little Rock AFB, AR; 111th ATKW, Willow Grove, PA; 184 IW, McConnell AFB, KS; 195 WG, Van Nuys, CA; 124 FW, Gowen Field, ID; 110 ATKW, Battle Creek, MI; 166 AW, New Castle, DE; 149 FW, JB San Antonio-Lackland, TX

5. Cost.

Quantity	Unit Cost	Program Cost
60 Edge AI Compute Nodes	\$4,000	\$240,000
2 In-Garrison Compute Nodes	\$510,000	\$1,020,000
Total		\$1,260,000

DODIN: PROACTIVE HARDWARE UPGRADE

1. Background. Maintaining the seamless delivery of essential enterprise services for the Air National Guard (ANG) hinges on a proactive strategy that prioritizes a modern and robust hardware infrastructure. Upgrading to current hardware is not merely a desirable enhancement, but a vital necessity, particularly as the ANG undergoes the transition from the Active Directory & Exchange Infrastructure Management (ADX) to the Integrated Service Node (ISN). This transition introduces new demands and functionalities that can only be effectively supported by up-to-date hardware, ensuring reliable performance, minimizing potential disruptions, and maximizing the benefits of the ISN platform. Therefore, investing in a hardware refresh is a critical step in safeguarding the continuity of ANG operations and empowering personnel with the technological resources they need to fulfill their mission effectively.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. Ultimately, neglecting the hardware upgrade would cripple the ANG's ability to adapt to evolving mission requirements, maintain operational readiness, and effectively serve its critical role in national defense. It would undermine the entire investment in the ISN platform and leave the ANG with an unstable, underperforming, and ultimately unsustainable IT environment.

4. Units Impacted. All ANG Cyberspace Operations Squadrons (COS)

5. Cost.

Quantity	Unit Cost	Program Cost
PowerEdge MX7000 Chassis (incl. PSUs, OME-M)	\$22,000	\$22,000
PowerEdge MX760c Compute Sled (2x Gold 6448H, 512GB RAM)	\$38,000	\$114,000
Ethernet Mezzanine Card (Dual Port 25GbE)	\$2,000	\$6,000
BOSS-N1 Boot Device (2x M.2 NVMe in RAID 1)	\$800	\$2,400
PowerEdge MX9116n Fabric Switching Engine (25/100GbE)	\$20,000	\$40,000
Dell PowerStore 3200T (All-Flash, unified, starter capacity)	\$55,000	\$55,000
PowerEdge R360 Server (1U, mid-range config, with BOSS-N1)	\$6,000	\$6,000
Intelligent Rack PDU (30A, Managed)	\$1,200	\$2,400
Cabling & Transceiver Allowance (DAC, Fiber Optic, SFP/QSFP Modules)	\$15,000	\$15,000
"Crash Cart" (Monitor, Keyboard, Mouse on a rolling cart)	\$750	\$750
Dell PowerProtect DD Series Appliance (Entry/Mid configuration)	\$45,000	\$45,000
Dell ProSupport Plus - 5 Years (Est. @ 20% of updated hardware cost)	\$61,700	\$61,700
Total		\$370,250

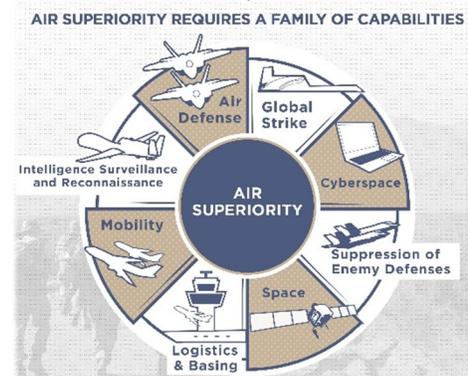
Cyber Enabled Air Superiority

- **Increasing Survivability and Munition Lethality**
- **ANG Currently Executes 100% of the CEAS Missions Supporting C/JFACC Objectives**
- **Cyber Missions are Integrated into Air Operations**

Cyber Enabled Air Superiority (CEAS) provides non-kinetic enabling capabilities in and through the information environment directly supporting air superiority. CEAS is necessary to provide critical competitive advantages in combat performance and survivability of Air Force operations. CEAS integrated systems are comprised of multiple systems supporting tactical warfighting functions.

The first CEAS aligned combat unit equipped mission is within the Air National Guard. The CEAS construct is made up of squadrons to support the Air Force identified warfighting functions required to generate, present, and integrate kinetic and non-kinetic operations. This involves using both cyber and electromagnetic spectrum operations for offensive and defensive purposes to disrupt adversaries, protect friendly forces, and ensure the secure flow of information, thereby creating advantages in the physical battlespace. This is not solely a technological concept but a strategic approach that integrates cyber capabilities into tactical missions and multi-domain operations.

The Air National Guard is supporting this mission on behalf of the Air Force, focused on the capabilities to execute operations in support of the combatant commands. These operations aim to seize and maintain the initiative in setting the conditions that ensure core mission success and air superiority.



CEAS

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Critical Capabilities List

- Command-and-Control (C2) Electro-Magnetic Battle Management (EMBM) Orchestration Deconfliction
- High Fidelity Range
- Software Defined Radio (SDR) Communications System
- Defensive Countermeasures

Essential Capabilities List

- None

Desired Capabilities List

- None

CEAS: Electro-Magnetic Battle Management (EMBM) Orchestration Deconfliction

1. Background. ANG CEAS mission units require EMBM capabilities to effectively coordinate, integrate, and synchronize the effects of the CEAS mission set across the joint force. Currently, various platforms and weapon systems rely on pre-planned tools (e.g., non-kinetic synchronization matrix, non-kinetic coordination card) for integration. However, this framework is human intensive and relies on pre-planned objectives and does not solve dynamic adversarial engagements. To address these challenges, the warfighter and joint force require the ability to direct CEAS non-kinetic effects at the speed of light. Implementing the CEAS C2 EMBM Orchestration Deconfliction capability will significantly enhance the lethality and survivability of the joint force by enabling real-time deconfliction, synchronization, and integration of CEAS non-kinetic effects. ANG CEAS units require five Cyber Enabled Orchestration Deconfliction (CEOD) kits.

2. Requirement. ACC 1067 pending

3. Impact If Not Funded. 179th lacks the ability to orchestrate and execute EMBM.

4. Units Impacted. 179 CW, Mansfield, OH

5. Cost.

Quantity	Unit Cost	Program Cost
5 CEOD kits	\$500,000	\$2,500,000
Total		\$2,500,000

CEAS: HIGH-FIDELITY RANGE

1. Background. ANG CEAS personnel require a standalone high-fidelity range that can integrate into a joint simulation environment. Currently, there is no approved CEAS range that can support the mission. The range must include a simulations environment that can emulate threats to include integration with Next Generation Threat System. The High-Fidelity Range stack must allow Electromagnetic Spectrum Operations (EMSO) capability development, experimentation, large force training, mission effectiveness, operational test and deployed training. This simulation environment must be at the appropriate security level, accredited and comprised of a software battlespace environment that is highly extensible and modular. Additionally, the simulation environment must build on a solid foundation of existing DoW modeling and simulation technologies and physical computing infrastructure that implements the battlespace and mission execution support functions.

2. Requirement. ACC 1067 pending, Program Objective Memorandum 2025, and Joint Simulation Environment requirement.

3. Impact If Not Funded. Unit IOC is delayed until a high-fidelity range and simulator can be provided.

4. Units Impacted. 179 CW, Mansfield, OH; 132 WG, Des Moines, IA

5. Cost.

Quantity	Unit Cost	Program Cost
High Fidelity Range	\$1,200,000	\$1,200,000
EM Spectrum Simulator	\$4,300,000	\$4,300,000
Total		\$5,200,000

CEAS: SOFTWARE-DEFINED RADIO (SDR) COMMUNICATIONS SYSTEM

1. Background. ANG CEAS units require adaptable, secure, and resilient communication systems to maintain connectivity in dynamic and highly contested environments. Current hardware-based radios lack the flexibility to rapidly counter evolving electromagnetic warfare and jamming threats. Software-defined radios (SDRs) offer a modular, reprogrammable solution, enabling CEAS units to operate across multiple waveforms, frequencies, and encryption standards at lightning speed, while leveraging existing apertures. SDRs enhance operational capabilities by supporting low probability of intercept (LPI) and low probability of detection (LPD) operations, ensuring secure communications while minimizing electromagnetic signatures in threat environments. They enable seamless transitions between line-of-sight and satellite links, maintaining mission-critical command, control, and data connectivity even when traditional networks are degraded or denied. Additionally, SDRs improve electromagnetic spectrum awareness and support secure over-the-air updates, reducing maintenance costs and mitigating hardware obsolescence. When integrated with fielded CEAS units, SDRs significantly enhance operational survivability by reducing an adversary's ability to jam, intercept, or exploit communications. This capability ensures mission success across the competition and conflict continuum.

2. Requirement. ACC 1067 pending

3. Impact If Not Funded. Lack of additional capability to ensure air component objectives.

4. Units Impacted. 179 CW, Mansfield, OH

5. Cost.

Quantity	Unit Cost	Program Cost
20 SDR Units	\$50,000	\$1,000,000
13 SDR Units	\$439,000	\$5,700,000
Total		\$6,700,000

CEAS: DEFENSIVE COUNTERMEASURES

1. Background. The ANG CEAS units require a broad range of hybrid countermeasures that will allow for mission customization and function to defeat threats. These systems will assist with the detection and defense against modern threats. The system should provide the ability for automation, data sharing, and correlation of information across multiple systems. The defensive countermeasures should be flexible and build off an open architecture. These countermeasures should be integrated and allow for reprogramming based on operating location.

2. Requirement. ACC 1067 pending

3. Impact If Not Funded. CEAS forces at higher risk of counter targeting.

4. Units Impacted. 179 CW, Mansfield, OH

5. Cost.

Quantity	Unit Cost	Program Cost
20 Ground Defensive Countermeasures	\$100,000	\$2,000,000
5 Airborne Countermeasures	\$800,000	\$4,000,000
1 Integration Kit	\$2,000,000	\$2,000,000
Total		\$8,000,000

Command and Control

- **Air Surveillance and Defense for North America and Hawaii**
- **Air Battle Management**
- **C-NAF Integration/Augmentation**
- **Military Range Control**
- **Ground Controlled Intercept**
- **Flight Safety Monitoring**
- **Deployable Communications**
- **Contingency Airfield Operation Services**



Air Operations Center (AOC). The AOC weapon system is employed by the Joint Forces Air Component Commander (JFACC), facilitating operational control and direction of theater air, space, and cyber forces. ANG AOC and Air Force Forces (AFFOR) staffs are comprised of personnel and facilities postured to support Homeland Defense, Overseas

Contingency Operations, and Defense Support of Civil Authorities (DSCA). AOC personnel are organized into multiple squadrons and flights. Each unit specializes in integrated, distributive Command and Control processes and products. The AFFOR staff is organized as special and functional directorates providing planning teams to the Commander Air Force Forces in support of the JFACC.

Battle Control Center (BCC). The BCC operations force includes three Air Reserve Component (ARC) operations groups and one squadron. BCCs support North American Aerospace Defense and Northern Command as part of the homeland defense mission, DSCA, and search and rescue. BCCs provide 24/7 aerospace surveillance, warning, control, and maritime warning in defense of North America.



Command and Control

Control and Reporting Center (CRC). The CRC, at the operational and tactical level, provides surveillance, tactical communications, data links, and combat-related air battle management of joint air operations with real-time networked situational awareness. There are five CRC units across the enterprise that support both Active Duty and ANG missions.



Combat Communications (CBC). Supports a wide range of missions, including combat operations, humanitarian assistance, disaster relief, and contingency operations. Provides interoperable communications systems to support joint military operations and coalition partners. Ensures the integrity and security of communications systems to protect sensitive information and maintain operational effectiveness. Combat Communications units are designed to rapidly mobilize and establish communications infrastructure in remote or hostile environments.



Airbase Operations (ABO).

The 10 ANG Combat Airfield Operations Squadrons (CAOS) hold the preponderance of equipment and personnel solely dedicated to providing contingency airfield operations services. The CAOSs have the capability to open, establish, operate, and sustain 24/7 contingency airfield operations. The Landing Zone UTC provides assessment and establishment of Landing Zone and Drop Zone operations and non-precision approach capabilities at Contingency Locations (CL) and Forward Operating Sites (FOS).



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Critical Capabilities List

AOC

- Weapons System Modernization
- Secure Voice for Wideband HF
- Agile Operations Center Enhancement
- Operational C2 Fly-Away Kit
- Mission Assurance & Cyber Security Toolkit

BCC

- Assured Communications for Contested Operations
- Post-Mission Debrief and Critical Event Reconstruction
- Training Modernization for Peer Adversary
- Mission Assurance and Cyber Security Toolkit
- Advanced Training Management Suite

CRC

- Expeditionary TS Access and Information Sharing
- Communications Test Bench
- Classified Mobility
- Alpha Mosaic JARVIS Integration with BMC2 System
- Passive Detection for Air Domain Awareness

Essential Capabilities List

AOC

- Secure View Laptops
- TACLANE Upgrades
- Infrastructure for Warfighting Networks (IWN)
- Full Motion Video ISR Integration Applications and Hardware
- T-SCIF & SAR Toolkit (SAP/STO)

BCC

- Sensor and Effectors ISO Air and Cruise Missile Defense
- CBC2 install NLT CY27 at TFI BCC FTU
- Multi Network L16 Training for GPC
- Multi-Level Security
- Comprehensive Forensics Data Collection

CRC

- Radio Modernization
- Low-Cost Emitter
- CBC2 Software Prioritized for Expedited Employment in Defense of Homeland (C-SPEED)
- TOC-L Small Tactical Sensing Suite
- CBC2 Advanced Training Management

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Critical Capabilities List

CBCS

- ACE Power Production and HVAC Operations
- Tent Modernization
- Electromagnetic Spectrum Operations System
- KHASHM Tactical Edge Network (KTEN)

ABO

- Anti-Jam Beyond Line-of-Sight (BLOS) Communications
- Mobile Surveillance and Precision Approach RADAR
- Small Footprint Precision Approach Landing
- Battle Management C2 (BMC2) Interoperability
- Combat Airfield Operations Assault Kit

Essential Capabilities List

ABO

- Common Aviation Command and Control System (CAC2S)
- Mobile Air Traffic System (MATS)
- Counter-sUAS Base Defense
- Ultra-Light Tactical Vehicle
- Modernized Generator Power Supply

Desired Capabilities List

**Contact NGB A5 for Desired List*

AOC: WEAPON SYSTEM MODERNIZATION

1. Background. The AOC Falconer weapon system requires a critical upgrade from legacy 10.1 to modern C2Core technology, essential for Joint All Domain Command and Control (JADC2) planning, directing, and managing execution of air, space, and cyber operations. While the Air Reserve Component (ARC) receives Block 20 capabilities, it is imperative that resourcing continues to ensure full functionality, future upgrades, and sustained operational readiness. To train as we fight, necessitates a dedicated, on-premises systems for the ARC, complemented by cloud development to enable global integration and capabilities such as fly-away kits for Agile Combat Employment (ACE) and AOC Falconer Lite weapon suite at all AOGs. Program Action Directive (PAD) 10-2 mandates that ARC units train to the same standard as their active-component counterparts, requiring ARC-aligned systems to match capabilities as closely as possible. To meet this directive and ensure readiness for Distributed Operations, Split Operations, Reach-Back, and Continuity of Operations, requiring dedicated and sustainable resourcing for Block 20 for ARC units. This must continue to include on-premises hardware and software at the six ANG AOCs to directly support aligned AOC requirements for Combat Mission Ready augmentation and distributed operations. Continued investment in these dedicated ARC capabilities is not merely desirable; it is critical for meeting National Defense Strategy priorities and a fully integrated and ready Total Force.

2. Requirement. PAD 10-2, ARC WEPTAC 2020-23

3. Impact if Not Funded. Not fully funding Block 20 upgrades, on-premises hardware/software, and cloud-enabled ACE capabilities, will result in compromising the ARC's ability to provide essential support to active-component AOCs, meet PAD 10-2 standards, and ensure a ready Total Force for JADC2 operations in contested environments for GPC.

4. Units Impacted. 101 AOG, Tyndall AFB, FL; 152 AOG, Syracuse, NY; 157 AOG, Jefferson Barracks, MO; 183 AOG, Springfield, IL; 193 AOG, State College, PA; 217 AOG, Battle Creek, MI.

5. Cost.

Quantity	Unit Cost	Program Cost
6 Block-20 Lite Hardware/Block 20 Weapon System	\$3,000,000	\$18,000,000
Total		\$18,000,000

AOC: SECURE VOICE CAPABILITY – WIDEBAND HF

1. Background. ANG Air Operations Center (AOC) units require the ability to communicate directly via radio to supported commanders, fielded units, and state emergency agencies. ANG AOCs need modernized secure core radio package (CRP), a Mobile User Objective System tactical satellite-compatible radio, a wideband high-frequency (HF) radio for contested communication operations with global Air Operations Centers, antenna systems, and radio-to-internet protocol (IP) bridge and communications security equipment. AOC units must train and operate on the same systems as their supported active component AOCs. Without these capabilities, units cannot train or execute full mission requirements. ANG AOCs require five of the following: CRPs, HF radios, and IP bridges. This critical capability is specifically to implement the final phase of the project, wideband HF.

2. Requirement. PAD 10-2, ARC WEPTAC 2016-2023, 2025

3. Impact if Not Funded. Failure to fund the final phase of the ANG AOC's modernized radio capabilities prevents them from training and operating at the same standard as their active-component counterparts, severely limiting their ability to communicate with supported commanders and execute full mission requirements, particularly in contested environments.

4. Units Impacted. 152 AOG, Syracuse, NY; 157 AOG, Jefferson Barracks, MO; 183 AOG, Springfield, IL; 193 AOG, State College, PA; 217 AOG, Battle Creek, MI.

5. Cost.

Quantity	Unit Cost	Program Cost
5 CRPs	\$130,000	\$650,000
5 Wideband HF Radios	\$40,000	\$200,000
5 IP Bridges	\$300,000	\$1,500,000
Total		\$2,350,000

AOG/AOC: AGILE OPERATIONS CENTER

1. Background. The Air Reserve Component (ARC) Air Operation Groups (AOG) require the modernization of their operation center infrastructure to increase operator efficiency, expedite decision making and accommodate the Joint All Domain Command and Control concept and the Advance Battle Management System. The Agile Ops Center accomplishes this through the use of a video matrix fusion engine solving multi-classification issues on the operations on the floor. The use of this technology is to eliminate multi-classification-level equipment separation requirements between systems on operation floors and enables potential future for higher classification levels. The Agile Ops Center covers all “front-end” IT to include passive infrastructure (e.g. fiber/copper cabling), integrated furnishings Systems, audio, visual, Keyboard, Video, and Mouse (KVM) switch, telephony, video matrix, and video teleconference technology as site requirements. Additional items include “backend” active infrastructure (i.e. network routers, switches,). Agile Ops Center technology delivers continuous infrastructure and human factors for homeland defense performance at the speed of relevance that are not possible with the current infrastructure.

2. Requirement. ARC WEPTAC 2022-2024.

3. Impact If Not Funded. Failure to fund the Agile Ops Center modernization for ARC AOGs will prevent them from achieving the operator efficiency, decision-making speed, and multi-domain integration required to effectively support JADC2 and ABMS, hindering parity with Active-Component operations. This lack of modernization will perpetuate current infrastructure limitations that dramatically slow response times and limit situational awareness.

4. Units Impacted. 186 AOG, Meridian, MS; 157 AOG, Jefferson Barracks, MO; 152 AOG, Syracuse, NY; 101 AOG, Tyndall AFB, FL; 183 AOG, Springfield, IL; 193 AOG, State College, PA; 217 AOG, Battle Creek, MI.

5. Cost.

Quantity	Unit Cost	Program Cost
7 Agile Operations Centers	\$3,000,000	\$21,000,000
Total		\$21,000,000

AIR OPERATIONS CENTER (AOC): OPERATIONAL C2 FLY-AWAY KIT

1. Background. ANG AOCs require command and control fly-away kits. The 601 AOC, manned by the 101st Air Communications Squadron (ACOMS), performed extensive research and fielding of various communications platforms vectoring toward an Operational C2 Fly-Away Kit ethos for all AOGs. The systems ranged from software/hardware, commercial-off-the-shelf, and contracted vendor support to meet the capabilities required. This recommendation is based on the functionality, feasibility, training requirements, support, and ability to obtain an authority to operate. The philosophy to mobilize is an Agile Combat Employment concept shifting from centralized physical infrastructures to alternate locations that can sustain tailored force packages that are maintained by multi-capable airmen. These enablers will assist Operational C2 Fly-Away Kit capability while increasing survivability and distributed operations. The Operational C2 Fly-Away Kit will provide secured communication over radio frequency and Proliferated-Low Earth Orbit, Air Tasking Order production, dissemination and execution (C2Core), air picture, and classified collaboration. This capability is required for each of the six ANG AOGs.

2. Requirement. ARC WEPTAC 2024.

3. Impact If Not Funded. Failure to source mobile technologies will result in mission compromise, disruption, or an inability to operate during great power competition. Furthermore, without the Operational C2 Fly-Away Kit solution, the AOG sites run the risk of being unable to maintain C2 of air, space, and cyberspace forces in the event of a COOP.

4. Units Impacted. 101 ACOMS, Tyndall AFB, FL; 152 ACOMS, Syracuse, NY; 157 ACOMS, Jefferson Barracks, MO; 183 ACOMF, Springfield, IL; 193 ACOMS, State College, PA; 217 ACOMS, Battle Creek, MI.

5. Cost.

Quantity	Unit Cost	Program Cost
Fly-Away Kit NRE	N/A	\$3,000,000
6 Operational C2 Fly-Away Kit Systems	\$505,000	\$3,030,000
Total		\$6,030,000

AOC: MISSION ASSURANCE AND CYBER SECURITY TOOLKIT

1. Background. ANG Air Operations Center (AOC) unit's require cyber defense toolkits to maintain readiness support to protect local weapons systems (WSs) from compromise by adversaries in a continually contested environment. Program Action Directive 10-2 directs Air Reserve Component (ARC) units to train to the same standard as their aligned active-component AOC and requires ARC-aligned systems to be as similar as possible. Active component AOC's only have the manpower to sustain normal phase one daily operations and rely heavily on the ARC for augmentation during increased tempo operations. ARC Air Communications Squadrons (ACOMS) are unable to meet the four Air Force information dominance strategic goals without cyber defense equipping. The continued evolution of AOCs weapons system allows the active component AOCs the ability to remotely train and conduct distributed operations. Operations which require ARC WSs to have equal levels of data integrity, availability, and non-repudiation of the active component AOCs. Without properly trained ARC augmentees, AOCs risk vulnerability to cyber compromises. This capability is required for each of the six ANG AOCs.

2. Requirement. ARC WEPTAC 2024.

3. Impact If Not Funded. Insufficient cyber defense resources for the 601st AOC MDT and others leaves commanders vulnerable to unquantified cyber risks, allowing capable adversaries to breach DOD systems. Fully equipping and training MDTs is crucial to strengthening defenses and deterring high-end threats.

4. Units Impacted. 101 ACOMS, Tyndall AFB, FL; 152 ACOMS, Syracuse, NY; 157 ACOMS, Jefferson Barracks, MO; 183 ACOMF, Springfield, IL; 193 ACOMS, State College, PA; 217 ACOMS, Battle Creek, MI.

5. Cost.

Quantity	Unit Cost	Program Cost
12 Mission Defense Team Toolkits (2 per site)	\$500,000	\$3,000,000
Total		\$3,000,000

BCC: ASSURED COMMUNICATIONS FOR CONTESTED OPERATIONS

1. Background. Air Defense Sectors and Squadrons require modernized communications in several mission areas: radios with modern capabilities, radios accessible from distributed and non-traditional operating locations, and the ability to manipulate and control voice communications. Established radio sites across Alaska, Hawaii and CONUS should include a combination of radios that are tunable across both the VHF and UHF spectrum, remotely switched in/out of Anti-Jam mode, remotely tuned, remotely rekeyable communications security, and remotely switched between secure and non-secure modes while being accessible through Mission Voice Platform. Air Defense Squadrons need to control radios in other sectors' area of responsibility and from distributed operating locations. Radio over internet protocol solutions meets this demand and provides resilient communication using internet connections, satellite, long term evolution, or private networks that can be controlled from fixed or distributed locations. Additionally, the Western Air Defense Sector has a validated requirement for HF voice and data integration within the Gulf of America. The requirement is in the FY26 POM but failure to fund it or to award the contract in a timely manner will result in increased cost and the need to resolicit the contract. Finally, the Pacific Air Defense Sector (PADS) requires a mobile, securable, frequency-agile communications solution for distributed operations in support of the defense of Hawaii and Guam. The communications will accompany their existing mobile mission application and datalink capabilities enabling a distributed, survivable battle management command and control solution for the PADS.

2. Requirement. ARC WEPTAC 2024.

3. Impact If Not Funded. Without upgraded communications BCCs will be susceptible to contested and degraded communications while being unable to guarantee OPSEC for during Homeland Defense Mission resulting in not being effective in combat during an operational mission.

4. Units Impacted. 225 ADG, Tacoma, WA; 224 ADG, Rome, NY; 176 ADS, Anchorage, AK; 298 ADG, Wahiawa, HI.

5. Cost.

Quantity	Unit Cost	Program Cost
5 RM-12 Suite Option	\$220,000	\$1,100,000
50 Secure/Anti-Jam Radio Site Upgrades	\$9,700	\$485,000
2 Mission Voice Platform Upgrades	\$200,000	\$400,000
4 Ground Tactical Data Link Systems	\$100,000	\$400,000
4 Halo Satellite Communications Simulator	\$70,000	\$280,000
High Frequency Radio Antenna Site	\$2,800,000	\$2,800,000
4 PRC-167, SATURN, 50W AMP, Blue Sky Mast	\$90,000	\$360,000
Total		\$5,825,000

BCC: POST MISSION DEBRIEF AND CRITICAL EVENT RECONSTRUCTION

1. Background. The Alaska, Pacific Air Defense Sectors and Joint Air Defense Operations Center (AADS / PADS / JADOC) require post mission debrief and critical event reconstruction software that allows operators to analyze mission effectiveness and provide critical warfighter feedback. Existing playback capabilities at these locations do not allow operators to rapidly pull both mission system and critical communication together to build a synced playback to complete reconstruction. The increased threats from GPC and actors have created a higher demand signal for the ability to rapidly gather event information in a timely manner. Units currently lack a means to capture operator actions and truth data from live, virtual, and constructive missions. Mission reconstruction must be undertaken by handoff from the memory of those involved in the mission. This leads to an inability to identify contributing factors to mission failures or ineffective execution. The mission debrief and event reconstruction system should be capable of capturing operator workstation video, audio, and data as well as Mission Voice Platform communications and do so in live, virtual, and constructive environments. Recordings should be compiled into a seamless interface that allows operators to interact with the playback to extract truth data and identify mission deficiencies. The system will integrate with the newly installed agile ops center, store current data and feeds for up to 90 days and must provide reconstructed playback available to export/share data with higher headquarters and other tactical units. Commercially available hardware and software that fulfill these needs is already employed at the Western Air Defense Sector and Eastern Defense Sector and can close this gap for AADS, PADS, and JADOC.

2. Requirement. NORAD Instruction 10-175 – Debrief, Data Collection and Event Reconstruction, Ref 2.4 “Data Collection Requirements”; NORAD Instruction 10-105 – NORAD A/EISS.

3. Impact If Not Funded. Inability for PACOM AOR BCCs (HI/AK) to provide meaningful critical event reconstruction & No capture of critical communications to inform higher headquarters of national security events.

4. Units Impacted. 223 ADS, Washington, DC; 176 ADS, Anchorage, AK; 298 ADG, Wahiawa, HI.

5. Cost.

Quantity	Unit Cost	Program Cost
3 Forensic playback system for 25 workstations (MVP, Mission system, Red Switch and SVOIP)	\$1,000,000	\$3,000,000
Total		\$3,000,000

BCC: TRAINING MODERNIZATION FOR PEER ADVERSARY

1. Background. The Pacific Air Defense Sector (PADS) requires upgraded Distributed Mission Operations (DMO) architecture to the same baseline as the other sectors to allow rapid resolution to the Authority to Operate (ATO) problem to enable support entities to assist the unit with system maintenance. PADS has been unable to access the DMO network due to the lack of an ATO, resulting in a different DMO baseline from that of the other sectors. The PADS DMO estimate includes record and playback capability for training missions to match the capability of Eastern Air Defense Sector and Western Air Defense Sector. Currently, Alaskan Air Defense Sector DMO does not have a record and playback function. Lastly, the Enhanced Regional Situational Awareness (ERSA) system modeling in DMO lacks operator manipulation and only models limited features hampering realistic training. Acquisition of a software plug-in for the existing ERSA simulator will significantly increase the realism of how operators’ interface with the ERSA system in the DMO environments and provide realistic training. Additionally, Air Defense Squadron Joint Interface Control Cells are currently unable to participate in virtual crew training exercises, which leaves them unable to participate in high-end training. Joint-Range Extensions (JRE)s dedicated to the DMO network would rectify this deficiency and benefit the entire crew by opening datalink training Desired Learning Objectives.

2. Requirement. ARC WEPTAC 2024.

3. Impact If Not Funded. ANG BCCs will not train effectively without modernized training devices.

4. Units Impacted. 225 ADG, Tacoma, WA; 224 ADG, Rome, NY; 176 ADS, Anchorage, AK; 298 ADG, Wahiawa, HI

5. Cost.

Quantity	Unit Cost	Program Cost
PADS DMO Baseline including record and playback capability	\$414,575	\$414,575
AADS DMO record and Playback (VADAAR)	\$134,200	\$134,200
3 ERSA DMO Plug-In	\$160,000	\$480,000
4 DMO JRE, JSEP version 7.0.0.4 with Support Package	\$72,000	\$288,400
Total		\$1,317,175

BCC: MISSION ASSURANCE & CYBER SECURITY TOOLKIT

1. **Background.** Air National Guard Air Operations Groups require a standardized cybersecurity toolkit to provide mission assurance for the Falconer Lite and Battle Control System-Fixed weapon systems.

2. **Requirement.** ARC WEPTAC 2024.

3. **Impact If Not Funded.** ANG BCCs will remain vulnerable to a multitude of cyber threats.

4. **Units Impacted.** 225 ADG, Tacoma, WA; 224 ADG, Rome, NY; 223 ADS, Washington, DC; 176 ADS, Anchorage, AK; 298 ADG, Wahiawa, HI.

5. **Cost.**

Quantity	Unit Cost	Program Cost
17 x Mission Assurance & Cyber Security Toolkits	\$230,000	\$3,910,000
424 x Application Based Encryption Suites	\$1,000	\$424,000
Total		\$4,334,000

BCC: ADVANCED TRAINING MANAGEMENT SUITE

1. Background. Battle Control Centers (BCCs) require a dedicated Training Management Suite (TMS) that integrates training, scheduling, and readiness tracking. Without a TMS units are forced to rely on spreadsheets, outdated tools, and manual processes that consume thousands of instructor and scheduler man-hours annually. This patchwork approach delays crew qualification, overburdens instructors, and prevents commanders from maintaining an accurate picture of readiness or meeting Ready Aircrew Program (RAP)/lookback standards. Current scheduling practices demand excessive manual input across multiple incompatible systems to sustain 24/7 operations- balancing Air Tasking Orders, support requirements, and training events- yet still fail to provide real-time visibility of crew status. Without a Training Management Suite, manpower is wasted, readiness data remains incomplete, and BCC crews face elevated risk of being underprepared for high-end conflict.

2. Requirement. AFMAN 13-1BCC Vol 1, and ACC BCC RTM.

3. Impact if Not Funded. BCCs will remain locked into fragmented, manual processes that waste thousands of instructor and scheduler hours and extend crew qualification and combat readiness timelines. Commanders will continue to lack accurate, real-time visibility into crew proficiency, causing persistent RAP/Lookback shortfalls and degraded readiness reporting.

4. Units Impacted. Direct impacts: 223 ADS, Washington, DC; 224 ADG, Rome, NY; 225 ADG, Tacoma, WA; 176ADS, Anchorage, AK; 298 ADG, Wahiawa, HI, 116 ACW, Warner-Robins, GA, 601 AOC, 186 AOG and N&NC JOC. Indirect impacts: Scalable application across tactical C2 forces including CRC & TACP.

5. Cost.

Quantity	Unit Cost	Program Cost
Training Management System	\$2,700,000	\$2,700,000
Scheduling and RAP Tool	\$2,500,000	\$2,500,000
Total		\$5,200,000

CRC: EXPEDITIONARY TOP SECRET ACCESS AND INFORMATION SHARING

1. Background. CRCs require access to classified networks (SIPR or JWICS). The current network significantly downgrades available information, slows decision making capabilities, and slows the flow of information throughout the kill chain in the expeditionary environment. Access to classified systems allows operators to make up-to-date informed decisions in real time. A multi-level security architecture that can meet the intelligence sharing needs during expeditionary deployments is required within the CRC enabling access to Harvest, Fade/Mist, Thresher, and Top Secret Chatsurfer to increase C2 situational awareness in the battlespace to make real-time decisions based on up-to-date information. The ISR Community has already been employing the DICE-4 Kit which enables expeditionary intelligence sharing and has already developed a concept of operations for its employment.

2. Requirement. TOC-L Enabled CRC CONEMP

3. Impact If Not Funded. As a C2 entity without SIPR/JWICS connectivity endangers employment of weapons systems that are bound by track quality and time. With the current flow of slow-moving information, the CRC will not be able to make effective battle management decisions pertaining to weapons employment.

4. Units Impacted. 103 ACS, Orange, CT; 123 ACS, Blue Ash, OH; 128 ACS, Volk Field, WI; 134 ACS; Wichita, KS; 255 ACS, Gulfport, MS.

5. Cost.

Quantity	Unit Cost	Program Cost
5 DICE Equipment	\$100,000	\$500,000
Total		\$500,000

CRC: COMMUNICATIONS TEST BENCH

1. Background. The CRCs require an upgraded communication test bench. CRCs face a critical readiness challenge because it relies on outdated radio equipment and cannot effectively integrate with emerging technologies. The current maintenance approach is unsustainable, costing \$2.3 million annually to rework legacy systems that are either obsolete or fail to meet modern mission requirements. This expenditure represents a significant waste of resources without improving operational capability. Additionally, the fielding of new radio technologies will further compound the problem as CRCs lack the in-house capability to test, troubleshoot, and repair these advanced systems. This causes increased downtime and reliance on costly external support, which will not be available in a deployed location and decreases the survivability and sustainability of a CRC in contested environments. The ability to assess, fix, and redeploy radios in a deployed environment will ensure the survivability and sustainability of communications during contingency operations.

2. Requirement. TOC-L Enabled CRC CONEMP

3. Impact If Not Funded. The CRC's will remain in a degraded operational state, unable to effectively support its assigned missions due to their inability to test and repair critical radio equipment.

4. Units Impacted. 103 ACS, Orange, CT; 123 ACS, Blue Ash, OH; 128 ACS, Volk Field, WI; 134 ACS; Wichita, KS; 255 ACS, Gulfport, MS.

5. Cost.

Quantity	Unit Cost	Program Cost
5 RF-7900 Test Bench	\$789,832	\$3,949,160
Total		\$3,949,160

CRC: CLASSIFIED MOBILITY

1. Background. The Air National Guard’s (ANG) Control and Reporting Centers (CRCs) require a mobile classified communications capability to ensure uninterrupted command and control (C2) in austere and forward-deployed environments. This initiative leverages the NSA’s Commercial Solutions for Classified (CSfC) program to deliver secure, reliable, and scalable connectivity critical to mission success. Without this capability, ANG CRCs face predictable and unacceptable C2 degradation during deployments and force repositioning, directly threatening adherence to Agile Combat Employment (ACE) doctrine. This proposal seeks funding to procure, integrate, and deploy mobile classified connectivity systems across five CRC units.

2. Requirement. WEPTAC 2025

3. Impact If Not Funded. CRCs risk critical communication blackouts during initial deployments and site-to-site movements increasing risk of missed or delayed weapons pairing based on time of intercept, loss of situational awareness for higher C2 echelons. This gap severely undermines CRC effectiveness in future conflict scenarios requiring rapid and flexible force projection.

4. Units Impacted. 103 ACS, Orange, CT; 123 ACS, Blue Ash, OH; 128 ACS, Volk Field, WI; 134 ACS; Wichita, KS; 255 ACS, Gulfport, MS.

5. Cost.

Quantity	Unit Cost	Program Cost
20 Equipment	\$5,000	\$100,000
IT Support for Equipment		\$300,000
Total		\$400,000

CRC: ALPHA MOSAIC JARVIS INTEGRATION WITH BMC2 SYSTEM

1. Background. CRCs require Joint Repository for Various Integrated Simulations (JARVIS) software. JARVIS software is a solution designed to augment mission commanders at the tactical edge by applying analytics to live data and providing dynamic force packaging options within a minute or less, averaging <15 seconds. Unlike planning tools such as MAVEN, JARVIS is an execution tool that operates on the edge with or without cloud access, specifically designed for real-time mission execution. JARVIS combines rules-based algorithms for multiple weapons systems, and air-to-air refueling to provide three optimized Course of Action (COA) paths. These COA paths Optimize for Speed, Optimize for Lethality, and Optimize for Survival, each paired with real-time Expected Blue Losses (EBL) assessments. The system ingests beyond line-of-sight and radio frequency line-of-sight joint reach extension protocol C data and can output J28.2 messages and JavaScript Object Notation for integration with existing systems. Integration of JARVIS with existing C2 systems will provide Air Battle Managers and mission commanders with unprecedented real-time decision-making capabilities, enabling rapid asset pairing, weapons allocation, and mission optimization in contested environments where speed of execution directly correlates to mission success and force preservation.

2. Requirement. JPCC and TOC-L Enabled CRC CONEMP

3. Impact If Not Funded. Without JARVIS integration, C2 systems will continue to rely on manual mission planning and execution processes that cannot adapt to rapidly changing battlefield conditions. Mission commanders will lack real-time optimization capabilities for dynamic force packaging, resulting in suboptimal weapons pairing, increased Expected Blue Losses, and missed time-critical targeting opportunities.

4. Units Impacted. 103 ACS, Orange, CT; 123 ACS, Blue Ash, OH; 128 ACS, Volk Field, WI; 134 ACS; Wichita, KS; 255 ACS, Gulfport, MS.

5. Cost.

Quantity	Unit Cost	Program Cost
CBC2+ Integration	N/A	\$2,000,000
BC3 Integration	N/A	\$1,000,000
Total		\$3,000,000

CRC: PASSIVE DETECTION FOR AIR DOMAIN AWARENESS

1. Background. CRCs require access to modern passive sensing capabilities due to the legacy and unsustainable TPS-75, putting the CRC at risk in contested environments. The CRCs reliance on the TPS-75 active sensor allows adversaries to exploit signals intelligence (SIGINT) to find the emitter and fix its location. Passive sensors, like the USMC Medium Range Air Defense Radar- Air Force (MRADR-AF), provides passive sensing in contested environments allowing UAS and cruise missile defense, provide better air domain awareness, supplement the anticipated TPY-4 and legacy active sensors like the TPS-75, and reduce the CRC's SIGINT footprint. Passive sensors like the Leidos MRADR AF can interface with both the TOC-L and the AN/TPQ-23A weapons systems of the CRC.

2. Requirement. TOC-L Enabled CRC CONEMP

3. Impact If Not Funded. The survivability of CRC during real-world engagements decreases significantly given the tactics of near-peer threats, causing the CRC to continually exceed acceptable level of risk or be forced to operate in a more survivable but less optimal location, prevent the CRC from executing Find, Fix, Track, and Targeting of threats.

4. Units Impacted. 103 ACS, Orange, CT; 123 ACS, Blue Ash, OH; 128 ACS, Volk Field, WI; 134 ACS; Wichita, KS; 255 ACS, Gulfport, MS.

5. Cost.

Quantity	Unit Cost	Program Cost
5 MRADR AF	\$3,300,000	\$16,500,000
Total		\$16,500,000

CBCS: ACE POWER PRODUCTION AND HVAC OPERATIONS

1. Background. Combat Communications Squadrons (CBCS) require generators (1,500lbs) with a smaller footprint, capable of being moved with a Bobcat UW56. The current generator, AMMPS (4,000lbs), is too large and bulky and is moved via a 10K AT. The 10K AT is needed at the point of embarkation and debarkation. A smaller footprint generator decreases setup delays and logistical challenges requiring use of 10K AT.

2. Requirement. WEPTAC 2025

3. Impact If Not Funded. The large generators require additional large support equipment that is difficult to procure in austere locations and prevents CBCS from timely mission execution. f

4. Units Impacted. 221 CBCS (pilot unit), 20 additional CBCS if fully fielded

5. Cost.

Quantity	Unit Cost	Program Cost
3 MEP-1050A 15KW Generator	\$26,412	\$79,236
1 MEP-1030A 5KW Generator	\$21,171	\$21,171
4 Refrigerant Environmental Control Unit	\$25,750	\$103,000
Total		\$203,407

CBCS: TENT MODERNIZATION

1. Background. CBCS requires modernized smaller footprint tents and accessories. Concepts of Employment have evolved from Global War on Terror to Great Power Conflict and updated communications suites have been developed to support Agile Combat Employment (ACE), reducing Size, Weight, and Power (SWaP) while increasing capabilities and throughput. The shelter systems, generators, and HVAC units have not similarly evolved.

2. Requirement. WEPTAC 2025

3. Impact If Not Funded. ARC CBCS will be underequipped with modernized shelter systems, disrupting seamless integration and interoperability during joint operations. Lack of proper shelter systems for communications gear contributes to more downtime for repair and maintenance and disrupts ability to perform missions downrange.

4. Units Impacted. All 20 ANG CBCS

5. Cost.

Quantity	Unit Cost	Program Cost
25 TM75 Tents and accessories	\$6,454	\$161,350
25 TM36 Tents and accessories	\$1,909	\$47,725
Total		\$209,075

CBCS: ELECTROMAGNETIC SPECTRUM OPERATIONS SYSTEM

1. Background. CBCS require updated Electromagnetic Spectrum Operations Systems (EMSO). Operations increasingly rely on electromagnetic spectrum superiority to maintain tactical advantage in contested environments. The Air Force’s Agile Combat Employment construct enhances operational flexibility and resilience by enabling dispersed, rapid, and adaptive operations in contested environments, reducing reliance on centralized bases vulnerable to adversary attacks. This approach addresses the growing threat posed by near-peer adversaries, ensuring mission continuity and strategic deterrence through decentralized command, multi-capable airmen, and innovative logistics solutions. However, current EMSO face critical challenges in deployed military environments, requiring advanced solutions to ensure spectrum dominance and operational effectiveness.

2. Requirement. WEPTAC 2025

3. Impact If Not Funded. CBCS will be less effective and vulnerable to electronic warfare threats.

4. Units Impacted. All 20 ANG CBCS

5. Cost.

Quantity	Unit Cost	Program Cost
EMSO Kit	N/A	\$1,000,000
Total		\$1,000,000

CBCS: KHASHM TACTICAL EDGE NETWORK (KTEN)

1. Background. CBCS require upgraded communication kits to deploy the 6KTGB Unit Type Code (UTC) to support Deployed Combat Wings (DCWs) in austere or degraded environments. Current network extensions rely on trenched fiber or Radio Frequency Kits requiring direct line of sight, resulting in downtime, labor-intensive repairs, and no support for mobile teams. 5G wireless technology addresses these challenges by providing high-speed, low-latency connections across a DCW footprint, enabling rapid network expansion without traditional cabling or line-of-sight constraints. With endpoints including phones, PCs, sensors, and cameras, 5G offers scalable, agile solutions to support dynamic operational requirements.

2. Requirement. AFSN 5.5.5 M5/M1

3. Impact If Not Funded. Without funding, CBCSs will be underequipped to support DCWs, resulting in slower network expansion, increased disruptions, and a lack of mobility support on-site, ultimately jeopardizing mission success in austere environments.

4. Units Impacted. All 20 ANG CBCS

5. Cost.

Quantity	Unit Cost	Program Cost
21 TACTICAL 5G SYSTEMS, VM INTEGRATION, CENTRAL MGMT	\$60,000.00	\$1,260,000.00
1 Neutral Host MOCN Gateway Deployment NRE	N/A	\$150,000.00
21 TACTICAL 5G SYSTEMS, VM INTEGRATION, CENTRAL MGMT	\$60,000.00	\$1,260,000.00
Total		\$2,670,000.00

ABO: ANTI-JAM BEYOND LINE-OF-SIGHT COMMUNICATIONS

1. Background. ABOs require Anti-Jam Beyond Line-of-Sight (BLOS) communications. Combat Airfield Operations (AO) play a vital role as a resilient Joint All Domain Command and Control (JADC2) node and forward air movement enabler for the Joint Force. However, their effectiveness is jeopardized by the lack of modern, organic Command and Control (C2) communication equipment. Instead, they rely on unreliable, borrowed equipment that lacks joint interoperability BLOS and is not rapidly deployable. Combat AO requires a mobile, scalable, and vehicle-agnostic communication system to establish a robust Strike Headquarters node. This system, a Distributed C2 Strike Package, must integrate all Combat AO echelons, enabling JADC2 of aircraft and personnel across diverse operational contexts, from fixed air traffic services to austere landing zone surveys. It should provide commanders with agile, resilient C2 and seamless joint integration at the tactical edge, facilitating effective Mobility Air Forces and Combat Air Forces operations, enable independent operation, and ensure seamless communication through the Joint Tactical Grid, preserving interoperability and flexibility in the Find, Fix, Track, Target, Engage, and Assess matrix.

2. Requirement. AFTTP 3-4.13V2, AO CBA Final Report, AFDP 3-0, AFDP 3-30, AFDP 3-50, JP 3-0, JP 3-52 AFI 13-1AOC, DAFMAN 13-217, AFI 13-204V3

3. Impact if not Funded. ANG Combat AO will face a critical failure in its ability to perform essential C2 functions in contested, degraded environments. Warfighter safety and mission generation are jeopardized at non-standard locations.

4. Units Impacted. 139 Airlift Wing (AW), Saint Joseph, MO; 145 AW, Charlotte, NC; 153 AW, Cheyenne, WY; 154 Wing (WG), Honolulu, HI; 157 Air Refueling Wing (ARW), Portsmouth, NH; 159 Fighter Wing (FW), New Orleans, LA; 169 FW, Eastover, SC; 171 ARW Coraopolis, PA; 173 FW, Klamath Falls, OR; 186 ARW, Meridian, MS

5. Cost.

Quantity	Unit Cost	Program Cost
(20) Modular Strike Packages	\$1,340,100	\$26,802,000
(10) Tactical Vehicles	\$71,746	\$717,460
Total		\$27,519,460

ABO: MOBILE SURVEILLANCE AND PRECISION APPROACH RADAR

1. Background. Combat Airfield Operations (AO) require an expeditionary, mobile surveillance and Precision Approach RADAR system. This system is critical for deployable air traffic support in establishing, operating, and sustaining air base operations. The approach radar must deliver scalable air traffic control services with a reduced footprint in contested environments. Without investment, the ANG Combat AO will lose the ability to provide this essential air traffic control by the end of FY27 with the decommissioning of the AN/MPN 14K (Mobile RADAR). Replacing the aging system will enhance command and control of airpower in all-weather, all-terrain, and contested environments, and ensure crucial interoperability with Army and Marine Corps operations. Consequently, in contested and degraded environments where host nation support is questionable and air sovereignty is challenged, the absence of a mobile surveillance and precision approach capability will force Combatant Commanders to accept unacceptable levels of risk and operate with a severely diminished Common Operating Picture. Furthermore, this investment provides a bridge to future capabilities, enabling increased cSUAS and UAS integration, strengthened base defense, and seamless connectivity with larger command and control systems. Immediate investment is imperative to avoid a critical capability gap and to secure the future of Combat AO.

2. Requirements. AFTTP 3-4.13v2, Assessment of Airspace Command and Control (C2) Automation Systems for USAF Air Traffic Control, Airfield Operations (AO) Capabilities Based Assessment (CBA)

3. Impact if not funded. ANG Combat AO cannot provide airborne deconfliction during the generation of airpower through launch and recovery of aircraft in an all-weather, all-terrain, and contested environment.

4. Units Impacted. 139 Airlift Wing (AW), Saint Joseph, MO; 145 AW, Charlotte, NC; 153 AW, Cheyenne, WY; 154 Wing (WG), Honolulu, HI; 157 Air Refueling Wing (ARW), Portsmouth, NH; 159 Fighter Wing (FW), New Orleans, LA; 169 FW, Eastover, SC; 171 ARW Coraopolis, PA; 173 FW, Klamath Falls, OR; 186 ARW, Meridian, MS

5. Cost.

Quantity	Unit Cost	Program Cost
12 ATNAVICS Sensor and Vehicles	\$22,602,643	\$271,231,715
12 Expansion Shelters	\$1,021,602	\$12,259,224
12 Shipping	\$6,661	\$79,934
Initial Training	\$1,865,000	\$1,865,000
BC3 Integration	\$780,000	\$780,000
Program Management/Sustainment	\$11,972,320	\$11,972,320
Total		\$298,188,193

ABO: SMALL FOOTPRINT PRECISION APPROACH LANDING

1. Background: ABOs require a scalable, small footprint precision approach landing system that is rapidly deployable, resilient to GPS denial, and minimizes logistical burden, enabling safe and effective air operations from austere and contested environments. The shift towards Adaptive Operations in Contested Environments and Agile Combat Employment (ACE) demands a paradigm shift in Combat Airfield Operations (AO). Current Deployable Air Traffic Control Landing Systems, designed for large-scale, centralized operations, are ill-suited for the distributed and rapidly deployable nature of ACE. Their significant logistical footprint (requiring extensive personnel, equipment, and deployment time), coupled with reliance on GPS and traditional ILS, renders them ineffective at Forward Operating Sites (FOS) and Cooperative Security Locations (CSL). This deficiency compromises operational agility, increases vulnerability in GPS-denied environments, and ultimately limits the effectiveness of airpower projection in contested theaters.

2. Requirements: The 2022 National Defense Strategy (NDS), Air Force Future Operating Concept (AFFOC), The AO Capabilities-Based Assessment (CBA), AFTTP 13.1.4v3, AFTTP 3-4.13v2

3. Impact If Not Funded: ANG Combat AO is unable to generate and sustain air power through launch and recovery of aircraft in all weather and all terrain at non-standard airfields.

4. Units Impacted. 139 Airlift Wing (AW), Saint Joseph, MO; 145 AW, Charlotte, NC; 153 AW, Cheyenne, WY; 154 Wing (WG), Honolulu, HI; 157 Air Refueling Wing (ARW), Portsmouth, NH; 159 Fighter Wing (FW), New Orleans, LA; 169 FW, Eastover, SC; 171 ARW Coraopolis, PA; 173 FW, Klamath Falls, OR; 186 ARW, Meridian, MS

5. Cost.

Quantity	Unit Cost	Program Cost
(10) Transponder Landing Systems	\$5,000,000	\$50,000,000
(10) Tactical Vehicles	\$71,746	\$717,460
(10) Tactical Trailers	\$6,547	\$65,470
Total		\$50,782,930

ABO: TACTICAL BATTLE MANAGEMENT INTEROPERABILITY

1. Background. ABOs require Tactical Operations Center-LITE (TOC-L) ensuring tactical coordination with Control Reporting Centers and/or Air Battle Managers. The current Command and Control (C2) structure classifies Combat Airfield Operations (AO), specifically Air Traffic Control (ATC), as a control function, a categorization that restricts its full integration into the Tactical Air Control System. However, the emerging operational environment, characterized by Denied, Degraded, Intermittent, and Limited communications, integrated Airbase Air Defense, and the evolution of the Advanced Battle Management System (ABMS), creates a highly dynamic airspace teeming with overlapping mission sets. The Senior Airfield Authority, though responsible for airspace above the airfield, lacks the crucial ability to seamlessly integrate and link AO data with interagency, coalition, and joint C2 networks, including the ABMS. This deficiency poses significant risks, including compromised aircraft safety, reduced airspace access for friendly forces, delayed or ineffective responses to hostile aircraft, and potential fratricide due to lack of fire deconfliction, particularly in the context of missile defense.

2. Requirements. AFTTP 3-4.13V2, Assessment of Airspace C2 Automation Systems for USAF ATC, AO Capabilities Based Assessment, AFDP 3-52.

3. Impact if not funded. ANG Combat AO will face a critical failure in its ability to perform essential C2 functions in contested, degraded environments and the inability to generate missions due to a complete breakdown in communication and coordination with C2 partners.

4. Units Impacted. 139 Airlift Wing (AW), Saint Joseph, MO; 145 AW, Charlotte, NC; 153 AW, Cheyenne, WY; 154 Wing (WG), Honolulu, HI; 157 Air Refueling Wing (ARW), Portsmouth, NH; 159 Fighter Wing (FW), New Orleans, LA; 169 FW, Eastover, SC; 171 ARW Coraopolis, PA; 173 FW, Klamath Falls, OR; 186 ARW, Meridian, MS

5. Cost.

Quantity	Unit Cost	Program Cost
10Tactical Operations Center – Lite	\$500,000	\$5,000,000
Total		\$5,000,000

ABO: COMBAT AIRFILED OPERATIONS ASSAULT KIT

1. Background. ABOs require a Combat Airfield Operations (AO) Assault Kit to communicate with aircraft during degraded conditions and facilitating sensor feed sharing with Command and Control (C2) and host nation agencies. To enable effective Combat AO at non-standard airfields, a unified Common Operating Picture (COP) with seamless, timely digital data integration is critical. The current lack of a COP results in decision delays, data loss, and accountability issues. A single platform network is required to support landing-zone site surveys, automatic dependent surveillance-broadcast detection, and the ingestion/dissemination of diverse data streams to approved users. This enhancement is essential for scalable aircraft separation, accurate airfield surveys, and improved flight safety during both domestic and wartime emergencies.

2. Requirements. AFTTP 3-4.13V2, Assessment of Airspace C2 Automation Systems for USAF Air Traffic Control, AO Capabilities Based Assessment (CBA), AFDP 3-52. AFDP 3-0, AFDP 3-30, AFDP 3-50, JP 3-0, JP 3-52 AFI 13-1AOC

3. Impact if not funded. ANG Combat AO cannot sustain airfield operations across all phases (open, establish, and maintain), and a hampered capacity to provide effective aircraft control instructions at forward operating sites.

4. Units Impacted. 139 Airlift Wing (AW), Saint Joseph, MO; 145 AW, Charlotte, NC; 153 AW, Cheyenne, WY; 154 Wing (WG), Honolulu, HI; 157 Air Refueling Wing (ARW), Portsmouth, NH; 159 Fighter Wing (FW), New Orleans, LA; 169 FW, Eastover, SC; 171 ARW Coraopolis, PA; 173 FW, Klamath Falls, OR; 186 ARW, Meridian, MS

5. Cost.

Quantity	Unit Cost	Program Cost
192 Samsung S23S TE ATAK Installed	\$2,100	\$403,200
12 Tab Active 5	\$1,300	\$15,600
10 WINTAK or Mobile Server	\$6,000	\$60,000
192 117G Cable	\$600	\$115,200
192 152A Cable	\$490	\$94,080
192 PRC-163	\$16,080	\$3,087,360
192 Juggernaut Case	\$120	\$23,040
192 Juggernaut Chest Mount	\$100	\$19,200
192 Freedom Atlantic EUD Cable	\$615	\$118,080
192 Freedom Atlantic EUD Cable Adapter	\$40	\$7,680
192 Galvion PDH-2	\$1,720	\$330,240
192 Solopack (with multicam pouch)	\$545	\$104,640
192 Battery Charger	\$350	\$67,200
Total		\$4,445,520

Global Integrated Intelligence, Surveillance, and Reconnaissance



Intelligence – Intelligence, Surveillance, and Reconnaissance (ISR) production centers are the analytical engines behind timely environment characterization and in-the-moment awareness to enable decisions and action. ANG production enterprises include the following:



Distributed Common Ground System (DCGS)

Air Force's primary intelligence sense-making element and a critical enabler for the DAF Battle Network. Leverages customizable Analysis and Exploitation Teams to meet air component intelligence requirements. DCGS provides indication & warning, battlespace characterization, and disposition of forces (DoF) for air component commanders. The ANG contributes 20 squadrons at eleven locations to the DCGS Enterprise.

Targeting – 12 squadrons at five locations provides target production & analysis to meet operational planning and CCMD precision targeting requirements for air component commanders. Produces target production materials, collateral damage estimates, and provides bomb damage assessments.

Air National Guard SIGINT – Enables operations across air, space, and cyber domains. Seven sites across the country create all-source products derived from digital network intelligence.

Unit Level Intelligence - Supports 23 Mission Design Series weapons systems across 143 ANG units and embeds with other mission sets to tailor intelligence for Air Tasking Order execution and integration.

Intelligence

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Critical Capabilities List

- Unit-Level Intelligence Equipment UTC for Deployable Combat Wing Combat Intelligence Cells
- Unit-Level Intelligence Classified Standalone Laptop to Shorten Kill Chains and Enhance Battlespace Reporting to Hubs
- Beyond Line-of-Sight Link and Bridge to the Tactical Edge for PACE Communications
- Cloud Edge Computing for Continuity of Operations
- DCGS DoF Cross-Domain Solution Resiliency

Essential Capabilities List

- Unit-Level Intelligence PACE Solution for Distributed Communications Assurance
- Storage Solution for Synthetic ISR Exercise Scenario Data
- Camouflage, Concealment, and Deception Solution for Deployed DCW CIC
- Multi-National Information Sharing Cross-Domain Integration – Mission Partner Environment
- Open Enterprise Advanced Geospatial Information Systems Suite for Targeting Workflow

Desired Capabilities List

- Scenario Driven Virtual Environment that Facilitates Signals Intelligence and Cyber Training
- Unit-Level Intelligence Scenario Generator
- Virtual Reality-enabled Mission Planning Equipment
- AI Augmentation for Analysis Production



**INTELLIGENCE: UNIT-LEVEL INTELLIGENCE EQUIPMENT UTC FOR
DEPLOYABLE COMBAT WING COMBAT INTELLIGENCE CELLS**

1. Background. Deployable Combat Wing (DCW) Unit-Level Intelligence (ULI) personnel require the ability to rapidly establish and re-deploy Combat Intelligence Cells (CICs) at austere locations. Collectively, this equipment must give ARC CICs the capability to access, process, analyze, store, and print classified material at both the SECRET and TS/SCI levels. Resourcing DCW ARC ULI CICs in the next three years is critical and will enable assigned intelligence personnel to train to their deployed requirements prior to their AFFORGEN certification windows. This will ensure that ARC ULI CICs maintain parity with the Active Component are ready to meet all the survivability, connectivity, and information delivery requirements with selectable and modular classification levels during deployed, combat operations.

2. Requirement. Equipment UTC PFSQE

3. Impact If Not Funded. Intelligence support to ANG flying operations at austere locations without existing classified connectivity will be non- or partially mission capable.

4. Units Impacted. All ANG flying wings.

5. Cost.

Quantity	Unit Cost	Program Cost
16 Deployable JWICS Kits w/Laptops	\$120,000	\$1,920,000
16 T-SCIF Hard Sided Shelters with RF Shielding	\$210,000	\$3,360,000
48 UHF/VHF/SATCOM PRC-117	\$135,000	\$2,160,000
16 IBS Receive Radio and Standalone COP System	\$40,000	\$640,000
16 Closed-Circuit TV Security Monitoring System	\$200	\$3,200
16 Razor Wire 300ft Spools	\$1360	\$21,760
160 M18s	\$7000	\$112,000
16 SIPR Network, End User Devices/Peripherals	\$80,000	\$1,280,000
16 multi-fuel 1000wt Generator	\$1,500	\$24,000
16 Battery Backup	\$3,000	\$48,000
16 Classified Printer	\$1,600	\$25,600
16 Assorted Office Supplies	\$2,000	\$32,000
2 drawers, 2 lock GSA approved container	\$7,000	\$112,000
TOTAL	\$611,660	\$9,786,560



INTELLIGENCE: CLASSIFIED STANDALONE LAPTOP TO SHORTEN KILL CHAINS AND ENHANCE BATTLESPACE REPORTING TO HUBS

1. Background. Agile operations against a peer adversary require aircrew and forward elements to receive updated Mission Type Orders and Joint Tasking Orders promptly upon landing at spoke locations. A zero-trust classified laptop with portable hotspot allows spoke aircrew or support personnel to connect to SIPRNet within minutes of landing, shortening the standard connectivity timeline by 30 minutes or more. Additionally, this capability provides communication redundancy in a denied, disrupted, intermittent, and limited environment through connectivity at austere locations wherever a cellular network exists. Furthermore, as a zero-trust system that does not store classified data, the equipment does not require any classified storage requirements or additional security measures. This shorter and flexible connection capability improves lethality and survivability by providing flush indications and warning, updated taskings, and battlespace threat awareness. Finally, this system also enhances decision maker advantage by enabling tactical updates from spoke locations within minutes of landing, including status of airfield, materiel, personnel, communications, and threats.

2. Requirement. Supplemental to equipment UTC PFSQE.

3. Impact If Not Funded. Communication redundancy reduced for intelligence support at deployed locations without existing classified facilities and connectivity.

4. Units Impacted. All ANG flying wings.

5. Cost.

Quantity	Unit Cost	Program Cost
228 Zero-Trust Classified Laptops with Hotspots	4,970	\$1,133,160
Total		\$1,133,160



INTELLIGENCE: BEYOND LINE-OF-SIGHT (BLOS) LINK AND BRIDGE TO THE TACTICAL EDGE FOR PACE COMMUNICATIONS

1. Background: The ANG DCGS requires redundant communication pathways into theater enabling skip-echelon cueing direct to the tactical edge when existing, IP-based network architectures are degraded or denied. Currently, the primary method for providing Find-Fix-Track (F2T) information to the cockpit is RF line of site-based communication. An organic, beyond line-of-site communication system at each DGS site will leverage Open System Enclave improvements on tactical assets to enable provision of current disposition of forces and key voice communications to air forces operating in theater. Joining MQ-9’s pursuit for Airborne Network Extension (ANE) would enable data relay to report mission essential data via many multiple communication pathways for Joint Coalition Forces. This additional communications pathway will serve as a back-up for existing networks and provide a redundant and resilient communication link for F2T in support of long-range kill-chains.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. Communication channel between ANG DCGS units and forward units remains at higher risk of disruption.

4. Units Impacted. 195 WG, Beale AFB, CA; 152 AW, Reno, NV; 154 WG, Hickam AFB, HI; 184 IW, McConnell AFB, KS; 181 IW, Terre Haute, IN; 102 IW, Otis ANGB, MA; 117 ARW, Birmingham, AL; 192 FW, JB Langley, VA; 151 ARW, Salt Lake City, UT; 116 ACW, Robins AFB, GA; 188 WG, Fort Smith, AR.

5. Cost.

Quantity	Unit Cost	Program Cost
8x BLOS Terminals	\$150,000	\$1,200,000
Total		\$1,200,000



INTELLIGENCE: CLOUD EDGE COMPUTING FOR CONTINUITY OF OPERATIONS

1. Background. ANG Targeting and DGS units require a multi-domain cloud edge computing solution, which brings cloud resources closer to the places where data is created and consumed. In the context of ensuring operational continuity for ANG analysts in a contested, denied, or degraded environment, traditional cloud computing infrastructure is vulnerable to adversarial actions and environmental factors that can disrupt communication and access to essential data and services. These solutions allow for quicker response times, improved reliability, and reduced downtime, making them an ideal solution for mission-critical operations where connectivity to cloud services may be limited or disrupted. By automatically hosting pre-determined data and services critical to operations on local servers based on defined time-based and geographic parameters, analysts will have access to relevant intelligence data for mission execution. This approach will bring the Guard and Reserve in parity with active-duty counterparts and enable continued operations until connectivity to cloud services is restored. The server will need to be multi-domain capable and mobile to support cooperative mission assurance plans in the event analysts need to operate at home station, in a degraded or denied environment, or within the ACE construct while negating any delays in long-range kill-chain analysis and decision-making.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. ANG DCGS and Targeting missions subject to disrupted operations due to loss of connectivity with cloud-based mission resources.

4. Units Impacted. 195 WG, Beale AFB, CA; 152 AW, Reno, NV; 154 WG, Hickam AFB, HI; 184 IW, McConnell AFB, KS; 181 IW, Terre Haute, IN; 102 IW, Otis ANGB, MA; 117 ARW, Birmingham, AL; 192 FW, JB Langley, VA; 151 ARW, Salt Lake City, UT; 116 ACW, Robins AFB, GA; 188 WG, Fort Smith, AR; 118 WG, Nashville, TN; 119 WG, Fargo, ND; 132 WG, Des Moines, IA; 150 SOW, Kirtland AFB, NM; 188 WG, Fort Smith, AR; 194 WG, Camp Murray, WA.

5. Cost.

Quantity	Unit Cost	Total Cost
21x SFTP/SSH Servers (SIPR)	\$200,000	\$4,200,000
21x SFTP/SSH Servers (JWICS)	\$200,000	\$4,200,000
Total		\$8,400,000



**INTELLIGENCE: DCGS DISPOSITION OF FORCES CROSS-DOMAIN SOLUTION
RESILIENCY**

1. Background. ANG DCGS missions require the ability to disseminate disposition of forces (DoF) data at operational classification levels, providing Find-Fix-Track for Long-Range Kill-Chains. Due to the classification of initial sources required to produce a well curated DoF, workflows occur on TS/SCI classified systems. However, distributing intelligence to the war fighter requires a SECRET/REL DOF. Current cross-domain solutions are limited in capacity and have no automatic fail-over capabilities. This results in time-critical delays and possible outages when moving data from higher to lower classifications in a complex operational environment. The DCGS requires a multi-pathway, automatic fail-over, data distribution solution across domains to disseminate intelligence data to the war fighter on operationally relevant timelines and at classification levels which enable the broadest possible releasability.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. ANG DCGS units will temporarily lose cross-domain transfer capability until centralized replacement capability is established.

4. Units Impacted. 195 WG, Beale AFB, CA; 152 AW, Reno, NV; 154 WG, Hickam AFB, HI; 184 IW, McConnell AFB, KS; 181 IW, Terre Haute, IN; 102 IW, Otis ANGB, MA; 117 ARW, Birmingham, AL; 192 FW, JB Langley, VA; 151 ARW, Salt Lake City, UT; 116 ACW, Robins AFB, GA; 188 WG, Fort Smith, AR.

5. Cost.

Quantity	Unit Cost	Total Cost
Information Assurance Solution	\$1,000,000	\$1,000,000
Total		\$1,000,000

MQ-9

- **Persistent Attack and Long Endurance Battlespace Awareness**
- **ANG MQ-9 Units Execute 33% of MQ-9 Combat Lines**
- **ANG MQ-9 aircraft comprise 13% of all Total Force MQ-9 Aircraft**

The MQ-9 remotely piloted aircraft (RPA) comprises the largest Major Weapons System community in the Air Force. The MQ-9 Reaper is a medium-to-high altitude, long-endurance, remotely piloted system. Due to the robust weapons payload capacity and long-endurance, the MQ-9 prosecutes time-sensitive targets through precision targeting. The aircraft employs up to eight laser-guided AGM-114 Hellfire missiles and/or four GBU-12/38/49/54 500-pound

precision-guided bombs. Additionally, the MQ-9's long-endurance makes it the ideal platform to provide intelligence, surveillance, and reconnaissance by employing multiple sensors to provide real-time data to aircrew, commanders and intelligence specialists at all levels.



In addition to supporting their individual state requirements, ANG units fly combat missions 24 hours a day, 365 days a year in every major combat theater. The ANG manages flight training operations at two locations and supports test and evaluation at a third. Five launch and recovery element sites can support continuation training and support to domestic operations across the continental United States.

In 2025, ANG MQ-9 flew search and rescue operations and wildfire response across three states. Additionally, ANG MQ-9 flew approximately 2,000 flight hours of continuation training for the Air National Guard and Air Combat Command.

MQ-9

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Critical Capabilities List

- Joint Airborne Network Extension for Cross-Banding, Translation, And Correlation
- Mission Systems Integration
- MQ-9 Multi-Domain Operations Program of Record Equipment Alignment
- Air Domain Awareness Integration
- Strategic Indications and Warning Capabilities

Essential Capabilities List

- Automatic Electronic Support Measure System
- Multi-Function Aperture Replacement for Legacy Synthetic Aperture Radar
- Long Endurance Electronic Warfare for Joint Force Survivability
- Podded Logistics Solutions
- Group 1-5 Unmanned Aircraft System Adaptive Airborne Enterprise

Desired Capabilities List

- Power System Capable of Restarting Aircraft in An Austere Location
- Dislocated Unit Access to Ground Based Detect and Avoid Radar Feed
- Common Launch Tube Family of Systems Integration
- Arctic Environmental Hardening for Aircraft and Ground Equipment
- Low Size, Weight, and Power Anti-Ice and De-Ice Capability



**MQ-9: JOINT AIRBORNE NETWORK EXTENSION FOR CROSS-BANDING,
TRANSLATION, AND CORRELATION**

1. Background. The MQ-9 is an optimal platform to perform Airborne Network Extension (ANE) duties for the Joint Force. The remotely piloted nature of the MQ-9 affords the Joint Force an invaluable capability to extend vital targeting networks into Anti-Access Area Denial regions. Working cross-band, an ANE node, should connect the many disparate waveforms and act as a universal translator and correlator for the Joint and Coalition Forces in a region. The robust datalink afforded by the ANG satellite communication modernization initiative will supply remote Command and Control elements with the ability to backhaul and forward-pass vital data. The persistence that the MQ-9 platform affords ensures that the kill web can function at a time and place of the Joint Force’s choosing. ANG MQ-9 aircraft will require 10 ANE pods.

2. Requirement. IPC TJFACC Operational Requirement Memo, 1067 ACC 25-185

3. Impact If Not Funded. ANG MQ-9s will miss the opportunity to provide a persistent mesh communications capability in the INDOPACOM AOR near the forward edge of operations.

4. Units Impacted. 107 Attack Wing (ATKW), Niagara Falls, NY; 110 Wing (WG), Battle Creek, MI; 111 ATKW, Horsham, PA; 118 WG, Nashville, TN; 119 WG, Fargo, ND; 132 WG, Des Moines, IA; 147 ATKW, Houston, TX; 162 WG, Tucson, AZ; 163 ATKW, March Air Reserve Base (ARB), CA; 174 ATKW, Syracuse, NY; 178 WG, Springfield, OH; 188 WG, Fort Smith, AR

5. Cost.

Quantity	Unit Cost	Program Cost
NRE	N/A	\$10,000,000
10 ANE Pods	\$6,000,000	\$60,000,000
Total		\$70,000,000



MQ-9: MISSION SYSTEMS INTEGRATION

1. Background. Integrating the new organic capabilities on ANG MQ-9s is essential to maximizing their operational impact. The Multi-Intelligent Smart Processing Virtual Network Infrastructure provides secure data dissemination for multi-INT payloads, enabling seamless data sharing between key modernization efforts. This infrastructure is critical for realizing the full potential of the upgraded Multi-Spectral Targeting System with its intelligent Electronics Unit (iEU), which dramatically improves passive target location and identification, addressing a critical Combat Air Force capability gap. Specifically, the iEU empowers the MQ-9 to effectively track systems employing emission control or emit-and-move tactics. Furthermore, integrating the enhanced Synthetic Aperture Radar (SAR) with the iEU will significantly boost maritime domain awareness, enabling long-range detection, identification, and tracking of surface vessels in all weather conditions. The SAR enhancements, including improved Maritime Wide Area Search mode and SAR-over-Internet Protocol, will expand detection range by 45%, optimize bandwidth usage, and ultimately enhance the MQ-9's role in Joint maritime sensing, long-range kill chains, and combat operations against maritime targets.

2. Requirement. 1067 ACC 25-185, ARC WEPTAC 2024

3. Impact If Not Funded. ANG MQ-9s risk effective and efficient data sharing to the Joint force.

4. Units Impacted. 107 Attack Wing (ATKW), Niagara Falls, NY; 110 Wing (WG), Battle Creek, MI; 111 ATKW, Horsham, PA; 118 WG, Nashville, TN; 119 WG, Fargo, ND; 132 WG, Des Moines, IA; 147 ATKW, Houston, TX; 162 WG, Tucson, AZ; 163 ATKW, March Air Reserve Base (ARB), CA; 174 ATKW, Syracuse, NY; 178 WG, Springfield, OH; 188 WG, Fort Smith, AR

5. Cost.

Quantity	Unit Cost	Program Cost
NRE	N/A	\$10,000,000
29 Hardware Kits	\$525,000	\$15,225,000
Total		\$25,225,000



MQ-9: MULTI DOMAIN OPERATIONS PROGRAM OF RECORD EQUIPMENT ALIGNMENT

1. Background. ANG MQ-9 fleet is not programmed to receive the Air Combat Command (ACC) Program of Record’s latest Block 5 MQ-9 Multi Domain Operations (M2DO) configuration. Failure to adopt the Block 5 M2DO configuration will make future ACC and United States Marine Corps (USMC) sensors and components incompatible with the ANG MQ-9 fleet. The Block 5 M2DO configuration expands on the previous ANG Ghost Reaper initiative and ANG Command and Control Resiliency efforts by adding components that improve onboard power generation, power distribution, networking, GPS resiliency, open-mission systems, an updated Multi-Intelligent Smart Processing (MISP) Virtual Network Infrastructure (VNI) and secure connections for data dissemination. Procuring the missing pieces of the Block 5 M2DO configuration will ensure ANG MQ-9 aircraft are ready for worldwide deployment with the latest hardware and capabilities available to the Joint Force. ANG MQ-9 requires 29 Block 5-25 (M2DO Enabler) Retrofit kits, Link-16 kits, and Open Mission Systems (OMS) Stellar Relay kits. Additionally, ANG MQ-9 must complete integration on the previously purchased MISP VNI kits to enable full M2DO data dissemination capabilities.

2. Requirement. ACC 1067 16-105, ACC 1067 20-142

3. Impact If Not Funded. ANG MQ-9s will not meet the Program of Record Block 5 M2DO capability baseline, therefore two Formal Training Units, Continuation Training, and ANG aircraft serving as a war ready reserve will be significantly incapable compared to the Air Combat Command fleet.

4. Units Impacted. 107 Attack Wing (ATKW), Niagara Falls, NY; 110 Wing (WG), Battle Creek, MI; 111 ATKW, Horsham, PA; 118 WG, Nashville, TN; 119 WG, Fargo, ND; 132 WG, Des Moines, IA; 147 ATKW, Houston, TX; 162 WG, Tucson, AZ; 163 ATKW, March Air Reserve Base (ARB), CA; 174 ATKW, Syracuse, NY; 178 WG, Springfield, OH; 188 WG, Fort Smith, AR

5. Cost.

Quantity	Unit Cost	Program Cost
NRE (MISP VNI data dissemination)	N/A	\$5,000,000
29 Block 5-25 (M2DO Enabler) Retrofit Kits	\$1,500,000	\$43,500,000
29 Link-16 Kits	\$900,000	\$26,100,000
29 OMS Stellar Relay Kits	\$900,000	\$26,100,000
Total		\$100,700,000



MQ-9: AIR DOMAIN AWARENESS INTEGRATION

1. Background. ANG MQ-9s require a passive detection capability that identifies and tracks airborne targets with weapon-grade accuracy to pass vital air domain awareness to manned shooters. Long-range air domain awareness capabilities will enable informed risk assessments and decisions beyond visual range. Long-range search, track, and identification of adversary low-observable aircraft and cruise missiles paired with airborne network extension capabilities significantly reduces risk to the Joint force.

2. Requirement. IPC TJFACC Operational Requirement Memo, ARC WEPTAC 2024

3. Impact If Not Funded. The Joint force misses an additional contributor to the air domain awareness problem-set.

4. Units Impacted. 107 Attack Wing (ATKW), Niagara Falls, NY; 110 Wing (WG), Battle Creek, MI; 111 ATKW, Horsham, PA; 118 WG, Nashville, TN; 119 WG, Fargo, ND; 132 WG, Des Moines, IA; 147 ATKW, Houston, TX; 162 WG, Tucson, AZ; 163 ATKW, March Air Reserve Base (ARB), CA; 174 ATKW, Syracuse, NY; 178 WG, Springfield, OH; 188 WG, Fort Smith, AR

5. Cost.

Quantity	Unit Cost	Program Cost
NRE	N/A	\$6,000,000
29 Passive Detection Kits	\$500,000	\$14,500,000
Total		\$20,500,000



MQ-9: STRATEGIC INDICATIONS AND WARNING

1. Background. The MQ-9 requires hardware and software to optimize persistent sensing of aerial threats, including ballistic missiles, hypersonic weapons, and unmanned aerial systems. The MQ-9 could serve as an additional contributor to the Ground-based Midcourse Defense System and Aegis systems in support of homeland defense or Air Base Air Defenses in-theater.

2. Requirement. IPC TJFACC Operational Requirement Memo, ARC WEPTAC 2024

3. Impact If Not Funded. The Joint force misses an opportunity for low-cost, persistent sensing of aerial threats to U.S. interests.

4. Units Impacted. 107 Attack Wing (ATKW), Niagara Falls, NY; 110 Wing (WG), Battle Creek, MI; 111 ATKW, Horsham, PA; 118 WG, Nashville, TN; 119 WG, Fargo, ND; 132 WG, Des Moines, IA; 147 ATKW, Houston, TX; 162 WG, Tucson, AZ; 163 ATKW, March Air Reserve Base (ARB), CA; 174 ATKW, Syracuse, NY; 178 WG, Springfield, OH; 188 WG, Fort Smith, AR

5. Cost.

Quantity	Unit Cost	Program Cost
NRE	N/A	\$10,000,000
10 Hardware and Software Kits	\$3,000,000	\$30,000,000
Total		\$40,000,000

HC-130J

- **Combat Search and Rescue (CSAR)**
- **ANG HC-130J Units Provide 38% of the Total Fleet**

HC-130Js are specially modified fixed-wing aircraft that perform designated Personnel Recovery (PR), Combat Search and Rescue (CSAR), Command and Control (C2) and Electronic Warfare (EW) missions. HC-130J crews provide frontline expertise in the execution of CSAR in dynamic and contested threat environments. HC-130J crews leverage unique onboard tracking equipment, communication systems, training, and a comprehensive understanding of tasking supporting assets in all domains across the battlefield. Their dynamic response and persistence within the battlespace increases lethality through connectivity with the combat air forces (CAF). The HC-130J enables preventative survivability of warfighters while remaining poised to conduct dynamic recovery of Isolated Personnel (IP).



Domestic activations of the HC-130J allow for contingency and crisis response through the HC-130J's civil Search and Rescue (SAR), medical evacuation, refueling, airdrop, and transport capabilities. HC-130J crews accomplish their mission under the rescue motto "*These things I do, that others may live.*"



HC-130J

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Critical Capabilities List

- Open Systems Enclave to Support Aerial Networking
- Modern Layered Survivability Suite for MDO
- Podded Solution Mount and Interface for Mission Specific Sensors
- Electromagnetic Sensing Operations Package for Edge Sensing/Geolocating Signals-of-Interest
- On-Board Secure Global Networking Enabling Distributed C2

Essential Capabilities List

- AESA RADAR DMS Replacement to Locate Passive Survivor Signatures and Organic Threat Identification within the Battle Space
- Distributed Mission Operations Simulators to Enhance Combat Search and Rescue Coordinator Training for Major Combat Operations
- Integrated Second-Generation 406 MHz Personnel Locator Beacons Interrogator and Next Gen Survival Radio Interrogation and Communication Capability
- In-flight Refueling of Unmanned Aircraft

Desired Capabilities List

- 8.1.2 and 8.1.3 Block Upgrade
- HUD Enhanced Vision System
- Digital ICS Upgrades

HC-130J: OPEN SYSTEMS ENCLAVE TO SUPPORT AERIAL NETWORKING

1. Background. ANG HC-130Js require an Open System Enclave (OSE) chassis compliant with Sensor Open Systems Architecture (SOSA) standards. This SOSA-compliant architecture enables rapid modernization with emergent sensor technology, reducing integration timelines from years to weeks by leveraging capabilities from other SOSA-aligned platforms and sensors. HC-130Js currently rely on traditional Original Equipment Manufacturer integration for software and hardware updates, resulting in significant delays in fielding innovative technologies and limiting the aircraft's ability to rapidly adapt to evolving threats. Integrating an open compute chassis into the HC-130J will facilitate future capabilities, including advanced waveform processing, aperture and sensor control, precision clocks, and expanded processing power, all within a standardized 3U VPX form factor. All twelve ANG HC-130J aircraft are currently equipped with the Situational Awareness Communication Upgrade (SACU) mission management suite. Pairing SACU with an OSE chassis will significantly increase the processing power of the SACU system, while simultaneously enabling the utilization of Tactical Assault Kit based software to display enhanced Pilot Vehicle Interface to the aircrew. Furthermore, this SOSA alignment will support the rapid future integration of the DAF Battle Network and Aerial Networking capabilities. The ANG HC-130J fleet requires thirteen SOSA Compute Chassis to equip the existing twelve aircraft, plus one spare to ensure continuous operational readiness.

2. Requirement. ACC 1067 24-065

3. Impact If Not Funded. ANG HC-130Js will not be able to integrate SOSA compute capability causing a delay in fielding critical mission-enabling technologies.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 150 SOW, Kirtland AFB, NM; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
Non-Recurring Engineering	N/A	\$5,000,000
13 SOSA Commercial Stack	\$750,000	\$9,750,000
Total		\$14,750,000



HC-130J: MODERNIZED LAYERED SURVIVABILITY SUITE FOR MULTI-DOMAIN OPERATIONS

1. Background. To mitigate threat acquisition and targeting by enemy Integrated Air Defense Systems (IADS), ANG HC-130Js require the integration of electronic warfare (EW) pods. Employing a Digital Radio Frequency Memory based jammer within these pods will significantly expand the HC-130J's operational envelope, enhancing its survivability and mission effectiveness in contested environments. Crucially, the CAF requires the ability to rapidly reprogram electronic warfare programming files via beyond-line-of-sight satellite communications. This ensures rapid integration of mission data files tailored to counter real-time changes in enemy threat employment, enabling the HC-130J to adapt to dynamic battlefield conditions. This modernization not only enhances the self-protection capabilities of the HC-130J but also increases the operational effectiveness and survivability of aircraft force-packaged with it. Furthermore, an Open Mission Systems based EW pod can deliver wide-spectrum electronic attack effects in concert with other assets through Electro-Magnetic Battle Management, contributing to broader offensive EW capabilities. The ANG HC-130J fleet requires six EW pods to achieve this enhanced operational capability.

2. Requirement. ACC 1067 16-140

3. Impact If Not Funded. ANG HC-130Js will have limited access to contested portions of the battlespace, degrading combat effectiveness at executing multiple mission sets.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 150 SOW, Kirtland AFB, NM; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
Non-Recurring Engineering	N/A	\$5,000,000
6 Electronic Warfare Pods	\$3,000,000	\$18,000,000
Total		\$23,000,000



HC-130J: PODDED SOLUTION MOUNT AND INTERFACE FOR MISSION SPECIFIC SENSORS

Background. The ANG HC-130J fleet requires structural and electronic modifications to effectively incorporate mission capabilities via podded payload solutions. The existing aircraft configuration is constrained by the utilization of all available wing stations for essential external fuel tanks and in-flight refueling pods, both critical for supporting combat search and rescue (CSAR) task force operations. To avoid compromising helicopter air-to-air refueling capabilities, the HC-130J requires a new articulating strut design employing podded solution sets. This articulating arm must feature an integrated bomb rack assembly to facilitate the mounting and interface of various podded payloads without permanently modifying the aircraft or diminishing its inherent cargo handling capabilities essential for the CSAR mission. Supplementing the articulating strut design, fixed external hard mounts located aft of fuselage station 245 are needed to enable the carriage of heavier payloads on both sides of the aircraft. These interfaces enable the HC-130J to execute tailored theater requirements necessary for engaging in all-domain peer conflict. Two sets of these system components are required for 12 ANG HC-130J aircraft, ensuring the fleet can effectively adapt to evolving mission needs while maintaining its core CSAR capabilities.

2. Requirement. ACC 1067 22-162

3. Impact If Not Funded. ANG HC-130J aircraft lack mounting solutions for systems required to execute designated missions in the peer environment.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 150 SOW, Kirtland AFB, NM; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
12 SABIR Arm Assemblies	\$1,000,000	\$12,000,000
24 External Hard Point Mounts	\$750,000	\$18,000,000
Total		\$30,000,000



HC-130J: ELECTROMAGNETIC SENSING OPERATIONS PACKAGE FOR EDGE SENSING/GEOLOCATING SIGNALS-OF-INTEREST

1. Background. ANG HC-130Js require modernization of its passive sensing connectivity. The HC-130J cannot effectively search, intercept, identify, and locate signals of interest at the forward edge, which is crucial for threat recognition, targeting, and supporting designated missions in contested environments. Given the high likelihood of isolated personnel, the wide dispersion of fielded forces, and the need for persistent integration of effects over extended periods in hostile environments, Electromagnetic Spectrum Operations (EMSO) upgrades are essential for HC-130J units. These required sensing capabilities must be open, scalable, lightweight, and networked radio frequency-based suites, resilient in contested and degraded environments during joint operations across multiple domains. Integrating these modular and interoperable systems within the joint environment transforms the HC-130J from a dedicated Personnel Recovery platform into a multi-faceted asset, serving as passive ISR nodes that enhance targeting and survivability for theater assets. This modular system provides Combatant Commanders with agile edge sensing nodes, increasing lethality, survivability, and air-to-surface recoveries for isolated personnel in highly contested and degraded environments through joint integration.

2. Requirement. ACC 1067 22-162

3. Impact If Not Funded. ANG HC-130J aircraft cannot sense at the forward edge in support of all-domain operations in the near-peer fight.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 150 SOW, Kirtland AFB, NM; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
EMSO Kit (NRE)	N/A	\$5,000,000
13 EMSO Kits	\$750,000	\$9,750,000
13 Pod Integration Kits	\$500,000	\$6,500,000
Totals		\$21,250,000

* Includes 10% spares.



HC-130J: ON-BOARD MULTI-BAND SECURE GLOBAL NETWORKING

1. Background. ANG HC-130J requires a Beyond-Line-of-Sight (BLOS) communication capability. Without BLOS, HC-130J communications are severely limited in effectiveness as the on-scene CSAR Coordinator (CSAR-C) and in supporting domestic operations. As the CSAR-C, the HC-130J orchestrates complex rescue operations requiring rapid exchange of diverse data streams, to include imagery, precise location coordinates, medical information, and real-time intelligence updates. This lack of BLOS undermines the ANG's strategic objectives of maintaining readiness, enhancing CSAR effectiveness, and supporting homeland security missions by preventing the HC-130J from leveraging modern information technologies to achieve information superiority, putting rescue teams and isolated personnel at increased risk and limiting interoperability with civilian agencies. To address this critical shortfall, the ANG requires a secure, continuous, on-board connectivity solution with wide-band BLOS capability, enabling accelerated information flow, enhanced situational awareness, improved decision-making, seamless interoperability, and increased survivability; this requirement will be met by integrating a BLOS Suite with associated networking base kit capable of supporting secure (NIPR/SIPR/JWICS) and unclassified internet access on-board 12 ANG HC-130J aircraft, an investment essential to ensuring the HC-130J can effectively execute its vital missions, protect lives, and support the nation in times of crisis.

2. Requirement. ACC 1067 24-134

3. Impact If Not Funded. ANG HC-130J aircraft will lack the means to provide forward-edge persistent BLOS capabilities distributing C2 in the INDOPACOM AOR.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 150 SOW, Kirtland AFB, NM; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
Networking Kit NRE	N/A	\$9,000,000
13 Internet On-Board*	\$1,200,000	\$15,600,000
Totals		\$24,600,000

* Includes 10% spares.

LC-130

- **Arctic Combat Support**
- **Antarctic and Arctic Resupply**
- **Polar Scientific Research Support**

The LC-130H operates on snowfields in remote areas of the Polar Regions in support of the National Science Foundation (NSF) and Arctic National Security objectives. To keep the aircraft up to date the aircraft was modified with 8 bladed propellers and modification efforts are underway to update the engines with the T-56 3.5 modification. The ANG is also working with the NSF to support a pod-based scientific payload capability.



LC-130

FY 2026 Weapons and Tactics Conference

Critical Capabilities List

- Commercial/Military Beyond Line-of-Site Connectivity
- Common MAF Data Link Suite and Interoperable Connected Open System Enclave
- Self-Protection Capability
- Global Airspace Compliant Avionics/Instrumentation, Associated Training Devices, and On-Board Secure Connectivity
- Enhanced Flight Vision System

Essential Capabilities List

- Digital Audio Interphone Communication System
- High-Speed Ramp and Door
- Center Wing Box Replacement Program
- High-Frequency Radios with SELCAL
- Radar Upgrade



LC-130: COMMERCIAL / MILITARY BEYOND LINE-OF-SIGHT CONNECTIVITY

1. Background. ANG LC-130Hs require highly reliable, survivable, high-speed data and voice communications from latitudes 90 degrees north to 90 degrees south for Beyond Line-of-Sight (BLOS) connectivity. Communication in the polar regions is especially challenging because of the lack of coverage by current military constellations in circumpolar regions, coupled with the known unreliability of Joint Range Extension Application Protocol, even in the mid-latitudes. Furthermore, in the polar regions HF is the only means of voice communication, and a handheld radio is the only means of data connectivity, each with varying levels of unreliability resulting in mission-impacting delays to real-time communications. A solution should include Voice-Over-IP (VOIP) with the ability to dial both commercial numbers, and contact secure, encrypted military voice networks. ANG LC-130s require multi-band BLOS antennas, modem/routers and Proliferated Low Earth Orbit (pLEO) satellite access to ensure high-speed data global coverage.

2. Requirement. AMC 21-119, C-130H Commercial BLOS Access to NIPR and SIPR

3. Impact If Not Funded. Without this capability the LC-130 will not have the necessary communications to effectively operate or survive in the arctic environment.

4. Units Impacted. 109AW, Schenectady, New York

5. Cost.

Quantity	Unit Cost	Program Cost
10 Commercial/Military BLOS kits	\$500,000	\$5,000,000
Total		\$5,000,000



**LC-130: COMMON MAF DATALINK SUITE
AND INTEROPERABLE CONNECTED OPEN SYSTEM ENCLAVE**

1. Background. ANG LC-130Hs require a robust, secure tactical data link (TDL) with visualized situational awareness to include an Open System Enclave (OSE) that enables instant integration with multiple generations of aircraft and systems. TDL provides a command and control (C2) link and maximizes aircrew situational awareness with beyond line-of-sight capabilities. TDL also provides critical real-time information to the LC-130H aircrews such as friendly aircraft position, weather conditions, and hostile threat locations, as well as allowing integration through podded solutions. This increases the LC-130Hs ability to effectively participate in network-centric battlespace. Recent operations have highlighted the need for comprehensive, networked C2 awareness, and integration of aircraft systems. Due to routine operations in the polar regions, the LC-130H will need to upgrade to ARC-210 with voice capability and Generation 6 Mobile User Objective System satellite communications radios. A common Mobility Air Forces (MAF) mission computer will reduce communication transmission time and provide aircrew with the information necessary to adjust mission profiles in accordance with changing conditions and commander’s guidance. All 10 ANG LC-130Hs require the common MAF mission computer.

2. Requirement. AMC21-129, C-130H JREAP C Via Commercial Communications Pathway; AMC 21-136, C-130H JREAP C Via Military Communications Pathways; AMC 21-119, C-130H Commercial BLOS Access to NIPR and SIPR

3. Impact If Not Funded. Without this capability the LC-130 will not have the necessary communications to effectively operate or survive in the arctic environment.

4. Units Impacted. 109AW, Schenectady, New York

5. Cost.

Quantity	Unit Cost	Program Cost
Non-Recurring Engineering	N/A	\$400,000
10 RTIC Hardware Kits	\$560,000	\$5,600,000
10 ARC-210 GEN 6 Radios	\$220,000	\$2,200,000
Total		\$8,200,000



LC-130: SELF PROTECTION CAPABILITY

1. Background. ANG LC-130Hs require the ability to operate in a contested environment, especially as our mission set refocuses towards Great Power Competition in the Arctic. The aircraft is devoid of the traditional defensive systems that are standard on other C-130s. As the MAF prepares to optimize against competitor nations, it is imperative that we are suitably equipped to survive in the high-end fight. A podded, MAF common-carry solution would represent the most ‘bang-for-the-buck’ given the current capability gap. Furthermore, such a modular solution would be ideal to pivot from wartime mission to peacetime science support. LC-130s need to meet the standard C-130H self-protection standard. To meet this standard LC-130s require an ALR-69A radar warning receiver (or equivalent), ALE-40/47 countermeasures dispensing system (or equivalent), and power + MIL-STD 1553 Bus to the outboard pylon positions for any podded solution.

2. Requirement. 2025 Weapon and Tactics Conference

3. Impact If Not Funded. Without this capability the LC-130 will not have the necessary protection to survive in the modern combat environment.

4. Units Impacted. 109AW, Schenectady, New York

5. Cost.

Quantity	Unit Cost	Program Cost
10 C-130H Next-Generation RF Group A Kits	\$120,000	\$1,200,000
10 C-130H Next-Generation RF Group B Kits	\$775,000	\$7,750,000
10 C-130H ALR-69As	\$500,000	\$5,000,000
10 Hardpoint Power/Data Installations	\$200,000	\$2,000,000
10 Modular, Mission-Tailored Self-Protection Pods	\$2,000,000	\$20,000,000
Total		\$35,950,000



LC130: GLOBAL AIRSPACE COMPLIANT AVIONICS / INSTRUMENTATION, ASSOCIATED TRAINING DEVICES, AND ON-BOARD SECURE CONNECTIVITY

1. Background. The ANG LC-130H fleet requires updated avionics to ensure continued global airspace access. LC-130Hs face severe sustainment challenges with current avionics and cockpit instrumentation, and will be out of compliance with Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) mandates if not modernized. Additionally, tactical night operations continue to suffer with non-Night Vision Imaging System (NVIS) compliant lighting. To eliminate critical sustainment issues due to Diminishing Manufacturing Sources (DMS), and to meet required mandates and Air Force Instructions, this modernized cockpit requires: a multifunction engine instrument display system, automatic dependent surveillance-broadcast capability, NVIS compatibility, and a modern flight management system with global positioning system (GPS) approach and polar navigation capabilities. Updated avionics address CNS/ATM mandates and increase operational efficiency by opening airspace routes with stringent navigational requirements and allow the use of GPS approaches. An NVIS compatible and modernized glass cockpit reduces crew workload, lowers maintenance costs and increases capability and sustainability to operate safely at night. To produce a fully NVIS compliant aircraft, all L1 (H2) and L1A (H2.5) aircraft must receive the NVIS baseline Time Compliance Technical Orders (TCTOs) that modify the side panels and center console. There are 7 LC-130H aircraft that need these TCTOs completed. Lastly, due to communications limitations imposed by polar operations, LC-130Hs require a hard-wired satellite voice/data connectivity with the ability to call both secure and unsecure cell phones, landlines, and tied into the intercom system. Currently, the only solution to this is the Iridium constellation for high-latitude satellite communications. All 10 ANG LC-130H aircraft require avionics and communication system upgrades.

2. Requirement. C-130 Avionics Modernization Program (AMP), Capability Production Document, dated 4 Mar 2008

3. Impact If Not Funded. Without these modernization efforts the LC-130H will become obsolete and ineffective in the modern airspace.

4. Units Impacted. 109AW, Schenectady, New York

5. Cost.

Quantity	Unit Cost	Program Cost
Non-Recurring Engineering	N/A	\$50,000,000
10 Avionics Kit	\$5,700,000	\$57,000,000
7 NVIS TCTO Kits	\$50,000	\$350,000
10 NVIS Kits	\$465,000	\$4,650,000
Total		\$112,000,000



LC-130: ENHANCED FLIGHT VISION SYSTEM

1. Background. ANG LC-130Hs operate in challenging weather environments which impact their ability to achieve mission completion. An Enhanced Flight Vision System (EFVS) uses multi-spectral waveforms (Electro-Optical, Long Wave Infrared, and Short-Wave Infrared) in a blended solution to penetrate ice fog, fog, snow, and other weather conditions commonly found in the polar regions and create an enhanced view of the landing environment. Mission accomplishment rate would increase due to lower weather minimums and increase crew safety margins if forced into adverse conditions. There are essentially no divers or alternates in Antarctica, and very limited options in the Arctic, compounded by poor weather forecasting capabilities, and frequently changing weather patterns. In these conditions, discernment of the horizon between sky and ground is often nil and can result in spatial disorientation or late acquisition of the landing environment. An EFVS enables crews to identify features on the ground including flagging, structures, and the landing surface even in minimum ceiling and visibility conditions. ANG LC-130s require 10 EFVSs.

2. Requirement. 2025 ARC Weapons and Tactics Conference

3. Impact If Not Funded. Without these modernization efforts the LC-130H will have to operate in dangerous conditions or limit their available flight time in polar regions.

4. Units Impacted. 109AW, Schenectady, New York

5. Cost.

Quantity	Unit Cost	Program Cost
10 EFVS Systems	\$200,000	\$2,000,000
10 EFVS Installs	\$200,000	\$2,000,000
Total		\$4,000,000

C-32B

- **Airlift**

The C-32B provides dedicated rapid response worldwide airlift to the Commander, United States Special Operations Command, in support of US Government domestic and overseas crisis response activities.

C-32B
FY 2025 Weapons and Tactics Conference

Critical Capabilities List

- Special Operations Forces Network and SIPR Access
- HUD System with Enhanced Flight Vision System and Synthetic Terrain
- Common MAF Datalink Suite and Interoperable Connected Open System Enclave

Essential Capabilities List

- Wingtip Obstruction Sensor

Desired Capabilities List

- None

C-32B: SPECIAL OPERATIONS FORCES NETWORK AND SIPR ACCESS

1. Background. ANG C-32Bs require Special Operations Forces Network-SIPR (SOFNET-S) as a primary means of mission reporting to Command and Control and communication with SOCOM. The 150 SOS utilizes Commercial Solution for Classified (CSfC) kits to access SOFNET-S. The CSfC kits, operated by the Airborne Mission Systems Specialist (AMSS), are not capable of connecting directly to SOFNET-S without a router, denying administrative access. Due to access issues, the kits are removed off station for troubleshooting, restoration, re-imaging and caching new users. Removal of kits results in alert sequence limitations; repairing kit problems often lead to mission delays and crew rest issues. Procuring Satellite Deployable Node-lite (SDN-lite) provides the C-32B with a mobile solution using commercial internet with the hardline connection to SOFNET-S. The SDN-lite also provides organic troubleshooting capability for the CSfC kits, solidifying connectivity for C-32B aircrew and planners. One SDN-lite kit is required for each of the two ANG C-32Bs.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. ANG C-32B AMSS will encounter a primary communications downgrade, forcing them to operate POTUS-directed missions using alternate and contingency communications with C2.

4. Units Impacted. 150 SOS, Joint Base McGuire Dix Lakehurst, NJ.

5. Cost.

Quantity	Unit Cost	Program Cost
2 SDN-Lite Kits	\$300,000	\$600,000
Total		\$600,000

C-32B: HEADS-UP DISPLAY CAPABILITY WITH ENHANCED FLIGHT VISION SYSTEM AND SYNTHETIC TERRAIN

1. Background. The ANG C-32Bs require a heads-up display (HUD) system capable of providing real-time situational awareness within field of vision. The Enhanced Flight Vision System (EFVS) system can be overlaid onto the HUD capability to provide vision in limited visibility environments and reduce traditional approach minimums by as much as half. Furthermore, by also incorporating synthetic terrain into the solution, crews can be aware of all terrain and obstacles regardless of conditions. These capabilities are incorporated into a HUD system to provide the ANG C-32B with its ability to give dedicated rapid, global, no-fail response capability in support of US Government crisis response. One system is required for the two C-32Bs as well as spare parts for the system.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. ANG C-32B aircrew will be launched on a short-notice, crisis-response mission to an airfield with marginal weather or challenging conditions. Without the HUD capability and/or EFVS and Synthetic Terrain, the crew would be forced to choose an alternate airfield, increasing the teams’ response time and increasing the level of risk to the user. Additionally, the crew could risk damage to the aircrew, its passengers, and the aircraft if forced to operate without enhanced situational awareness within their primary field of vision.

4. Units Impacted. 150 SOS, Joint Base McGuire Diz Lakehurst, NJ

5. Cost.

Quantity	Unit Cost	Program Cost
Non-Recurring Engineering / Certification	N/A	\$12,000,000
2 HUD Systems w/ EFVS and SYNTH Terrain	\$12,000,000	\$24,000,000
2 Spare Part Kits	\$1,000,000	\$2,000,000
Total		\$38,000,000

C-32B: COMMON MAF DATALINK SUITE AND INTEROPERABLE CONNECTED OPEN SYSTEM ENCLAVE

1. Background. ANG C-32Bs require a robust, secure tactical data link (TDL) with visualized situational awareness to include an Open System Enclave (OSE) to enable instant integration with multiple generations of aircraft and systems. TDL provides a command and control (C2) link and maximizes aircrew situational awareness with beyond line-of-sight capabilities. TDL also provides critical real-time information to C-32B aircrews, to include friendly aircraft position, weather conditions and hostile threat locations, as well as allowing integration through podded solutions. Using its unique placement and access, this increases the C-32Bs ability to effectively participate in network-centric battlespace and inform other warfighters. Recent operations have highlighted the need for comprehensive, networked C2 awareness and integration of aircraft systems. A common Mobility Air Forces (MAF) mission computer will reduce communication transmission time and provide aircrew with the information necessary to adjust mission profiles in accordance with changing conditions and commander’s guidance. One system is required for each of the two C-32Bs.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. ANG C-32Bs will not have the necessary communications to effectively operate and integrate, depriving the greater team of critical intelligence and mission updates within the battle sphere.

4. Units Impacted. 150 SOS, Joint Base McGuire Diz Lakehurst, NJ

5. Cost.

Quantity	Unit Cost	Program Cost
NRE	N/A	\$500,000
MAF Mission Computer with Datalink	\$1,000,000	\$2,000,000
Total		\$2,500,000

C-40C

The C-40C provides worldwide Executive Airlift for Congressional Delegations as well as senior officials of the Department of War, White House Military Office, US Air Force, and the National Guard. The primary mission of the C-40C is to ensure passenger safety and comfort while providing the utmost level of reliability, connectivity and protection.



C-40C

2025 Weapons and Tactics Conference

Critical Capabilities List

- SATCOM-906 Replacement
- Large Aircraft Infrared Countermeasures System Replacement
- Automated, Assured Position, Navigation, and Timing

Essential Capabilities List

- Upgraded Weather Radar
- Interior Refresh

Desired Capabilities List

- Modernized In-Flight Entertainment System
- Galley Refresh



C-40C: SATCOM-906 REPLACEMENT

1. Background. ANG C-40Cs require a replacement of the end-of-life SATCOM-906 with limited repair options that began in 2024. The system provides 3 flight safety communication channels to: Air Traffic Control via Controller Pilot Data Link Communications (CPDLC), Dispatch via the Aircraft Communication Addressing and Reporting System (ACARS), and Clear Voice phone calls beyond-line-of-sight. If the SATCOM-906 is not replaced, C-40Cs will lose their certification required to fly in commonly used airspace. The loss of CPDLC restricts usage of the North Atlantic Tracks which will drive longer flight times and force additional fuel stops. The loss of ACARS and Clear Voice will hinder the acquisition of takeoff and landing data, weather updates, flight plan changes, and would severely degrade communications with dispatch. Loss of connectivity would be especially pronounced in remote areas frequented by the C-40C such as AFRICOM and INDOPACOM. All three ANG C-40Cs require SATCOM-906 replacement.

2. Requirement. WEPTAC Working Group

3. Impact If Not Funded. ANG C-40Cs will not be able to communicate via ACARS, CPDLC, or BLOS Clear Voice and will lose the ability to fly in commonly used airspace.

4. Unit Impacted. 201 AS, Andrews AFB, MD

5. Cost.

Quantity	Unit Cost	Program Cost
3 SATCOM-906 Kits and Installations	\$3,800,000	\$11,400,000
Total		\$11,400,000



C-40C: LARGE AIRCRAFT INFRARED COUNTERMEASURES SYSTEM REPLACEMENT

1. Background. ANG C-40Cs require upgraded Large Aircraft Infrared Countermeasures Systems (LAIRCM). C-40Cs rely on the LAIRCM system for self-defense in contested airspace. The system requires replacement due to component obsolescence beginning in 2025. The current Concept of Operations and aircraft Minimum Equipment Listings require a functional LAIRCM system. Without an upgraded system, the C-40C will not be capable of performing its primary mission of safely executing worldwide Executive Airlift. All three ANG C-40Cs require an updated LAIRCM system.

2. Requirement. WEPTAC 2024 Working Group

3. Impact If Not Funded. ANG C-40Cs will not have onboard infrared self-protection and may be restricted from operating worldwide.

4. Unit Impacted. 201 AS, Andrews AFB, MD

5. Cost.

Quantity	Unit Cost	Program Cost
LAIRCM NRE	N/A	\$12,000,000
3 Upgraded LAIRCM Systems	\$2,000,000	\$6,000,000
Total		\$18,000,000



**C-40C: AUTOMATED, ASSURED POSITION,
NAVIGATION AND TIMING**

1. Background. ANG C-40Cs are only equipped with civilian GPS receivers. They require an upgraded system that will provide the aircraft with access to the military M-Code GPS signal. This newer signal is distinct from C/A and P(Y)-Code which improves anti-spoof and anti-jam performance through robust cryptography. Continued operation without M-Code capable receivers results in significantly degraded performance in a GPS denied or degraded environment. It may also restrict the aircraft from operating in contested airspace. All three ANG C-40Cs require Automated, Assured Position, Navigation and Timing.

2. Requirement. WEPTAC Working Group

3. Impact If Not Funded. ANG C-40Cs will not have Automated, Assured Position, Navigation and Timing and may be restricted from operating worldwide.

4. Unit Impacted. 201 AS, Andrews AFB, MD

5. Cost.

Quantity	Unit Cost	Program Cost
M-CODE GPS NRE	N/A	\$5,000,000
3 M-CODE GPS	\$2,000,000	\$6,000,000
Total		\$11,000,000

MC-130J

- **Airland (Infiltration/Exfiltration)**
- **Single Ship and Formation Low-Level**
- **Airdrop**
- **Helicopter/Tilt-Rotor/Fixed-Wing Air-to-Air Refueling (HAAR/TAAR/FWAR)**
- **Receiver Air-to-Air Refueling**
- **Forward Area Refueling Point (FARP)**
- **Casualty Evacuation (CASEVAC)**

The MC-130J Commando II flies clandestine, or low visibility, single or multi-ship, low-level infiltration, exfiltration and resupply of special operations forces, by airdrop or airland and air refueling missions for special operations helicopters and tiltrotor aircraft, intruding politically sensitive or hostile territories. The MC-130J primarily flies missions at night to reduce probability of visual acquisition and intercept by airborne threats.



MC-130J crews leverage unique onboard radar equipment, communication systems, training, and a comprehensive understanding of tasking supporting SOF assets to effectively flex between its multitude of mission sets in high threat environments. Domestic activations of the MC-130J allow for contingency and crisis response through the MC-130J's medical evacuation, refueling, airdrop, and transport capabilities.



MC-130J
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Critical Capabilities List

- Mobile Airborne Mission Networking Equipment
- In-Flight Patient Monitoring Devices for CASEVAC
- In-Flight Patient Ventilators for CASEVAC
- Professional Equipment Kits

Essential Capabilities List

- In-flight Refueling of Unmanned Aircraft

Desired Capabilities List

- None

MC-130J: MOBILE AIRBORNE MISSION NETWORKING EQUIPMENT

1. Background. ANG MC-130Js require a redundant airborne mission networking capability. The MC-130J flies clandestine low-level infiltration, exfiltration, and resupply of joint and combined special operations forces (SOF) putting the MC-130J at the forward edge of the battlespace. The MC-130J cannot receive or provide operational updates via full motion video, situational datalinks, nor digital collaboration on radio frequencies or Secret Internet Protocol Router networks between the formation, air package, ground forces, or command and control systems. The MC-130Js only beyond-line-of-sight (BLOS) data capability is chat, and ANG MC-130Js are limited to three tails for this capability due to equipment shortages. Although AFSOC is beginning to address these issues with Airborne Mission Networking, the implementation of this construct is many years down the road; ANG MC-130Js need airborne mission networking capability now to train and effectively deploy within the AFFORGEN cycle with the same capabilities of their Active Component counterparts. The ANG EC-130Js had a system called Specialized Automated Mission Suite Enhanced Situational Awareness (SAMS ESA) that provided this capability in conjunction with a Ku Band Spread Spectrum (KuSS) hatch mount antenna assembly. These components were part of the EC-130J aircraft that are now divested. However, many of these components are available in roll on/roll off pelican kits, approved for MC-130J use, that work in conjunction with a mission laptop to provide some of the same capabilities onboard the aircraft. ANG MC-130Js require the equipment listed below to have redundant BLOS C4I capability across the fleet.

2. Requirement. AFTTP 3-1.MC-130, AFMAN 11-2MC-130Jv1, Theater SPINS

3. Impact If Not Funded. ANG MC-130Js will be at a single point of failure for airborne mission networking connectivity (and extremely limited in training capabilities) outside of very high/ultra-high/high frequencies and satellite communications (voice only) radios, severely constraining joint force interoperability.

4. Units Impacted. 193 SOW, Middletown, PA

5. Cost.

Quantity	Unit Cost	Program Cost
3 Sets of PAC STAR Routers for KuSS Roll On/Roll Off Equipment	\$25,000	\$75,000
4 Harris Proprietary Waveform Licenses	\$2,000	\$8,000
4 C-130 Multi-Purpose Hatch Systems	\$115,000	\$460,000
3 SAMS-ESA Lite II Kits	\$140,000	\$420,000
Total		\$963,000

MC-130J: IN-FLIGHT PATIENT MONITORING DEVICES FOR CASUALTY EVACUATION

1. Background. ANG MC-130J aircraft require dedicated in-flight patient monitoring devices to support casualty evacuation (CASEVAC) operations. Operating at the forward edge of the battlespace, ANG MC-130Js are frequently tasked with urgent CASEVAC missions for Special Operations Forces (SOF). The absence of in-flight critical care capability significantly reduces survivability for SOF casualties and forces mission commanders to divert attention and resources from combat operations to casualty management. USSOCOM has long recognized the need for organic, aircraft-based casualty evacuation capability within SOF aviation platforms. The SOF medical enterprise, through the Special Operations Advanced Tactical Paramedic (SOATP) program, has established standardized enroute care protocols that require advanced patient monitoring systems capable of both invasive and non-invasive monitoring as well as electrical cardiac therapy. Equipping MC-130Js with such systems will ensure interoperability of the MC-130J across all joint SOF medical personnel. Eight in-flight patient monitoring devices are required to fully equip the ANG MC-130J fleet.

2. Requirement. AFSOCI 48-1010

3. Impact If Not Funded. ANG MC-130Js will lack the capability to provide advanced enroute critical care, directly endangering the success of CASEVAC missions. This capability gap not only jeopardizes survivability for wounded SOF personnel but also erodes the confidence of ground and maritime special operations commanders in the availability and reliability of airborne medical support during high-risk, no-fail national missions. This limitation constrains operational flexibility, increases mission risk, and undermines the effectiveness of joint SOF employment in contested environments.

4. Units Impacted. 193 SOW, Middletown, PA

5. Cost.

Quantity	Unit Cost	Program Cost
8 Inflight Patient Monitoring Devices	\$60,000	\$480,000
Total		\$480,000

MC-130J: IN-FLIGHT PATIENT VENTILATORS FOR CASUALTY EVACUATION

1. Background. ANG MC-130J aircraft require in-flight patient ventilators to provide advanced airway management and mechanical ventilation during casualty evacuation (CASEVAC) operations. SOF aircrews frequently operate in austere and contested environments where rapid aeromedical evacuation to definitive care may be delayed or unavailable. The ability to sustain ventilated patients enroute is essential for survival following traumatic injury, burns, or respiratory failure, especially given the expansive geography of potential future conflict zones. A lightweight, ruggedized critical care ventilator is needed to meet this requirement. Integration of these ventilators will enable Special Operations Advanced Tactical Paramedics across the joint SOF force to manage advanced airways and deliver life-sustaining ventilation for prolonged flight durations. Eight in-flight patient ventilators are required to fully equip the ANG MC-130J fleet.

2. Requirement. AFSOCI 48-1010

3. Impact If Not Funded. ANG MC-130Js will lack the capability to provide advanced enroute critical care, directly endangering the success of CASEVAC missions. This capability gap not only jeopardizes survivability for wounded SOF personnel but also erodes the confidence of ground and maritime special operations commanders in the availability and reliability of airborne medical support during high-risk, no-fail national missions. This limitation constrains operational flexibility, increases mission risk, and undermines the effectiveness of joint SOF employment in contested environments.

4. Units Impacted. 193 SOW, Middletown, PA

5. Cost.

Quantity	Unit Cost	Program Cost
8 Inflight Patient Ventilators	\$28,000	\$224,000
Total		\$224,000

MC-130J: PROFESSIONAL EQUIPMENT KITS

1. Background. The MC-130J mission necessitates global deployments to highly austere and contested environments, demanding exceptional levels of preparedness and self-sufficiency from both aircrew and ground support. Uniforms and cold weather clothing are critical for survival and performance in diverse climates; protective equipment and flight gear are essential for mitigating risks associated with airborne operations, and travel gear will ease the logistical challenges of rapid deployments. Furthermore, FARP (Forward Arming and Refueling Point) equipment will enable safety and self-sufficiency in remote island locations, a critical aspect of AFSOC operations. Although ANG MC-130J budgets allow for sustainment of new gear (i.e., as small numbers of new members arrive at the unit and/or need equipment replaced), the cost of initially outfitting an entire squadron post- EC-130J conversion (a mission set that did not require the same type and amount of professional equipment) is prohibitive. As a result, aircrew members are responsible for self-procuring a significant portion of their individual operational gear, placing a considerable financial burden on them, creating inconsistencies in equipment standards across the squadron, and negatively impacting operational readiness as aircrew prioritize affordability over performance, mission effectiveness and safety. Providing an initial, standardized set of mission-essential individual equipment for all aircrew positions and critical ground support positions will demonstrably improve ANG MC-130J mission readiness, enhance aircrew survivability, and ultimately contribute to the successful execution of critical national security objectives.

2. Requirement. AFI 11-235, AFMAN 11-2MC-130Jv3, TO 14-1-1, AFI 11-301v2, Theater SPINS

3. Impact If Not Funded. ANG MC-130J aircrew and ground support's professional gear will be non-standardized and/or nonexistent, significantly degrading mission readiness and safety.

4. Units Impacted. 193 SOW, Middletown, PA

5. Cost

Quantity	Unit Cost	Program Cost
45 Professional Equipment Kits (Pilot)	\$16,000	\$720,000
30 Professional Equipment Kits (CSO)	\$16,000	\$480,000
45 Professional Equipment Kits (Loadmaster)	\$20,000	\$900,000
60 Professional Equipment Kits (Ground Support)	\$7,000	\$420,000
Total		\$2,520,000

HH-60W

- **Combat Search and Rescue**
- **ANG HH-60W Units Provide 21% of the Total Fleet**

ANG Personnel Recovery (PR) helicopters and aircrew play a critical role in support of overseas contingency operations while responding to the increasingly high demand for domestic operations. There are three ANG PR helicopter units and one ANG PR training unit associated with an active-duty unit.



In 2025, ANG Rescue Squadrons (RQS) deployed in support of multiple contingency operations. The 129 RQS worked with multiple agencies to fight fires in Northern California. Additionally, HH-60Ws conducted numerous counter-drug missions throughout the state and supported search and rescue operations including a long-range recovery in the Pacific Ocean.



The 101 RQS performed multiple missions in support of both overseas and domestic operations. The 210 RQS deployed in support of COCOM requirements and held a 24-hour state-wide, rescue alert in Alaska resulting in many lives saved.

The 188 RQS supported aircrew training for the 58 Special Operations Wing.



HH-60W

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Critical Capabilities List

- Federated Container to Enable Open Architecture and Rapidly Employable Emergent Technologies
- Multiple/Redundant Beyond Line-of-Sight Connectivity
- Expendables/Defensive Systems
- Integration of Air-Launched Effects
- Improved Onboard Isolated Personnel Geolocation

Essential Capabilities List

- Helmet Mounted Display
- Infrared Systems Modernizations
- Aircrew Flight Equipment Enhancements
- Improved Sensor Enhancements for Observation and Designation
- Weapons Lethality Increase via Mounts, Targeting System, and Weapons Configurations

Desired Capabilities List

- Mission System Software Upgrades
- Integrated Hand Control Unit Upgrade
- HH-60 Skis/Mounts for Arctic Operating Environment
- Input Capability on All Aircraft Displays
- Advanced Sling Load Training



HH-60W: FEDERATED CONTAINER TO ENABLE OPEN ARCHITECTURE AND RAPIDLY EMPLOYABLE EMERGENT TECHNOLOGIES

1. Background. ANG HH-60Ws require a container that can house and employ new and emergent technologies, on a rapid timeline, to support Combat Search and Rescue missions. The HH-60W does not have hard points to mount mission specific pods. The HH-60W requires a container that can be secured in the helicopter cabin to house a broad spectrum of mission and defensive systems. HH-60Ws require advanced survivor geolocation, increased battlefield situational awareness via tactical data link, and electronic attack/radar frequency defensive systems. These systems require power from the aircraft, a GPS location from the aircraft, and an optimized antenna allocation. The Zealous Rooster container is water resistant; temperature regulated and has a sensor open systems architecture/open mission systems (OMS) backbone to facilitate integration and employment of new/multiple payloads. The container receives power from the aircraft, a GPS signal, and has an external connector panel to allow for multiple antenna connections. The container is securable to the cabin floor on top of the cargo hook door and has weight bearing capacity. The cargo hook door can be removed, and cabling can be routed for bottom mounted antennas. All 15 ANG HH-60Ws require an OMS container.

2. Requirement. ACC 1067 23-067

3. Impact If Not Funded. HH-60W aircrew will not have the capability to employ new and exquisite technology in mission and defensive systems in a timely and proactive manner.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
15 Zealous Rooster OMS Containers	\$50,000	\$750,000



HH-60W: MULTIPLE/REDUNDANT BEYOND LINE OF SIGHT CONNECTIVITY

1. Background. ANG HH-60Ws require robust and resilient beyond line of sight (BLOS) datalink connections to enable access to survivor locations while simultaneously updating other combat aircraft with threat location to reduce the risk of additional isolated personnel. The initial fielding of a single BLOS datalink on the HH-60W is vulnerable to exploitation, denial, and obsolescence and requires upgrades to ensure information flow of isolated personnel, threat, and target location. Access to proliferated low-earth orbit (pLEO) constellation enables resiliency against space denial and disruption. The ARC-210 Gen 6 radio allows for access to Mobile User Objective Satellite (MUOS) datalinks for the HH-60W to access existing and future DoD programs of record for space-based communication. The Joint Tactical Terminal Next Generation ensures access to the integrated broadcast service information, the main BLOS data pathway for the HH-60W. Hybrid SATCOM systems allow multiband BLOS data and voice capabilities. Multiband terminals operate under the unique constraints of helicopters. All systems should be integrated through an open systems enclave (OSE) running outside of the aircraft computing systems allowing for multiple inputs and outputs. All 15 ANG HH-60Ws require multiple redundant BLOS connectivity.

2. Requirement. ACC 1067 24-020, ACC 1067 24-041, ACC 1067 24-093

3. Impact If Not Funded. If HH-60W loses access to over-the-horizon voice and data, long-range personnel recovery becomes unlikely in domestic missions and nearly impossible in combat. Furthermore, most assets in a CAF pulse stand to lose datalink access under certain threat actions. HH-60W could sustain Link-16 for all players in a CAF pulse given its tactical geometry and access to pLEO internet on board.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
15 P-LEO Terminals	\$320,000	\$4,800,000
15 ARC-210 Gen 6 Terminals	\$850,000	\$12,750,00
15 Federated OSEs	\$30,000	\$450,000
15 Multiband Terminals	\$600,000	\$9,000,000
15 Hybrid SATCOMs	\$200,000	\$3,000,000
15 Joint Tactical Terminals	\$200,000	\$3,000,000
Total		\$33,000,000



HH-60W: EXPENDABLES/DEFENSIVE SYSTEMS UPGRADES

1. Background. ANG HH-60Ws require defensive system upgrades. HH-60Ws are susceptible to advanced integrated air defense systems, modern airborne intercept radars, and mobile Radio Frequency (RF) threat systems. Current HH-60W RF defensive systems depend on limited quantities of expendable countermeasures and lack signature reduction capabilities restricting their performance against both legacy and next-generation threats. The USAF HH-60W community is seeking a suite of federated and/or expendable radio frequency countermeasures. First, improved chaff must present a larger radar cross section (RCS), delivered in factor bands to include millimeter wave, achieving sufficient RCS blooming within the beamwidth of factor RF threats. Additionally, the integration of an RF jammer and signature reduction capability will improve threat penetration, aircraft survivability, and mission success during contested operations by denying tactical RF threats the ability to effectively fix and track the HH-60W. All 15 ANG HH-60Ws require expendables/defensive systems upgrades.

2. Requirement. ACC 1067 24-092

3. Impact If Not Funded. The HH-60W's ability to deny/degrade/disrupt the acquisition, tracking, and engagement functions of these threat systems will increase the viability of long-range PR missions over the modern battlefield by mitigating risk to both mission and force. Improved freedom of maneuver will reduce force packaging requirements and increase operational effectiveness/efficiency in the Locate, Support, and Recover stages of the save chain during both low intensity and near peer conflicts.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
15 ALQ-167 (Angry Kitten) LRU Kits	\$600,000	\$9,000,000
Total		\$9,000,000



HH-60W: INTEGRATION OF AIR LAUNCHED EFFECTS

1. Background. ANG HH-60Ws require the ability to carry, launch and control various Unmanned Aircraft Systems (UAS) to organically increase capacity and capability of the personnel recovery task force while reducing risk to the Recovery Vehicle (RV). With a 5th generation fighter force, the HH-60W needs to accomplish tasks traditionally performed by Sandy-qualified fighters to include locating and communicating with the survivor: detecting, identifying, locating, and reporting threats, and suppression of enemy targets. HH-60Ws must search large areas of terrain or ocean in less time than possible at helicopter altitudes and airspeeds. The HH-60W must leverage Air Launched Effects to search a wider area and suppress more capable threats without increasing risk to the RVs. HH-60W will require modification to the main landing gear sponson to bear the load. A Modular Effects Launcher is required to carry and communicate with the payloads, launch tubes to eject the payloads, and control interface, radios and antennas. When equipped with multiple small effects, can create a denser adversary threat picture, forcing the adversary to sort and expend more self-defense ammunition. These effects have demonstrated kinetic kill, loitering, EO/IR search/identification, EW, and geolocation of signals. If operating independent of CAF integration, these effects substitute for other air assets unavailable due to time, distance, or attrition. The preferred course of action follows the US Army’s UH-60 Launched Effects program and expedites fielding by incorporating as many tests and certifications as possible by adapting specific payloads for Combat Search and Rescue. All 15 ANG HH-60Ws require air launched effects.

2. Requirement: ARC WEPTAC 2024

3. Impact If Not Funded. Directly impacts HH-60W capability to find, fix, track potential survivors in an Anti-Access Area Denial zone. When equipped with a search payload, the HH-60W can increase survivor pickup rate and efficiency, decreasing risk to the rescue vehicle and increasing the number of recoveries per aircraft. This increases the likelihood DOW exquisite weapons achieve effects, and aircrews are recovered post-ejection for follow-on missions. If not fielded, this decreases USAF capability to leverage an alternate CAF platform capable of engaging targets or supporting engagements through electronic warfare or decoy effects.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
15 Sponson Mount Modifications	\$500,000	\$7,500,000
15 Modular Effects Launchers	\$100,000	\$1,500,000
72 Launch Tubes	\$45,000	\$3,240,000
15 Control Stations	\$30,000	\$450,000
Total		\$12,690,000



HH-60W: IMPROVED ONBOARD ISOLATED PERSONNEL GEOLOCATION

1. Background. ANG HH-60Ws require the ability to rapidly locate and recover isolated personnel in highly contested environments. Proven operational systems capable of locating cell phones or other devices already exist and can be issued to personnel at high risk of isolation. These modular systems integrate seamlessly with aircraft GPS, antenna allocation, and power sources, while supporting carry-on configurations. A new Isolated Personnel (IP) geolocation system will integrate open-system architecture to ensure future adaptability. The integration of multi-spectrum geolocating technology into these systems enhances search and rescue capabilities, particularly in degraded, contested, or operationally restricted environments. By leveraging multiple electromagnetic spectrums such as infrared, radio frequency, and visual identification, these advanced systems can penetrate challenging terrain, adverse weather, and enemy jamming attempts. In situations where traditional methods may fail due to interference or obstructions, multi-spectrum geolocation delivers precise coordinates of IP, reducing search times while mitigating interception of survival radio signature. Additionally, the autonomy and "man out of the loop" design ensures the safe recovery of injured, unconscious, untrained, or uncooperative isolated personnel. This technology increases mission success rates, enhances rescue aircrew/aircraft safety, and ensures isolated personnel are located quickly, making it an indispensable asset for Air Force Combat Search and Rescue operations. All 15 ANG HH-60Ws require advanced geolocation capabilities.

2. Requirement. ARC WEPTAC 2024

3. Impact If Not Funded. Currently the primary means of locating isolated personnel is the Combat Systems Evader Locator (CSEL). As this continues towards obsolescence, the HH-60W will be required to rely only on LOS or other exploitable/deniable means to locate potential survivors. In high intensity conflicts or areas with multiple survivors, current CSEL command and control architecture and associated Personnel Recovery Coordination Centers (PRCCs) will be overwhelmed, creating confusion and inefficiencies with how to prioritize survivors and properly task rescue forces. COTS/GOTS technology exists that can be added to the HH-60W to mitigate this risk to both rescue forces and potential survivors.

4. Units Impacted. 106 RQW, Gabreski Field, NY; 129 RQW, Moffett Federal Airfield, CA; 176 WG, JB Elmendorf-Richardson, AK

5. Cost.

Quantity	Unit Cost	Program Cost
15 Radio Electronics Assemblies	\$200,000	\$3,000,000
15 Cell Phone Locators	\$200,000	\$3,000,000
Geolocation System Non-Recurring Engineering	N/A	\$50,000
15 Cables, Hardware, Antenna Kits	\$10,000	\$150,000
Total		\$6,200,000

OA-1K Skyraider II

- **Close Air Support (CAS) Tailored for Special Operations Forces (SOF)**
- **Armed Intelligence, Surveillance, and Reconnaissance (A-ISR)**
- **Precision Strike**
- **ANG Units provide 25% of the Total Fleet**

The OA-1K Skyraider II is purpose-built to meet the unique demands of Special Operations Forces (SOF) operating in remote and challenging environments. Unlike traditional aircraft, the OA-1K is designed for "Armed Overwatch," a fusion of Close Air Support, A-ISR and precision strike roles required by geographically isolated SOF. This innovative approach provides SOF commanders with a single, responsive asset capable of delivering timely intelligence, decisive firepower, and precise strikes, enhancing their operational effectiveness in Irregular Warfare (IW) combat operations against Violent Extremist Organizations (VEOs).



The Skyraider II is engineered for accessibility. Its design allows it to operate from austere airfields, enabling rapid deployment and co-location with forward SOF units. This close proximity ensures responsive support, unlike larger, less flexible platforms. The OA-1K can employ 2.75" AGR-20 Rockets and AGM-114 Hellfire, with a modular payload design for future growth.



The OA-1K program, managed and employed by AFSOC as a component of USSOCOM, represents a strategic investment in cost-effective operations against VEOs, directly supporting the

National Defense Strategy (NDS). The ANG represents 25% of the operational units and hosts the OA-1K Formal Training Unit (FTU) for all pilots and weapon systems officers (WSO) at Will Rogers ANG Base. The FTU is a Total Force-Classic Association between AFSOC and ANG in which the 137 SOW provides instructors and stability to support Programmed Flying Training (PFT) requirements. Ultimately, this enables a readily deployable and versatile Armed Overwatch capability, while enabling SOF to achieve mission objectives with enhanced speed, precision, and operational autonomy in the remote battlespace.

OA-1K

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Critical Capabilities List

- OA-1K Signals Intelligence (SI) Pod
- Severe Weather Protection Shelters (SWPS)
- OA-1K Mobility Pod
- Helmet Mounted Cueing System (HMCS)

Essential Capabilities List

- None

Desired Capabilities List

- None

OA-1K: SIGNALS INTELLIGENCE (SI) POD

1. Background. An emerging AFSOC SIGINT requirement, derived from the Joint Threat Warning System (JTWS) SIGINT Annex, was recently solidified for the OA-1K Program. The AFSOC desired end state is for the OA-1K SIGINT capability to be deployed in FY28. The Modular Multi-Sensor System (MMSS) SI Pod can exploit multiple types of signals and technologies based on joint partner desired effect. The solution will utilize remote operator control via organic beyond line-of-sight capability, not requiring current aircraft architecture to transmit and receive data. The MMSS SI Pod leverages the current Federal Aviation Administration Supplemental Type Certification (STC) for the existing MMSS Pod size, weight, and power. The STC will reduce costs, minimize developmental test and integration timelines, and enable fielding to meet deployment requirements. Further details regarding this topic will increase classification. Classified content is available upon request, through 137 SOW/A3.

2. Requirement. AFSOC JTWS SIGINT Annex

3. Impact If Not Funded. Without the acquisition of the MMSS Pod, the OA-1K program will not meet emerging SIGINT requirements for the first operational deployment in FY28. This is currently the only podded solution that meets JTWS SIGINT Annex requirements, provides future modular capability for expanded technologies, and is feasible with current STC timeline constraints to meet AFSOC deployment needs.

4. Units Impacted. 185 SOS, Oklahoma City, OK

5. Cost.

Quantity	Unit Cost	Program Cost
Non-Recurring Engineering	N/A	\$5,300,000
3x MMSS SI POD	\$2,250,000	\$6,750,000
Total		\$12,050,000

OA-1K: SEVERE WEATHER PROTECTION SHELTERS (SWPS)

1. Background. Will Rogers Air National Guard Base (WRANGB) experiences dozens of severe weather watches, warning, and advisories (WWA) with the potential of damaging winds and hail each year. Particularly hazardous to the aircraft are hail events. Over a ten-year period, there were 71 reported hail events within 15 miles of WRANGB, with 58 of those including hail greater than one inch. WRANGB does not have, nor will it receive, adequate hangar infrastructure to store the complete fleet of aircraft. The construction of 21 aircraft shelters would enable the entirety of the fleet to be protected when necessary.

2. Requirement. USSOCOM/AFSOC DOTmLPF-P Change Recommendation (DCR) for 137 SOW Air National Guard MC-12W to OA-1K Conversion

3. Impact If Not Funded. The planned fleet of OA-1K at WRANGB will grow to 23 by FY28Q4. Due to the slow air speeds the platform, combined with the volatile nature of weather and reporting timelines in Oklahoma, there is limited ability to relocate aircraft in the event of forecasted weather without significant degradation to operations and Programmed Flying Training (PFT). WRANGB requires severe weather protection shelters (SWPS) to safeguard over \$460M in assets from damage or extensive maintenance while sustaining requirements for student production and 185 SOS operations. SWPS can be incrementally funded with an initial purchase of at least 8 shelters desired by FY27.

4. Units Impacted. 185 SOS, Oklahoma City, OK; 137 SOG DET-1, Oklahoma City, OK; 17 SOS, Oklahoma City, OK

5. Cost.

Quantity	Unit Cost	Program Cost
18 SWPS	\$200,000	\$3,600,000
18 Light and LPS Kits / Installations	\$53,000	\$954,000
Total		\$4,554,000

OA-1K: MOBILITY POD

1. Background. As currently configured, the OA-1K platform only provides internal storage capacity of approximately 6 cubic feet. This affords extremely limited capacity for aircrew to organically provide critical flight, maintenance, sustainment, and survival equipment during off-station or extended operation. The addition of MIL-STD-8591 compliant under wing mounted mobility pod(s) to the OA-1K loadout would increase the available cargo capacity by an additional 11 cubic feet per unit and sustain autonomous OA-1K operations for up to 8 days. This would allow for scalable solutions to enable sustained operations to include anything from survival gear, C2 equipment, ammunition and weapons, maintenance kits including fueling and weapons loading equipment, basic tools, sleeping bags, tents, food, and water to be carried with the aircraft during forward staging and austere locations, reducing the dependency on additional lift and logistics support.

2. Requirement. AFSOC 1067 – Control Number 26-06124

3. Impact If Not Funded. Without the acquisition of mobility pods for self-sustainment, OA-1K aircrew will be limited in their flexibility to forward stage to austere locations in support of displaced SOF for extended operations without coordination of additional sustainment packages or pre-staged resources. The storage space provided will be key to enabling future OA-1K mission sets that hinge on its rugged and austere capabilities. Without additional cargo capacity, the aircraft will be limited to main operating bases and forward operating bases where OA-1K contract logistics support maintenance is present and thus will restrict the agile nature of the platform.

4. Units Impacted. 185 SOS, Oklahoma City, OK; 137 SOG DET-1, Oklahoma City, OK; 17 SOS, Oklahoma City, OK

5. Cost.

Quantity	Unit Cost	Program Cost
24 ACE Cargo Pods	\$80,000	\$1,920,000
Total		\$1,920,000

OA-1K: HELMET MOUNTED CUEING SYSTEM (HMCS)

1. Background. The OA-1K has been developed for integration with the Thales Hybrid Optical Inertial Tracking (HObIT) helmet mounted cuing system (HMCS). This capability will be limited to the pilot. However, the OA-1K fleet is not programmed to receive enough HMCS to outfit each pilot with their own system. With the anticipated high tempo of training, throughput of pilots through the formal training unit, and the associated wear and tear on the HMCS through use and swapping from helmet to helmet, there is a need to purchase additional systems to support aircraft and aircrew turn-times and sufficient spares for aircrew flight equipment (AFE) personnel.

2. Requirement. 137 SOW FY25 AFSOC UFR

3. Impact If Not Funded. Without the acquisition of additional HMCS kits for the OA-1K program, shortfalls in availability and delays in training can be reasonably anticipated. With the average turn-around time for spare parts currently sitting at six months, any non-functional HMCS kits will be out of service for a significant period, driving potential bottlenecks in the training pipeline. Additionally, without additional kits, crews would be forced to wait to step to fly until the previous crew has returned their helmet to AFE, potentially impacting turn times based on mission requirements.

4. Units Impacted. 185 SOS, Oklahoma City, OK; 137 SOG DET-1, Oklahoma City, OK; 17 SOS, Oklahoma City, OK

5. Cost.

Quantity	Unit Cost	Program Cost
56 HObIT System	\$68,978	\$3,862,768
Total		\$3,862,768

Special Warfare

- **Combat Search and Rescue, Ground-Air Targeting and Global Access**
- **Special Operations**
- **ANG Guardian Angel Units Provide 30% of the Total Force**
- **ANG Special Tactics Units Provide 25% of the Total Force**
- **ANG Air Support Operations Units Provide 38% of the Total Force**

Special Warfare is made up of the following three squadron types:



Guardian Angel (GA) - The ANG has three squadrons consisting of combat rescue officers, pararescue and survival evasion resistance and escape, and Special Warfare Mission Support. Their mission is to execute personnel recovery of downed, injured service/aircrew members and domestic operation alert. They provide recovery and emergency treatment necessary to stabilize and evacuate stateside and abroad.

Special Tactics (ST) - The ANG has two Special Tactics squadrons uniquely organized, trained, and equipped to conduct joint special operations and sensitive recovery missions. Special Tactics combat controllers, special tactics officers, pararescue, combat rescue officers, special reconnaissance, Tactical Air Control Party, and Special Warfare Mission Support provide quick-reaction global access to include austere airfield operations, command and control, close air support and casualty recovery..



Air Support Operations Squadrons (ASOS) - The ANG has one Operations Group and eight Squadrons that provide multi-disciplinary, offensive ground special warfare teams that execute missions at the tactical edge with a focus on air/space/cyber access, communications, multi-domain effects, reconnaissance, and personnel recovery. ASOS units are composed of Tactical Air Control Party officers and enlisted as well as Special Warfare Mission Support. They specialize in projection of airpower to complete kill chains.



Special Warfare

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Critical Capabilities List

Guardian Angel

- sUAS & Counter sUAS
- Austere C5ISR Package
- Communications Survivability Package
- Maritime Modernization Package
- ACE Mobility Package

Special Tactics

- Signature Mitigation for Personnel and Equipment
- Extreme Cold Maritime Weather Package
- Sensor to Shooter Communications for Long Range Kill Chain
- Survey Data Collection Modification
- Broad Spectrum Battlefield Identification

Tactical Air Control Party

- Distributed C5ISR Package
- Multi-Spectral Concealment
- Spectrum Small Unmanned Aerial System (sUAS)
- EMS Awareness and Attack Suite
- Expeditionary Power Ecosystem

Essential Capabilities List

Guardian Angel

- Signature Mitigation for Personnel and Equipment
- Distributed C2 Package
- Small Arms/Indirect Fire Enhancement
- Electronic Warfare Capability
- Extreme Weather Package

Special Tactics

- Find, Fix, Target, Track Capability Modernization Suite
- Non-Kinetic Effects Suite of Tools
- Diver's Underwater Navigation and Sonar Modernization
- Non-Invasive, Automated Airfield Load Bearing Assessment Tool
- Common GCS and user interface for fielded sUAS

Tactical Air Control Party

- Spectrum Battlefield Identification Broad
- Camouflage, Concealment and Deception Modernization
- Tactical Counter-Unmanned Aircraft Systems
- Arctic/Marine Sustainment Mobility
- Self-Protection Modernization

Desired Capabilities List

- None

GA: SMALL UNMANNED AERIAL SYTEM (sUAS) & COUNTER sUAS

1. Background. Guardian Angel (GA) teams require sUAS to increase lethality and survivability in current conflicts and to conduct personnel recovery in semi-permissive and non-permissive land and maritime battlespaces. A counter sUAS (C-sUAS) capability is required for GA teams to ensure survivability in battlespaces with significant sUAS presence. Equipped with specialized sensors, sUAS are invaluable on land and maritime search and rescue environments, rapidly scanning vast ocean areas to locate survivors and relay their positions to rescue teams, particularly in adverse conditions. In locations with diminished supply chains, operational resilience demands a robust supply of sUAS components coupled with the capability to manufacture replacement parts on-site. The ideal solution includes field-level maintenance and leverages 3D printing for on-demand component reproduction, maximizing uptime and minimizing resupply needs. The requirement can be met with a family of systems; nano/micro sUAS, vertical take-off and land (VTOL) sUAS/Group I sUAS, and air or ground launched Group II sUAS. It is preferred for all sUAS to be integrated with the current Special Warfare Assault Kit used by GA Teams. Vendor should include the shipping container footprint, all hardware/software components and 3D printers.

2. Requirement. ACC 1067, WEPTAC Working Group, SECWAR Directive

3. Impact If Not Funded. GA Teams will risk combat survivability in semi-permissive environments.

4. Units Impacted. 103 RQS, Westhampton Beach, NY; 131 RQS, Moffett, CA; 212 RQS, Anchorage, AK

5. Cost.

Quantity	Unit Cost	Program Cost
18 Micro sUAS	\$54,000	\$972,000
18 VTOL Group 1 sUAS	\$30,000	\$540,000
12 Group II sUAS Mission Bundles	\$300,000	\$3,600,000
16 C-SUAS Detector	\$3,200	\$51,200
4 C-SUAS Spectrum Analyzer	\$5,400	\$21,600
2 C-SUAS Jammer	\$115,000	\$230,000
1 Air and Ground Launched UAS Production Factory.	\$2,500,000	\$2,500,000
Total		\$7,914,800

GA: AUSTURE C5ISR PACKAGE

1. Background. ANG Guardian Angel (GA) communications and austere Command, Control, Computers, Communications, Cyber, Intelligence, Surveillance, Reconnaissance, and Targeting (C5ISR) capabilities require modernization to ensure effectiveness in all mission scenarios. The electromagnetic spectrum is increasingly a contested domain, and the ongoing conflict in Ukraine has shown that traditional military communications systems are easily identified, located, jammed and/or struck with artillery. Further, the tyranny of distance expected in future conflicts necessitates improvements in beyond line of sight (BLOS) voice and data communications. Required communication capabilities need to be mobile, scalable, lightweight, internet protocol and/or mesh networked radio frequency-based to support joint operations across multiple domains. Integrated software should allow GA access to air and ground common operating pictures with active blue and red force pictures and isolated personnel geolocation. Additionally, as the electromagnetic spectrum (EMS) becomes increasingly contested, GA forces need the ability to sense, spoof signatures, and attack in the EMS domain. Whether locating a Combat Search Evader Locator transmission in a maritime environment, identifying an emitting adversary combatant nearby, or jamming sUAS control links, GA forces require an organic electronic warfare/electromagnetic attack (EW/EA) system. This capability provides the Personnel Recovery Task Force and Combatant Commanders with agile, personnel recovery C2 nodes using joint integration to facilitate air and surface recoveries for isolated personnel in highly contested and degraded environments.

2. Requirement. DAFMAN 13-217 Drop Zone and Landing Zone Operations, JP 3-68 Noncombatant Evacuation Operations, 1067

3. Impact If Not Funded. GA will have degraded C5IRST capabilities at austere airfields.

4. Units Impacted. 103 RQS, Westhampton Beach, NY; 131 RQS, Moffett, CA; 212 RQS, Anchorage, AK

5. Cost.

Quantity	Unit Cost	Program Cost
6 Sets Network hardware	\$20,000	\$120,000
12 Man Packable Rugged BLOS Terminal	\$15,000	\$180,000
18 Tactical C2 Boxes	\$1,000	\$18,000
3 COMSAT System	\$230,000	\$690,000
9 Negative SNR MANET Suites	\$170,203	\$1,531,827
12 EW/EA Ground System	\$207,304	\$2,487,648
6 EMSO Integrated ELINT Suites	\$413,206	\$2,479,236
6 Mobile Broadband Kit	\$30,000	\$180,000
Total		\$7,686,711

GA: COMMUNICATIONS SURVIVABILITY PACKAGE

1. Background. ANG Guardian Angel’s (GA) communications equipment requires timely fielding with appropriate modernization to be survivable in contested maritime operations in semi and non-permissive battlespaces. Communication capabilities must be mobile, scalable, lightweight, and mesh network radio frequency-based suites that are joint/resilient in contested and degraded environments across multiple domains. GA teams require baseline communications headsets, push to talk radios, cabling, and end user device cabling that is reliable and functional in harsh maritime and land environments. C2 connectivity hardware suites require integrating GA assets with air, ground, and maritime assets in near real time. Moreover, these systems are inter-operable across the joint environment, enabling GA to function not only as personnel recovery, but also as passive ISR nodes enabling increased targeting and survivability for theater assets. Maritime operations require an improved waterproof radio system. These combined capabilities provide the Personnel Recovery Task Force and Combatant Commanders with agile personnel recovery C2 nodes using joint integration to facilitate air and surface recoveries for isolated personnel in highly contested and degraded environments

2. Requirement. Commanders Handbook for Strategic Communication and Communication Strategy, 1067

3. Impact If Not Funded. Degraded ability to employ existing fielded systems and maintain combat readiness and baseline skillsets.

4. Units Impacted. 103 RQS, Westhampton Beach, NY; 131 RQS, Moffett, CA; 212 RQS, Anchorage, AK

5. Cost.

Quantity	Unit Cost	Program Cost
90 PRC 163 Waterproof Headset	\$1,500	\$135,000
90 PRC 163 Waterproof Push to Talk	\$1,000	\$90,000
90 PRC 163 Cabling Package	\$1,500	\$135,000
60 148 AN/PR-148 MBITR Radio	\$12,000	\$720,000
60 148 AN/PR-148 MBITR Cabling Package	\$1,500	\$90,000
60 PR-148 Waterproof Headsets	\$1,200	\$72,000
Total		\$1,242,000

GA: MARITIME OPERATIONS MODERNIZATION

1. Background. ANG Guardian Angel (GA) weapons systems require upgraded equipment to affect surface Maritime Recovery Capability (MRC) in USINDOPACOM. GA units have fielded Combat Rubber Raiding Craft (CRRCs), Advanced Rescue Craft (ARC). Current CRRCs and ARC are marginally capable in USINDOPACOM environment. Reserve Component GA units are the only units with fielded Rigid Hulled Inflatable Boats (RHIB) with the H763 RHIB, which is better suited for an open ocean environment. For USINDOPACOM missions, all GA surface capabilities should be optimized for fixed wing airdrop, vertical lift integration, larger vessel integration, and shore-based launch and recovery in and out of the open ocean environment. The platforms also require C5ISR upgrades to locate, authenticate and communicate with Isolated Personnel (IP). Successful employment of MRC in non-permissive environments requires defensive upgrades, signature reduction modifications, patient treatment improvements, and environmental protection additions enabling unsupported operations in an open ocean environment for 24-72 hours.

2. Requirement. Guardian Angel Initial Capability Document (ICD), multiple historic but closed without sourcing 1067s, WEPTAC working group

3. Impact If Not Funded. GA led maritime recovery will not be viable to effectively leverage the surface domain for better IP survivability and recovery and AFSPECWAR effects in support of the Joint Force Commander objectives.

4. Units Impacted. 103 RQS, Westhampton Beach, NY; 131 RQS, Moffett, CA; 212 RQS, Anchorage, AK

5. Cost.

Quantity	Unit Cost	Program Cost
6 Recovery Team Tactical CSEL Interrogator Combat Radio	\$150,000	\$900,000
6 Multichannel Receive and Transmit Radio that Supports Detection, Attack oAdversary (SOIS),	\$150,000	\$900,000
6 Secure Beam Forming Mobile MN-MIMO Kits	\$80,000	\$480,000
6 H763 Installed Mission Suite with TAK Enabled and Aggregation Software to Populate CIB, IBS, DF CSELS, BLOS	\$50,000	\$300,000
6 H763 Attachments Package to Include Gun Mounts, Patient Litters, Propellers, Adverse Weather Cover for Cabin, Center Console, Litter Stanchions.	\$80,000	\$480,000
6 H763 Mounted Sponson Storage Units	\$2,000	\$12,000
24 78” Litter Stanchions for H763 with Integrated Stroke	\$3,000	\$72,000
16 H763 Protection Accessories	\$25,000	\$400,000
12 Self-Righting System for H763	\$15,000	\$180,000
6 Outboard Electronic Motors/Housings For RAM-B/T	\$5,000	\$30,000
12 Upgraded Air Droppable RHIB/CRRCS with Airdrop Kit	\$360,000	\$4,320,000
Total		\$8,074,000

GA: ACE MOBILITY PACKAGE

1. Background. ANG Guardian Angel (GA) squadrons require a rapidly deployable and agile solution for transporting mission essential rescue equipment in austere environments. GA teams require organic and efficient means to transport the 7PRXX series, enhancing their ability to conduct time-sensitive Personnel Recovery (PR) missions across a wider range of operational environments. GA teams require the capability to access, establish, and operate contingency locations in austere environments to support rapid logistics in line with the Agile Combat Employment concept. Teams need off-road autonomous mobility platforms, stand-alone survey kits, remote monitoring systems, concealment kits, and austere material handling equipment. The Utility Task Vehicle (UTV) capable vehicles should be relatively low visibility, blend locally, take multiple passengers, mission equipment, or at least two litter patients and be air transportable. The remote monitoring and concealment kits must be transportable via the off-road vehicles, set up and packed quickly, and compatible with multiple aircraft types. The austere material handling kits must be height adjustable, multi-use staging, air transportable and capable of loading and unloading internal equipment and pallets without the use of a forklift or K-loader for a scalable agile operations capability. The small arms vehicle and mobile defense kit must be light, packable, re-mountable, large enough to cover vehicles, small footprint and provide protection from small arms and bomb fragmentation.

2. Requirement. Commanders Handbook for Strategic Communication and Communication Strategy, ACC 1067

3. Impact If Not Funded. ANG GA units will not have the required mobility to effectively transport equipment and personnel in austere locations.

4. Units Impacted. 103 RQS, Westhampton Beach, NY; 131 RQS, Moffett, CA; 212 RQS, Anchorage, AK

5. Cost.

Quantity	Unit Cost	Program Cost
6 Scalable Tactical Trailer	\$250,000	\$1,500,000
6 UTVs	\$32,000	\$192,000
6 UTV Agile Mobility Racks	\$2,000	\$12,000
12 Defensive Antipersonnel/Anti Vehicle Deterrence	\$5,000	\$60,000
12 Remote Monitoring Security Systems (cameras)	\$5,000	\$60,000
12 Aircraft Concealment Kits	\$10,000	\$120,000
6 Austere Material Handling Kits	\$50,000	\$300,000
12 Mobile Small Arms Vehicle and Mobile Defense Kit	\$6,000	\$72,000
Total		\$2,316,000

ST: SIGNATURE MITIGATION FOR PERSONNEL AND EQUIPMENT

1. Background. The ANG Special Tactics (ST) are postured to operate at the leading edge in future conflict. Adversary capabilities to sense and target ST forces have increased exponentially, leaving operators vulnerable to visual, thermal and electronic detection. ST lacks the capability to hide from these modernized, broad-spectrum, air and ground-based sensors while conducting operations at the leading edge. ST requires a full suite of signature mitigation equipment and uniforms. This equipment includes uniforms derived from infrared, thermal, electronic emission, and visual signature reducing materials. This equipment must conceal teams from 360-degree observation to include the overhead, as well as vehicle concealment that is capable of mitigating signature while static and on the move.

2. Requirement. DAFPD 10-35 Air Force Special Warfare, JP 3-05 Special Operations, USSOCOM M 350-18 Special Reconnaissance

3. Impact If Not Funded. ANG ST Operators and support will be easier targeted by enemy sUAS and capable targeting of ground forces.

4. Units Impacted. 123 STS, Louisville, KY; 125 STS, Portland, OR

5. Cost.

Quantity	Unit Cost	Program Cost
4 Multi-Spectral Emission Mitigation Packages	\$400,000	\$1,600,000
TOTAL		\$1,600,000

ST: EXTREME COLD WEATHER MARITIME PACKAGE

1. Background. ANG Special Tactics (ST) teams have faced significant degradation in their global fighting capabilities and equipment in extreme environments due to a persistent focus on operations in the Central Command (CENTCOM) area. ST requires specialized individual equipment to operate in diverse environments consistent with emergent threats for sustained operations. This specialized equipment includes clothing, gear, and tools for extreme weather conditions, as well as training and resources to ensure that ST teams are prepared to operate in these environments. ST requires improved maritime capabilities for infiltration. This includes a refresh of the basic maritime kit and adequate thermal protection that is also suitable for alternate insertion extraction operations and waterproof dive packs capable of holding 60 and 120 liters. ST also requires an underwater precision navigation device enabling arrival within 30 meters of an intended beach landing site and Night Vision Detecting/thermal optics capable of dive operations to 66 feet and useable at the surface to clear threats prior to exiting the water. The emergence of Extreme Cold Weather (ECW) ground transportation by near-peer competitors has highlighted the need for Special Tactics (ST) units to have an all-terrain vehicle that can operate in deep snow and carry up to 4 operators, as well as equipment for Mission Support Sites (MSS). ST units require sustainment packages for troop-sized elements to maintain MSS's, a power source capable of producing 6k watts combined in temperatures reaching -50 deg, and the ability to sustain a troop for 30+ days. The current cold weather personal equipment is not adequate for multi-day combat operations in ECW. ST units require durable personal equipment

2. Requirement. 2024 DoD Artic Strategy, JP 3-05 Special Operations

3. Impact If Not Funded. ANG ST will not have the proper equipment to operate in an arctic environment.

4. Units Impacted. 123 STS, Louisville, KY; 125 STS, Portland, OR

5. Cost.

Quantity	Unit Cost	Program Cost
160 Fins	\$120	\$19,200
160 Personal Maritime Kit	\$940	\$150,400
28 Underwater Navigation Device	\$1500	\$42,000
24 Waterproof NVD/Thermal	\$15,000	\$360,000
180 Waterproof Dive Bag 60L & 120L	\$1200	\$216,000
2 ECW Mobility Packages	\$370,000	\$740,000
2 ECW Sustainment Packages	\$95,000	\$190,000
2 Squadron Baseline Cold Wx Issue	\$425,000	\$850,000
160 Waterproof Stuff Sack	\$120	\$19,200
Total		\$2,548,800

ST: SENSOR TO SHOOTER COMMUNICATIONS FOR LONG RANGE KILL CHAIN

1. Background. To keep pace with emerging threats, ST must invest in scalable, lightweight, complementary Internet Protocol (IP) based communications capabilities. The optical communications devices should support network segregation while also integrating with existing ST communication devices. The optical communication equipment should provide at least 100Mbps throughput, 2+ kilometers of range, man portable, a one-man setup, rated for outdoor usage. ST requires small form factor (<5"), lightweight (<15oz), configurable radios. These must be capable of a wide frequency range without additional components. Communication security standards must be within current NSA guidelines. ST C2 requires a means of Suppression of Enemy Air Defenses via deceptive Electronic Warfare/Electromagnetic Attack. System must be scalable to facilitate small-Unmanned Aerial Vehicle integration, remote operation, and system synchronous teaming and complementary effects. System must include the ability to collect and analyze signals in order to enable multi-domain operations

2. Requirement. JP 3-09 Joint Fires Support, JP 3-09.3 Joint Close Air Support

3. Impact If Not Funded. ANG ST will not have required, layered communication systems.

4. Units Impacted. 123 STS, Louisville, KY; 125 STS, Portland, OR

5. Cost.

Quantity	Unit Cost	Program Cost
2 Optical Communications System	\$100,000	\$200,000
60 MNB/LR Mode Mesh Networking (30 per STS)	\$8,000	\$480,000
4 EW/EA SYSTEM	\$80,000	\$320,000
TOTAL		\$1,000,000

ST: SURVEY DATA COLLECTION MODIFICATION

1. Background. ANG ST squadrons require a modernization of survey data collection capabilities in both the geometric and surface/subsurface domain via airborne and ground employment options. Geometric collections, a bolt on drone-based solution coupled with data collection software can provide expeditious survey data collection and significantly reduce soil sample reading time. Modernize the dynamic cone penetrometer (DCP) to a more expeditious interpretation of airfield capacity such as a ground penetrating radar (GPR). GPR technology has the potential to provide a broad-spectrum assessment of the entire aircraft movement area sub-surface while reducing operator time on location and improving the ability to find critical subsurface failure areas unsuitable for aircraft operations. Geometric collection data needs to include glideslope (to include obstacle distance and height measurements), airfield length and width measurements, as well as longitudinal and transverse gradient measurements and baseline data collection of a 3,500’ airfield. ANG ST units need a foldable, all terrain must be capable of airborne delivery, with minimal additional training, carry reduced maintenance requirements, and remain lightweight (less than 150lbs) for small-platform infiltration payload requirements. This platform needs a carrying capacity of 300lbs or greater, equipped with flat resistant tires, powered by an exchangeable and rechargeable power source, with a range of at least 50 miles at a sustained 35mph rate of speed. Additionally, ST needs a vehicle capable of transporting personnel and equipment. 4-wheel drive, carrying capacity of 1000 lbs above tare or greater, a range of at least 150 miles at a sustained speed of 50mph or greater and transportable.

2. Requirement. DAFMAN 13-217 Drop Zone and Landing Zone Operations, AC 150/5320-17A - Airfield Pavement Surface Evaluation and Rating Manuals

3. Impact If Not Funded. ANG ST will continue use of outdated airfield survey methods for the safe landing of aircraft at austere locations.

4. Units Impacted. 123 STS, Louisville, KY; 125 STS, Portland, OR

5. Cost.

Quantity	Unit Cost	Program Cost
4 Survey Drone	\$172,000	\$688,000
2 Automated DCP	\$50,000	\$100,000
2 GPR Systems	\$180,000	\$360,000
20 Foldable Electric Mountain Bikes/Dirt Bikes	\$6,000	\$120,000
20 ADS-B (IN) Receivers	\$500	\$10,000
4 Data Processing Equipment	\$2500	\$10,000
6 NSCV’s (Non-Standard Commercial Vehicles)	\$200,000	\$1,200,000
6 Short Wave Infrared Assault Zone Maker Systems	\$20,000	\$120,000
Total		\$2,608,000

ST: BROAD SPECTRUM BATTLEFIELD IDENTIFICATION

1. Background. ANG Tactical Air Control Party (TACP) and Special Tactics (ST) require supplemental capability to conduct Close Air Support and deep battlefield reconnaissance/surveillance in support of Joint Force Intelligence Preparation of the Operational Environment efforts. Additionally, ANG TACP and ST must be fully equipped with a diverse menu of advanced sensors to integrate with the Joint All-Domain Command and Control infrastructure. ANG TACP and ST require a tripod mounted laser range finding (LRF) device to acquire long range targets at distances greater than 10km under day/night conditions and capable of generating target locations, accurate within 0-6 meters (CAT 1 Target Location Error), to accommodate static operations in the over watch position. This system must be able to be controlled remotely from dislocated positions with full functionality and a Pan/Tilt/Zoom capability. The LRF device must be interoperable with Special Warfare Assault Kit and the ability to overcome GPS jamming and spoofing as well as have a true north finding capability in a degraded environment. ANG TACP and ST require the capability to observe multiple 1064 nanometer (nm) coded lasers out to 6 km simultaneously, in a small form factor, that can be stowed, rail mounted, or handheld with the ability to determine pulse repetition frequency code. ANG TACP require the ability to perform night operations utilizing interoperable night vision device (NVD) and Shortwave Infrared (SWIR) viewing devices. Compact laser designator, capable of providing 1064 nm and 1550 nm marking combined with a near IR pointer and integrated spot search camera. ANG TACP requires the ability to mark a target with non-pulsed 1064 nm and 1550 nm lasers in a small form factor for dismounted operations.

2. Requirement. JP 3-09 Joint Fires Support, JP 3-09.3 Joint Close Air Support, JP 3-05 Special Operations

3. Impact If Not Funded. Continued use of antiquated targeting systems that don't align with 5th generation fighters.

4. Units Impacted. 123 STS, Louisville, KY; 125 STS, Portland, OR ;116 ASOS, Camp Murray, WA; 118 ASOS, Bandin, NC; 124 ASOS, Boise, ID; 147 ASOS, Houston, TX; 148 ASOS, Fort Indiantown Gap, PA; 165 ASOS, Savannah, GA; 194 ASOG, Camp Murray, WA; 274 ASOS, Syracuse, NY; 284 ASOS, Salina, KS

5. Cost.

Quantity	Unit Cost	Program Cost
101 Compact Infrared / Coded Laser Camera	\$38,000	\$3,838,000
61 Combined Laser Designator / Coded Laser Camera	\$200,000	\$12,200,000
93 Long Range multi-spectrum Laser Range Finder	\$110,000	\$10,230,000
93 Advanced Anti-Jam / Spoof Tripod	\$70,000	\$6,510,000
Total		\$32,778,000

TACP: DISTRIBUTED C5ISRT PACKAGE

1. Background. ANG Tactical Air Control Party (TACP) requires a mobile, scalable, and platform-agnostic communications platform, offering a robust all domain Command, Control, Computers, Communications, Cyber, Intelligence, Reconnaissance and Targeting (C5ISRT) node. Equipment must integrate all TACP echelons, from strategic to tactical levels, enabling beyond line-of-sight find, fix, track and targeting of airborne, land, and maritime targets. The package must function across various operational contexts, including contested and degraded environments while providing integration with Joint Fires and the Coalition Force. The Distributed C5ISRT Package offers the Strike TACP UTC's with a scalable, agile, mobile, and rugged C5ISRT, precision strike, and joint integration capability at the tactical edge, for effective kill web execution. The systems modular design enables end-users to configure their tactical radios, networking, and edge compute resources into diverse configurations optimized for specific mission parameters increasing connectivity and resiliency. Critically, this architecture allows for independent operation from legacy TACP C2 UTCs, while preserving seamless vertical and horizontal communication channels via tactical radio and enterprise networks through the transport agnostic Joint Tactical Grid, ensuring interoperability and operational flexibility.

2. Requirement. JP 3-09 Joint Fires Support, JP 3-09.3 Joint Close Air Support, ACC 1067 24-104, 22-095, 19-163, 11-023

3. Impact If Not Funded. TACPs will not have effective communication packages to operate in multiple frequency spectrums to support Combatant Commander's requirements.

4. Units Impacted. 116 ASOS, Camp Murray, WA; 118 ASOS, Bandin, NC; 124 ASOS, Boise, ID; 147 ASOS, Houston, TX; 148 ASOS, Fort Indiantown Gap, PA; 165 ASOS, Savannah, GA; 194 ASOG, Camp Murray, WA; 274 ASOS, Syracuse, NY; 284 ASOS, Salina, KS

5. Cost.

Quantity	Unit Cost	Program Cost
14 Distributed C5ISRT Packages	\$1,600,000	\$22,400,000
Total		\$22,400,000

TACP: MULTI-SPECTRAL CONCEALMENT

1. Background. The ANG TACP units conduct reconnaissance and surveillance requiring the ability to cover, conceal, and deceive the multitude of different types of intelligence, surveillance, and reconnaissance (ISR) systems utilizing a plethora of different collection capabilities. TACP operations rely heavily on sensors operating across various parts of the electromagnetic spectrum (visible, infrared, radar). Multi-spectral concealment minimizes the operators' signature in different spectrums by hindering the enemy's detection, combat identification, and targeting capabilities to increase survivability. AFSPECWAR requires concealment of an individual, section, team, and vehicles from visible, infrared, and radar capable ISR systems. Integrated sensing and effects teams conducting surveillance and reconnaissance must maintain operational effectiveness to ensure survivability in increasingly contested and complex environments, AFSPECWAR requires advanced multispectral concealment equipment. This equipment must provide signature reduction across multiple spectrums (visible, near-infrared, short-wave infrared, thermal infrared, and radar) to effectively mask personnel, equipment, and activities from enemy detection.

2. Requirement. Commanders Handbook for Strategic Communication and Communication Strategy, JP 3-09 Joint Fires Support, JP 3-09.3 Joint Close Air Support

3. Impact If Not Funded. Without multi-spectral concealment TACPs are vulnerable to detection and targeting.

4. Units Impacted. 116 ASOS, Camp Murray, WA; 118 ASOS, Bandin, NC; 124 ASOS, Boise, ID; 147 ASOS, Houston, TX; 148 ASOS, Fort Indiantown Gap, PA; 165 ASOS, Savannah, GA; 194 ASOG, Camp Murray, WA; 274 ASOS, Syracuse, NY; 284 ASOS, Salina, KS

5. Cost.

Quantity	Unit Cost	Program Cost
448 Multi-spectral Concealment Packages	\$3,700	\$1,657,600
Total		\$1,657,600

TACP: SPECTRUM SMALL UMANNED AERIAL SYSTEM (sUAS)

1. Background. ANG TACP requires advanced small Unmanned Aircraft Systems (sUAS) to detect and defend against enemy threats in increasingly contested environments. Traditional Intelligence, Surveillance, and Reconnaissance (ISR) platforms and communication architectures prove vulnerable to enemy electronic warfare, air defenses, and counter-UAS capabilities. To maintain tactical superiority, TACP need resilient, extended-range sUAS for precision strike, distributed command and control, and joint fires integration. The TACP sUAS program procures Group 1 and 2 fixed-wing and multi-rotor platforms for Visual Line of Sight and Beyond Visual Line of Sight operations. Group 2 systems provide wide-area support, while Group 1 systems deliver localized reconnaissance and targeting. Required capabilities include ISR, electromagnetic spectrum (EMS) sensing, communications relay, and long-range kill chain integration. Platforms will integrate with Android Team Awareness Kit, leverage AI/ML for GPS-denied navigation, and employ frequency-hopping Digital Data Links for secure communications. Multi-mission payloads consist of advanced EO/IR sensors, laser designators, EMS awareness tools, supply delivery, and rapidly reconfigurable kinetic options, including first-person view capabilities. Field repairability via 3D printing is essential. Resilient mesh networks with seamless operator handoff increase standoff distances, enhance operator survivability, and ensure sustained operations.

2. Requirement. USSOCOM M 350-18 Special Reconnaissance, ACC TACP RWG 1067

3. Impact If Not Funded. Increased risk to AFSW teams operating in contested environments by limiting ability to conduct effective reconnaissance, target threats, and communicate securely.

4. Units Impacted. 1116 ASOS, Camp Murray, WA; 118 ASOS, Bandin, NC; 124 ASOS, Boise, ID; 147 ASOS, Houston, TX; 148 ASOS, Fort Indiantown Gap, PA; 165 ASOS, Savannah, GA; 194 ASOG, Camp Murray, WA; 274 ASOS, Syracuse, NY; 284 ASOS, Salina,

5. Cost.

Quantity	Unit Cost	Program Cost
35 Group 1 Multi-Rotor sUAS	\$30,000	\$1,050,000
10 Group 2 Multi-Rotor sUAS	\$276,000	\$2,760,000
10 Group 2 Fixed-Wing sUAS	\$300,000	\$3,000,000
10 Additive Manufacturing Packages	\$2,900	\$29,000
35 Group 1 FPV sUAS	\$9,400	\$329,000

TACP: ELECTROMAGNETIC SPECTRUM AWARENESS AND ATTACK SUITE

1. Background. Air National Guard (ANG) Air Force Special Warfare (AFSPECWAR) requires communications and spectrum awareness equipment. The equipment must be designed to provide awareness and attribution of friend and foe Electro-Magnetic Spectrum (EMS) use and offensive RF actions to degrade, disrupt, and target enemy capabilities; it must be scalable to address the capacity and capability within the Tactical Air Control Party, Strike and C2 capabilities, and legacy mission areas. This capability will provide Combatant Commanders and Joint All Domain stakeholders with signals intelligence and spectrum awareness at the tactical edge. AFSPECWAR operators require pilferable and low-cost sensors for monitoring the RF spectrum and friend/foe EMS attribution in real time.

2. Requirement. JP 3-09 Joint Fires Support, JP 3-09.3 Joint Close Air Support

3. Impact If Not Funded. ANG ASOS has no capability fielded.

4. Units Impacted. 116 ASOS, Eielson, AK; 118 ASOS, Bandin, NC; 124 ASOS, Bois, ID; 147 ASOS, Houston, TX; 148 ASOS, Fort Indiantown Gap, PA; 165 ASOS, Savannah, GA; 194 ASOG, Camp Murray, WA; 274 ASOS, Syracuse, NY; 284 ASOS, Wichita, KS

5. Cost.

Quantity	Unit Cost	Program Cost
32 Electronic Warfare Handheld TX/RX Sensor W/ EMS Sled. Includes Amplifier, WB DF Antenna, Spare Control Cable and Radio Interface Kit	\$166,827	\$5,344,000
11 Radar EMS Awareness Kis	\$414,000	\$4,554,000
Total		\$9,898,000

TACP/ST: EXPEDITIONARY POWER ECOSYSTEM

1. Background. Air Force Special Warfare Tactical Air Control Party (TACP) and Special Tactics (ST) requires various power solutions that provide sustainable power for multiple mission sets at multiple echelons. The current demand is to supply mission-related data from the forward edge (lower echelon) to the Strike Headquarters / C2 (higher echelon). TACP/ST enterprise requires a power solution scalable to each echelon that operates the current fielded equipment. The power system must be interoperable with current power applications that include but are not limited to Distributed Command and Control communication suite (that requires power that can be used in stationary power bank). The forward edged operators require a battery that fits within the standard magazine pouch with cabling to power man portable radios that are body armor mounted (PRC-163 / PRC-152A). Additional man portable radios are carried within man packed rucks (PRC-160/ PRC-167). Strike headquarters communication suite (must be maneuverable), and Strike communication suite (dismounted). The power system must also have cabling that will support current fielded equipment at each echelon capable of charging from solar, vehicle, and shore power. The power solution must also have a USB and USB-C connection to power current and future equipment. The two ST squadrons each require 40 Mag Pouch Batteries, 10 Manpack Power Stations, and 10 Mini Power Stations. The eight TACP squadrons

2. Requirement. JP 3-0 Joint Campaigns and Operations, JP 3-09 Joint Fires Support, JP 3-09.3 Joint Close Air Support

3. Impact If Not Funded. ANG ASOS and ST have no scalable power supply systems for extended use in austere environments.

4. Units Impacted. 1116 ASOS, Camp Murray, WA; 118 ASOS, Bandin, NC; 124 ASOS, Boise, ID; 147 ASOS, Houston, TX; 148 ASOS, Fort Indiantown Gap, PA; 165 ASOS, Savannah, GA; 194ASOG, Camp Murray, WA; 274ASOS, Syracuse, NY;284 ASOS, Salina, KS

5. Cost.

Quantity	Unit Cost	Program Cost
760 Mag Pouch Batteries	\$3,600	\$2,736,000
190 Manpack Power Stations	\$12,500	\$2,375,000
110 Mini Power Stations	\$8,250	\$907,500
Total		\$6,018,500

Isolated Personnel Survivability

- **Personnel Recovery**
- **Any Member of the Armed Forces Can Become an Isolated Personnel (IP)**
- **Combat Air Forces are at the Most Risk of Isolation and Exploitation**

IP survivability affects all our ANG personnel. The IP mission is to return to friendly control without giving aid or comfort to the enemy, to return early, and in good physical and mental condition.



ANG Aircrew play a critical role in support of overseas contingency operations and as the threat to our aircrew evolves in a near-peer conflict there is a greater risk of isolation and exploitation than ever before.

IPs modernization priorities have shifted due to the duration of isolation significantly increasing. The survival equipment our aircrew is currently flying with and SERE Tactic Techniques and Procedures they train to do not meet these new time frames.



Isolated Personnel Survivability FY 2025 Weapons and Tactics Conference

Critical Capabilities List

- Desalination Capability
- Human Signature Reduction
- Multi-Spectral Ground to Air Signal for National Asset Tracking and Communication
- Layered Signature Geolocation for IPs
- Modernization of Survival Refresher Training Equipment

Essential Capabilities List

- Robust Single Man Life Raft
- Assisted Travel for the One-Man Life Raft
- Revamped Medical Module to Include Medications: Anti-Nausea, Anti-Anxiety, Anti-Diarrheal, Antibiotics, Pain and Sleeping Aid

Desired Capabilities List

- None

ISOLATED PERSONNEL: DESALINATION CAPABILITY

1. Background. Isolated Personnel (IP) require potable water for up to 14 days in a maritime environment to positively affect recovery. Currently, the CAF aircrew member is equipped with only two liters of water packed between the survival vest and survival seat kit. The proposed solution is a multi-pronged approach with a compactable device (< 3lbs) to fit in the current ACES II Seat Kit configuration. This device should have the capability of being operated with an injured arm and produce two liters a day for one survivor. In addition, this device would be coupled with a passive solution that would produce both potable water and caloric intake of 200 calories per serving. The tool would equip all 25 ANG CAF Wings and 53 MAF Wings.

2. Requirement. AFI 16-1301 Survival, Evasion, Resistance and Escape (SERE) Program, AFMAN 11-203v3 Flight Operations

3. Impact If Not Funded. Isolated Personnel will have reduced access to water and calories, decreasing their ability to survive in a maritime environment.

4. Units Impacted. All ANG Wings

5. Cost.

Quantity	Unit Cost	Program Cost
500 Manual Desalination Pump (CAF)	\$1,500	\$750,000
1,000 Passive Desalination w/ Caloric Intake (CAF)	\$60	\$60,000
380 Manual Desalination Pump (MAF)	\$2500	\$950,000
1,900 Passive Desalination w/ Caloric Intake (MAF)	\$60	\$114,000
Total		\$1,874,000

ISOLATED PERSONNEL: HUMAN SIGNATURE REDUCTION

1. Background. To effectively evade in the modernized battlefield, the Isolated Personnel (IP) must be equipped with multi-spectral signature mitigation material. These materials, when combined with TTPs will conceal against both the human eye and enemy infrared and thermal optics. The materials must be ruggedized to allow the evader to move through rough terrain and large enough to cover the evader and their equipment. Additionally, the materials should be able to cover a survivor in a one-man life raft.

2. Requirement. AFI 16-1301 Survival, Evasion, Resistance and Escape (SERE) Program, AFMAN 11-203v3 Flight Operations

3. Impact If Not Funded. Isolated Personnel will be easier to detect by enemy, increasing chances of being captured.

4. Units Impacted. All ANG Wings

5. Cost.

Quantity	Unit Cost	Program Cost
500 Poncho Material	\$950	\$475,000
500 IP Shelters	\$3500	\$1,750,000
Total		\$2,225,000

**ISOLATED PERSONNEL: MULTI-SPECTRAL GROUND TO AIR SIGNAL FOR
NATIONAL ASSET TRACKING AND COMMUNICATION**

1. Background. The IP currently does not have access to a Ground to Air Signaling (GTAS) for use within the open ocean environment. Furthermore, the pacing challenge we currently face limits the ability to communicate with IPs efficiently, highlighting the importance of GTAS that can maximize our friendly sensor suite. We are seeking a signaling means that can be adjustable, towable, Search and Rescue reflective, infrared, and multi-colored GTAS which can both help identify an IP within the open ocean and aid in communicating the status of the IP.

2. Requirement. AFI 16-1301 Survival, Evasion, Resistance and Escape (SERE) Program, AFMAN 11-203v3 Flight Operations

3. Impact If Not Funded. Isolated Personnel will be harder to locate for recovery

4. Units Impacted. All ANG Wings

5. Cost.

Quantity	Unit Cost	Program Cost
1,000 GTAS/Sea Communication	\$500	\$500,000
Total		\$500,000

ISOLATED PERSONNEL: LAYERED SIGNATURE GEOLOCATION FOR IPs

1. Background. Isolated Personnel need redundant and multi-layered communication capabilities to ensure they can be located and recovered. The primary survival radio program of record Combat Survivor Evader Locator has limitations and capability gaps that can be supplemented by an alternate secure device. We are seeking to equip high risk-of-isolation aircrew with a commercially available AES256 encrypted communication tool that is rugged, compact, simple to use and is on the Defense Information Systems Agency gateway. This device should pair with a smart device that can deliver real-time data to the isolated personnel. This device should allow IP initiated notification of an isolating event, two-way over the horizon text-based communication, and location sharing. Other features on the smart device may include moving maps and imagery, environmental data, a digital Evasion Plan of Action, translation services, dynamic maps, evasion chart, terrain analysis, signal propagation, calorie expenditure, concealment, caches and more. This communication tool would be packaged in a faraday bag with a supplemental battery and may include a local Subscriber Identity Module card that could be user-installed as needed for cell-based communication.

2. Requirement. AFI 16-1301 Survival, Evasion, Resistance and Escape (SERE) Program, AFMAN 11-203v3 Flight Operations

3. Impact If Not Funded. Isolated Personnel will be harder to locate for recovery

4. Units Impacted. All ANG Wings

5. Cost.

Quantity	Unit Cost	Program Cost
1000 Digital Evasion Tools	\$2,000	\$2,000,000
1000 Encrypted Communication Devices and User Costs	\$2,000	\$2,000,000
Total		\$4,000,000

ISOLATED PERSONNEL: MODERNIZATION OF SURVIVAL REFRESHER TRAINING EQUIPMENT

1. Background. Isolated Personnel need modernized, MDS specific, training equipment to provide adequate Survival Refresher Training and improve their survival, evasion, resistance and escape capabilities. Current training equipment is inadequate and outdated for at-risk personnel. Most survival training programs utilize equipment not on their MDS. Modernized survival equipment that fits the potential IPs MDS are required to ensure IPs can survive a survival scenario.

2. Requirement. AFI 16-1301 Survival, Evasion, Resistance and Escape (SERE) Program, AFMAN 11-203v3 Flight Operations

3. Impact If Not Funded. Isolated Personnel chances of survival decrease

4. Units Impacted. All ANG Wings

5. Cost.

Quantity	Unit Cost	Program Cost
50 Training Use Only Life Rafts MDS Specific	\$10,000	\$500,000
25 Training Use Only Emergency Parachutes MDS Specific	\$5,000	\$125,000
100 Training Use Only Life Raft Survival Kits MDS Specific	\$1,000	\$100,000
100 Training Use Only Survival Suits MDS Specific	\$3,000	\$300,000
100 Training Use Only Survival Vests / Life Preserver Unit	\$1,000	\$100,000
25 Training Use Only Primary/Alternate/Contingency/Emergency Communication Devices MDS Specific	\$5,000	\$125,000
Total		\$1,250,000

Operational Training Infrastructure and Ranges

- **Operational Training Environments**
- **Range Infrastructure**

This tab supports two components: Operational Training Infrastructure (OTI) and Ranges. The first tab component is a key facet of readiness training. Operational Training Infrastructure (OTI) elements such as the ANG's Distributed Training Operations Center (DTOC) provide persistent networks, modeling and simulation expertise, and operational support for daily Distributed Mission Operations (DMO) training. DMO links a wide array of simulators at ANG, Air Force Reserve, Active Component units, and other Services, preparing warfighters for combat in joint and coalition environments.



Air Combat Command released its Enterprise Range Plan, the second tab component. As part of this plan, the ANG's OTI requires realistic, static, multispectral target surrogates to replicate real-world complex target sets and realistic full-spectrum electronic warfare emitters to replicate an Integrated Air Defense System environment. These are complemented by a Digital Radio Management System, Link 16, updated range radios, and a training data link management system.

This portfolio effectively exposes our forces to realistic, sufficiently dense, and advanced threat capability live training environments while protecting our 5th generation weapon systems' capabilities and tactics.



Operational Training Infrastructure and Ranges FY 2026 Weapons and Tactics Conference

Critical Capabilities List

Operational Training Infrastructure

- ARCNET Connectivity
- Air National Guard Operating Location

Ranges

- Air Combat Maneuvering Instrumentation
- Integrated Secure Communications Suite for Enhanced Live-Fly Training
- High-Fidelity Surrogate Targets
- Realistic Integrated Electronic Warfare Threat Emitters
- Laser Multi-Mode Trackers

Essential Capabilities List

Operational Training Infrastructure

- DTC Artificial Intelligence (AI) Role Player Capability

Ranges

- N/A

Desired Capabilities List

To save space, desired lists can be obtained upon request from NGB/A5.

OPERATIONAL TRAINING INFRASTRUCTURE: ARCNET CONNECTIVITY

1. Background. ANG units with home station simulators/training systems continue to increase readiness via synthetic training capabilities leveraging blended live, virtual, constructive training environments which require distributed connection capabilities. These capabilities provide an avenue to meet AFFORGEN Level 100-300 training requirements from home station while connected to other/similar MDS weapons system and/or training centers. The Air Reserve Component Network (ARCNet) portal is comprised of networking equipment that allows connection back to the ANG Distributed Training Operations Center (DTOC) which is housed in the 132d Combat Training Squadron (CTS). Currently, there are 50 units connected to ARCNet, however, there are still airmen in ANG Mission Design Series (MDS) training devices (HH-60W, KC-135 BOSS, F-16 MTT) that require distributed training to maintain Combat Mission Ready training requirements. ARCNet portals are acquired and maintained by the 132d CTS/DTOC. ANG units require three portals and 41 upgraded sites.

2. Requirement. 2024 ARC WEPTAC.

3. Impact If Not Funded. Units will lose DMO Connectivity when hardware becomes End of Life (EOL) or will not be provided connectivity. Additionally, leaving connected with EOL hardware could impact entire ARCNet enterprise which includes Active Air Force, Army National Guard, and United States Marine Corps units

4. Units Impacted. 103 ACS, Orange, CT; 104 FS, Middle River, MD; 104 FW; Westfield, MA; 105 ATKS, Nashville, TN; 107 FS, Selfridge, MI; 111 ATKS, Houston, TX; 123 ACS, Cincinnati, OH; 124 ATKS, Des Moines, IA; 190 FS, Boise, ID; 128 ARW, Milwaukee, WI; 128 ACS, Volk Field; WI; 134 ACS, McConnell AFB, KS; 134 ARW; Knoxville, TN; 136 ATKS, Niagara Falls, NY; 140 FW, Aurora, CO; 142 FW; Portland, OR; 144 FW, Fresno, CA; 149 FW, San Antonio, TX; 159 FW New Orleans, LA; 162 Wing, Tucson, AZ; 172 ATKS, Battle Creek, MI; 173 FW, Klamath Falls, OR; 173 OSS, Klamath Falls, OR; 176 ADS, Anchorage, AK; 177 FW (x2), Egg Harbor Township, NJ; 178 ATKS, Fargo, ND; 181 ISRG, Terra Haute, IN; 184 ATKS; Ft. Smith, AR; 187 FW; Montgomery, AL; 196 ATKS, Riverside, CA; 214 ATKS, Tucson, AZ; 224 ADS (x2), Rome, NY; 225 ADS (x2) Tacoma WA; 298 ADG, Honolulu, HI; AFNORTH (x2), Tyndall AFB, FL; Boeing, St. Louis, MO; JADOC, Washington D.C; 150 SOW, Albuquerque, NM; 129 RQW, Moffett Field, CA; 106 RW, Gabreski, NY

5. Cost.

Quantity	Unit Cost	Program Cost
3 New Sites	\$45,000	\$135,000
41 Sites Upgraded	\$1,600	\$65,600
Total		\$200,600

OPERATIONAL TRAINING AND TEST INFRASTRUCTURE: ANG OPERATING LOCATION

1. Background. The ANG’s Distributed Training Center (DTC), via the 132nd Combat Training Squadron, requires upgraded technology to its ANG Operating Location’s (AOL) Synthetic Training Environment. The DTC denies events and decreases event sizes based on the limiting factor of availability of STE resources. Denial and decreased event sizes means that ANG units are not receiving their distributed operational training needed to complete annual training requirements. The AOL was fielded in 2016 and upgraded in 2022 and 2023 respectively. AOL requires upgrades to meet and mitigate current cybersecurity threats.

2. Requirement. 2024 ARC WEPTAC.

3. Impact If Not Funded. Without an additional ANG operating location, ANG personnel have limited training opportunities.

4. Units Impacted. 132 CTS, Des Moines, IA; 148 FW, Duluth, MN in addition to all ANG units with home station simulators connected to the ARCNet will be impacted

5. Cost.

Quantity	Unit Cost	Program Cost
ANG Operating Location	\$300,000	\$300,000
Total		\$300,000

RANGES: AIR COMBAT MANEUVERING INSTRUMENTATION

1. Background. The ANG ranges require expanded instrumentation training systems in the live environment. These systems provide precision tracking data for threat emitter systems and recording air and ground system interactions providing high fidelity mission reconstruction for debrief and after-action reviews. The P5 Combat Training System (P5CTS) is composed of a remote range unit (RRU), a live monitor system utilized at the range training officer location, and an AAR system utilized at the squadron debriefing locations and training centers. The P5CTS has been deployed to 50% of the ANG locations requiring the capability. Complete fielding to the remaining ANG wings and training ranges requires 18 RRUs, and 12 Squadron Level Live Mission Operations Capability systems and 12 Live Mission Operations Network systems. Additionally, the ANG requires a standard configuration of software and hardware providing a common architecture for live training ranges thereby improving training and centralizing modernization and sustainment. This configuration provides a shared arrangement of range training systems and applications that is a central component of ACC’s Enterprise Range Plan. It is composed of networks, servers, and workstations that consolidate training systems and software.

2. Requirement. ACC Enterprise Range Plan

3. Impact If Not Funded. ANG Fighter Aircrew will not have home station access to instrumented range for mission planning execution and debrief required to meet RAP requirements and readiness.

4. Units Impacted. 122nd FW Fort Wayne IN, 104th FW Barnes MA, 159th FW New Orleans LA, 125th FW Jacksonville FL, 113th FW Andrews AFB MD, 180th FW Toledo OH, 158th FW Burlington VT, 177th FW Atlantic City NJ, 148th FW Duluth MN, 114th FW Sioux Falls SD, 115th FW Madison WI, 140th FW Buckley AFB CO, 138th FW Tulsa OK, 187th FW Montgomery AL, 169th FW McIntire SC, 144th FW Fresno CA, 142nd FW Portland OR, 173rd FW Klamath Falls OR

5. Cost.

Quantity	Unit Cost	Program Cost
18 P5 Ground Stations	\$200,000	\$3,600,000
12 Live Mission Operations Capability Systems	\$1,600,000	\$19,200,000
12 Live Mission Operations Network Systems	\$1,800,000	\$21,600,000
Total		\$44,400,000

RANGES: INTEGRATED SECURE COMMUNICATIONS SUITE FOR ENHANCED LIVE-FLY TRAINING

1. Background. The ANG operational training infrastructure (OTI) enterprise requires realistic, standardized, full spectrum, and immersive data link and secure voice communication systems. The ANG continues to have shortfalls in standardized communication and data link systems at the critical nodes of the range training infrastructure. The OTI enterprise consists of the flying squadrons, primary training ranges, live mission operations capability centers, training centers, and forward operating locations. Acquisition of advanced radio over internet protocol (ROIP) management systems, Link 16, secure/Saturn capable range communications, and a training data link management system with man-in-the-loop data input capability will enhance ANG units’ ability to accomplish realistic full-spectrum, multi-domain training. The ANG requires communication upgrades for 8 Primary Training Ranges and 15 fighter wings.

2. Requirement. ACC Enterprise Range Plan

3. Impact If Not Funded. ANG Fighter Aircrew will not have home station access to instrumented range for mission planning execution and debrief required to meet RAP requirements and readiness.

4. Units Impacted. 122nd FW Fort Wayne IN, 104th FW Barnes MA, 159th FW New Orleans LA, 125th FW Jacksonville FL, 113th FW Andrews AFB MD, 180th FW Toledo OH, 158th FW Burlington VT, 177th FW Atlantic City NJ, 148th FW Duluth MN, 114th FW Sioux Falls SD, 115th FW Madison WI, 140th FW Buckley AFB CO, 138th FW Tulsa OK, 187th FW Montgomery AL, 169th FW McIntire SC, 144th FW Fresno CA, 142nd FW Portland OR, 173rd FW Klamath Falls OR

5. Cost.

Quantity	Unit Cost	Program Cost
23 MIDS JTRS Link 16 Radios	\$360,000	\$8,280,000
23 Data Link Management Systems	\$330,000	\$7,590,000
88 Saturn Capable Voice Radios	\$80,000	\$7,040,000
Total		\$22,910,000

RANGES: HIGH-FIDELITY SURROGATE TARGETS

1. Background. Ready Aircrew Program tasking requirements call for the ANG operational training infrastructure enterprise to acquire realistic, multispectral target surrogates replicating real-world complex target sets. The ANG currently employs a variety of high and medium fidelity surrogate targets but still has shortfalls in realistic target acquisition and identification training. High-value complex target arrays are needed to mimic specific near-peer surface-to-air missile and anti-aircraft artillery sites along with associated equipment. These arrays require the same characteristics as the actual entity to include visual footprint, density, and multi-spectrum signatures. The ANG's eleven electronic warfare (EW) training ranges require a total of 43 high fidelity targets, each associated with specific EW threats replicated by Threat Emitters.

2. Requirement. ACC Enterprise Range Plan

3. Impact If Not Funded. ANG Fighter Aircrew will not have home station access to Electronic Warfare simulator training to meet aircrew readiness, ANG exercises will risk ability to validate unit effectiveness

4. Units Impacted. 122nd FW Fort Wayne IN, 104th FW Barnes MA, 159th FW New Orleans LA, 125th FW Jacksonville FL, 113th FW Andrews AFB MD, 180th FW Toledo OH, 158th FW Burlington VT, 177th FW Atlantic City NJ, 148th FW Duluth MN, 114th FW Sioux Falls SD, 115th FW Madison WI, 140th FW Buckley AFB CO, 138th FW Tulsa OK, 187th FW Montgomery AL, 169th FW McIntire SC

5. Cost.

Quantity	Unit Cost	Program Cost
43 High Fidelity Surrogate Threat Emitter No Drop Targets	\$380,000	\$16,340,000
Total		\$16,340,000

RANGES: REALISTIC INTEGRATED ELECTRONIC WARFARE THREAT EMITTERS

1. Background. ANG Operational Training Enterprise (OTE) requires realistic electronic warfare (EW) simulators to replicate a near-peer integrated air defense system (IADS) environment. Range emitters are needed to replicate an array of threat representative surface-to-air missile and anti-aircraft artillery systems in an IADS. The EW Server, which acts as the range training officer's link between the existing Air Combat Training System and the threat systems, must be replaced to incorporate full duplex joint threat emitter linkage to the ranges with relevant simulations for the new threat systems. ANG requires 55 Low-Cost Threat systems compatible with training requirements for both 4th and 5th generation aircraft to fully equip ANG EW ranges.

2. Requirement. ACC Enterprise Range Plan

3. Impact If Not Funded. ANG Fighter Aircrew will not have home station access to Electronic Warfare simulator training to meet aircrew readiness. ANG exercises will risk ability to validate unit effectiveness.

4. Units Impacted. 122nd FW Fort Wayne IN, 104th FW Barnes MA, 159th FW New Orleans LA, 125th FW Jacksonville FL, 113th FW Andrews AFB MD, 180th FW Toledo OH, 158th FW Burlington VT, 177th FW Atlantic City NJ, 148th FW Duluth MN, 114th FW Sioux Falls SD, 115th FW Madison WI, 140th FW Buckley AFB CO, 138th FW Tulsa OK, 187th FW Montgomery AL, 169th FW McIntire SC

5. Cost.

Quantity	Unit Cost	Program Cost
20 Threat Simulator Systems (X-Band)	\$75,000	\$1,500,000
35 Low-Cost Threat Simulator Systems (C-Band)	\$100,000	\$3,500,000
Total		\$5,000,000

RANGES: LASER MULTI-MODE TRACKERS

1. Background. ANG requires new multi-mode laser tracking capability on all 11 ANG ranges. This capability allows the Range Control Officer (RCO) to verify correct laser spot placement and mode on intended targets prior to inert or live weapons employment. This capability is critical when low weather decks inhibit the aircraft from self-lasing their own weapons into the target, thereby allowing the RCO or Tactical Air Control Party to lase in the weapon from a ground position below the weather. This capability also mitigates safety concerns regarding weapons employment by verifying either aircraft or ground party correct laser placement prior to weapons release. Aircrew require this capability to meet currency training.

2. Requirement. ACC Enterprise Range Plan

3. Impact If Not Funded. ANG Fighter Aircrew will not have home station access to laser operations at ANG primary training ranges, risking pilot readiness to meet RAP requirements.

4. Units Impacted. 122nd FW Fort Wayne IN, 104th FW Barnes MA, 159th FW New Orleans LA, 125th FW Jacksonville FL, 113th FW Andrews AFB MD, 180th FW Toledo OH, 158th FW Burlington VT, 177th FW Atlantic City NJ, 148th FW Duluth MN, 114th FW Sioux Falls SD, 115th FW Madison WI, 140th FW Buckley AFB CO, 138th FW Tulsa OK, 187th FW Montgomery AL

5. Cost.

Quantity	Unit Cost	Program Cost
Multi-Mode Scope Laser Trackers	\$60,000	\$660,000
Total		\$660,000

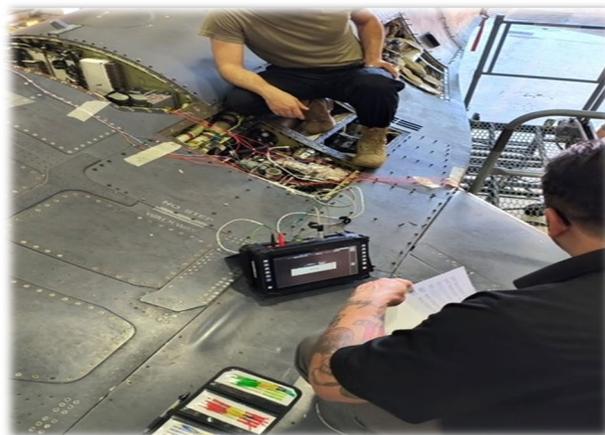
Logistics

Logistics is a cross cutter, spanning all ANG missions to include aircraft maintenance, inventory management, traffic management, petroleum, oils, and lubricant management. Logisticians in the 54 states and territories prepare for and execute worldwide contingency deployments and domestic emergency response operations. The logistics team is essential in supporting combat effects to engage the enemy.



The ANG operates and maintains the oldest aircraft across the USAF enterprise with antiquated support equipment that erodes lethality and logistics agility. Test equipment used on aircraft systems is nearing or has surpassed the end of its lifespan and continues to present sustainment challenges with increased cost. The ANG endures prolonged high operations tempo driving the need for efficient maintenance processes and robust supply chains.

Logistician's role in accelerating the speed of physical kill chains is critical. Devices that accelerate the speed of maintenance foster improvements in the overall lethality of the weapons system. For instance, nitrogen servicing backpack systems reduce our footprint and provide logistics agility; advanced wire testing equipment reduces aircraft downtime, allow logistics personnel to maintain a high rate of sortie generation, ensure the longevity, relevance, reliability, and responsiveness of the aging fleet.



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Critical Capabilities List

Support Equipment

- Isochronal(ISO)/ Phase Stands Multiple MDS
- ACE Nitrogen Backpack and Fill Stations Multiple MDS
- Electric Ammunition Loading Gun (E-GUN)
- Aircraft Wireless Intercom (AWI)
- MQ-9 Ground Power Modernization Program (GPM)

Test Equipment

- Armament Equipment – Smart Can Mod, LED Laser Boresight and Video Data Link Test
- Improved Non-Destructive Inspection Capability
- I-Level Avionics Intermediate Shop Repair Capabilities
- Fire/Overheat Detection System Tester (FODS)
- Portable Intermittent Fault Detector (PIFD)

Essential Capabilities List

- Flightline Avionics Tester
- LOX/GOX Generation
- FAARP Forward Area Arming and Refueling Point
- Tactical Rinse System Large and Small
- KC-135 Latrine

Desired Capabilities List

- ECM Pod Tester
- Electric Manlift
- Laser Ablation
- Corrosion Control
- IETM



SE: ISOCHRONAL(ISO)/PHASE STANDS (MULTI-MDS)

1. Background. The ANG requires F-15, KC-46, F-35 and C-130J variants ISO/phase inspection stands. Aircraft maintenance is currently accomplished using a mix of antiquated inspection platforms, ladders, and B-series stands. These maintenance workaround activities do not meet Air Force Occupational Safety and Health Administration or Occupational Safety and Health Administration standards. Current inspection stands require frequent maintenance actions and numerous man-hours to maintain their serviceability. Modernized stands incorporate electric power, lighting, and pneumatics to the point of use. These stands enable maintainers to complete inspections and maintenance more effectively in a reduced time frame, leading to increased aircraft availability and enhanced mission effectiveness. By standardizing stands for maintenance activities, a smaller, more efficient supply chain with common parts and stock numbers can be established. The ANG requires four F-15, two KC-46, four F-35 and 3 emergent C-130J stands.

2. Requirement. 2024-2025 WEPTAC

3. Impact If Not Funded. Degraded sortie generation supporting intended combatant command in-theater effects

4. Units Impacted. All CAF and MAF Wings are impacted

5. Cost.

Quantity	Unit Cost	Program Cost
5 F-15 Phase Stands (3080)	\$900,000	\$4,500,000
2 KC46 Stands (3080)	\$5,500,00.00	\$5,500,000
4 F-35 Stands (3080)	\$450,000	\$1,800,000
3 C-130J ISO Stands (3080)	\$1,200,000	\$3,600,000
Total		\$15,400,000



LOGISTICS: ACE NITROGEN BACKPACKS AND FILL STATION

1. Background. ANG units require ACE Nitrogen Backpacks and fill stations enabling portability and reduced cargo requirements for transportation of nitrogen refill. This system promotes forward basing capability without a Nitrogen Generation Cart and takes minimal pallet space with only a backpack, fill station and spare bottles. Highly regarded as a game changer to current units that have received the systems, this allows MX Teams critical nitrogen supplies in an ACE compact system to fill tires, struts and other components requiring nitrogen.

2. Requirement. Critical to flight operations of multiple MDS 2 systems per unit.

3. Impact If Not Funded. Current NGREA funding allowed for procurement of 24 units to receive the system, remaining 56 units need continued support and procurement.

4. Units Impacted. All CAF and MAF Wings are impacted

5. Cost.

Quantity	Unit Cost	Program Cost
112 Nitrogen Backpack and Fill Systems	\$55,000	\$6,160,000
Total		\$6,160,000



LOGISTICS: ELECTRIC AMMUNITION LOADING GUN (E-GUN)

1. Background. Sustainment issues for the pneumatic systems integrated into current ammunition loading systems is leading to significant maintenance and operational challenges. The air tanks are a crucial component for both replenishing the loading system and utilizing the system to load ammo into the aircraft's gun handling set. As these systems have aged, sustainment of the compressed air capability has diminished from a combination of causes including the incapacity to fill the tanks with high-pressure compressed facility air, faults in the regulators, and the inability to have hydrostatic testing done on the air tanks. Without the air tanks functioning properly, armament loaders are forced to rotate the ammo handling set by hand, using a ½” speed handle, which is labor-intensive and time-consuming. The E-Gun provides a rotating ammo handling set without compressed air. This translates to substantial reduction in both maintenance and load time, long-term cost, and manning needed to service and operate ammunition loading systems. Furthermore, by separating the tool needed to rotate the system from what has been imbedded, armament loaders gain the mobility and capability to load multiple aircraft without needing to refill the tanks. With a compact, self-contained design, the E-Gun is easily transportable and removes the need to coordinate for compressed air generators in austere environments where logistics are complicated. In a high-stress, time-sensitive combat environment, the E-Gun serves as a solution for issues that can be detrimental to mission success.

2. Requirement. ARC WEPTAC 2025

3. Impact If Not Funded. Ammunition loaders will continue to use an antiquated system that diminishes CAF mission capable rates.

4. Units Impacted. All CAF units impacted.

5. Cost.

Quantity	Unit Cost	Program Cost
2 Kits per CAF Unit	\$7,000	\$280,000
Total		\$280,000



LOGISTICS: AIRCRAFT WIRELESS INTERCOM SYSTEM (AWIS)

1. Background. ANG units require aircraft wireless intercom systems. Units conducting High-Operations Tempo (HOT) Integrated Combat Turn (ICT) operations face persistent communication challenges between pilots and ground crews due to outdated wired intercom systems. These systems are restrictive, prone to entanglement, and pose safety risks such as tripping hazards and Foreign Object Damage (FOD), while open-mic configurations contribute to pilot fatigue and reduced situational awareness. To address these issues, a secure, wireless intercom solution is needed, one that is platform-agnostic, adapter-free, and capable of delivering clear, reliable communication within the F-35 three meter wireless bubble, with scalability across all Mission Design Series (MDS) platforms. The system must also support Agile Combat Employment (ACE) in austere environments, enhancing coordination, reducing safety risks, and enabling faster, more efficient mission execution during HOT ICT operations.

2. Requirement. Faster and accurate communication relay between teams

3. Impact If Not Funded. Units will continue to rely on legacy wired communication systems during HOT ICT operations. This will perpetuate pilot fatigue and stress caused by open-mic configurations, limit coordination between ground crew and pilots, and increase safety hazards due to cable clutter and FOD risks. Additionally, the lack of a scalable platform-agnostic solution will hinder operational efficiency and reduce the effectiveness of ACE operations in austere environments.

4. Units Impacted. All ARC wings are impacted.

5. Cost.

Quantity	Unit Cost	Program Cost
88 AWIS Kits (2 x 6 person systems per kit)	\$41,198	\$3,630,000
Total		\$3,630,000



LOGISTICS: MQ-9 GROUND POWER MODERNIZATION PROGRAM (GPM)

1. Background. ANG MQ-9 units require modernized ground power systems. Current diesel generators supporting MQ-9 Reaper and Common Munitions Built-in-Test Reprogramming Equipment (CMBRE) operations are significantly oversized for typical mission requirements. Standard units occupy an entire 463L pallet footprint and weigh approximately 6,000 lbs, necessitating a minimum three-person team for handling and transport. Aging fleet conditions further increase sustainment burden, as frequent maintenance and repairs are required to maintain operational availability on the flightline. To align with the Air Force’s Agile Combat Employment (ACE) objectives, there is a critical need for a more compact, lightweight power generation solution. Emerging technologies offer viable alternatives, including downsized diesel generators and battery-based power systems, which provide additional benefits such as reduced acoustic signature, lower maintenance requirements due to minimal moving components, and improved logistical flexibility.

2. Requirement. WEPTAC 2025

3. Impact If Not Funded. MQ-9 units will sustain burden of transporting oversized AGE equipment, making it less agile for overseas contingencies.

4. Units Impacted. All MQ-9 Units.

5. Cost.

Quantity	Unit Cost	Program Cost
5 GPM Lites	\$150,000	\$900,000
1 APL 400HZ	\$200,000	\$200,000
Total		\$1,100,000

ARMAMENT EQUIPMENT

1. Background. Improvements to the replacement common armament tester are needed. The new tester will replace existing/obsolete testers with an enhanced model that retains basic functions but will also provide complete testing of capabilities not included in existing testers. It will allow interaction with the aircraft weapons BUS and perform operational checks of multiple breeches at the same time. The modern tester will provide capabilities to emulate smart weapons on stations and test advancements in modern missiles. This digital armament tester will be used to troubleshoot and maintain aircraft stores, standard tanks, racks, adapters and pylons. It will also load munitions to test for the presence of firing voltage only when appropriate, ensuring that the system is in a safe state prior to installation of ejection carts.

Video Data Link Systems enable Air To Ground Visual data transmission prior to flight, allowing war fighters direct sight pictures of ground targeting.

Boresight Testing Equipment will replace old antiquated systems that do not work to ensure fighters are able to operate in GPS denied environments. This is a critical capability that ensures pilots have on target capability with weapons systems in contested environments.

2. Requirement. CAF units Only

3. Impact If Not Funded. Degraded sortie generation supporting intended combatant command in-theater effects

4. Units Impacted. All CAF Wings are impacted

5. Cost.

Remaining Quantity Required	Unit Cost	Program Cost
6 Convert MTS-3060A for F-15EX Employment	\$30,000	\$180,000
2 MTS 3060A Conformal Fuel Tank Test Cables	\$72,000	\$144,000
22 Video Data Link Test Units	\$50,000	\$1,100,000
11 Bore Sight Test Equipment Units	\$1,000,000	\$11,000,000
Total		\$12,424,000

LOGISTICS: IMPROVED NON-DESTRUCTIVE INSPECTION CAPABILITY

1. Background. ANG aircraft maintenance units require Non-Destructive Inspections (NDI) testers. Aircraft Non-Destructive Inspections take considerable time and utilize severely outdated test equipment. Current inspections still utilize Eddy-Current and Die- Penetrant inspections to identify structural cracks, delamination or other defects. To properly conduct inspections, considerable time is spent stripping paint and sealant to expose the bare surface. This can add hours or days to some inspections.

2. Requirement. Corrosion Control Detection for flight safety.

3. Impact If Not Funded. Continued use of outdated technology will decrease aircraft availability and increase Non-Mission-Capable time for aircraft. As ARC aircraft continue to age, structural inspections will likely occur with greater frequency and larger areas. Additionally, outdated equipment lacks the resolution available with modern NDI methods. Their use results in less accurate crack identification and structural analysis.

4. Units Impacted. All CAF and MAF units.

5. Cost.

Quantity	Unit Cost	Program Cost
100 Ultrasonic NDI testers	\$60,000	\$6,000,000
Total		\$6,000,000



LOGISTICS: I-LEVEL AVIONICS INTERMEDIATE SHOP REPAIR CAPABILITIES

1. Background. All ANG F-16 and F15-EX units require I-Level Avionics Intermediate shop repair capabilities. Avionics Intermediate Shop (AIS) capabilities have not kept up with aircraft system modernization. Currently, the F-16 utilizes a Commercial Fire Control Computer (CFCC) that cannot be tested on existing AIS stations. AIS shops require specific cables and a Test Program to run the CFCC on existing AIS stations.

ANG F-15 Wings will convert to the F-15EX. Their AIS station is completely incompatible with the Line Replaceable Units (LRUs) installed on that airframe. F-15 EX units require an updated AIS to maintain AIS capability.

2. Requirement. Improved Testing and Aircraft Safety.

3. Impact If Not Funded. ANG/AFRC F-16 and F-15EX units will not possess the capability to perform intermediate-level avionics maintenance on critical systems, resulting in increased reliance on depot-level support, reduced aircraft availability, and degraded mission readiness.

4. Units Impacted. All ANG F-16 and F-15EX wings are impacted.

5. Cost.

Quantity	Unit Cost	Program Cost
6 X AIS CFCC Capability Upgrade	\$200,000	\$1,200,000
3 F-15 EX AIS Capability	\$9,000,000	\$27,000,000
Total		\$28,200,000



FIRE OVERHEAT DETECTION SYSTEM (FODS) TESTER

1. Background. ANG maintainers require a way to isolate a faulty connector or segment within the C130J Fire Overheat Detection System (FODS) adding several hours/days of non-mission capable time. The use of C130J Data Transfer and Diagnostic System (DTADS) can isolate to a zone but does not pinpoint to an element within that zone. The FODS controller cannot differentiate between a normal electrically open core to sheath and the open condition that would be induced by inadequate fill of overheat elements. This limits fault isolation capability within the upper and lower aft nacelle, as well as the Quick Engine Change Assembly. ANG MAF units need FODS testers

2. Requirement. N/A.

3. Impact If Not Funded. Degraded sortie generation supporting intended combatant command in-theater effects.

4. Units Impacted. All MAF and CAF wings are impacted.

5. Cost.

Quantity	Unit Cost	Program Cost
38 C-130J FODS Testers	\$60,000	\$2,280,000
8 KC-46 FODS Testers	\$60,000	\$480,000
4 C-17 FODS Testers	\$60,000	\$240,000
48 KC-135 FODS Testers	\$60,000	\$2,880,000
51 UN-ATE Service & Support	\$5,000	\$255,000
Total		\$6,135,000



LOGISTICS: PORTABLE INTERMITTENT FAULT DETECTOR (PIFD)

1. Background. Air National Guard (ANG) flying units require a next-generation wire diagnostic tester to effectively support MIL-STD-1553B data bus and harness fault isolation across a wide range of aircraft platforms. Existing legacy testers are outdated, no longer supported by manufacturers, and lack the advanced diagnostic features needed to keep pace with modern mission demands. These systems are bulky, require multiple manual connections, and offer only basic GO/NO-GO results at a single frequency—limiting their usefulness for comprehensive troubleshooting or predictive maintenance. To meet the operational tempo and complexity of today’s aircraft systems, ANG maintainers need a portable, efficient, and highly capable diagnostic tool that can be quickly deployed in hangar or flightline environments..

2. Requirement. AMC 1067 25-108, AMC 1067 25-109.

3. Impact If Not Funded. Degraded sortie generation supporting intended combatant command in-theater effects

4. Units Impacted. All MAF and CAF wings are impacted.

5. Cost.

Quantity	Unit Cost	Program Cost
32 1533B Wire Diagnostic Kits	\$250,000	\$8,000,000
Total		\$8,000,000

Security Forces

- **ANG Security Forces Units Provide 19% of the Total Force**
- **Base Defense/Homeland Defense**
- **Resource Protection**
- **Nuclear Security**
- **Law and Order**
- **Combat Arms Support**

Air National Guard Security Forces include over 7,755 Defenders from all wings in each of the 54 States, Territories, and the District of Columbia. Security Forces protect and support worldwide contingencies and home station installations.



Security Forces tasks include: **Base Defense** – installation access control, vehicle inspections, personnel vetting, perimeter defense, airfield defense, counter-drone operations, close precision engagement teams, active shooter response, military operations in urban terrain; **Resource Protection & Nuclear Security** – weapon system security, personal security details, fly-away security, DAGRE and Raven tasking; convoy operations, mounted and dismounted individual and team patrols; **Law and Order** – enforcing laws and regulations, suspect apprehension and detention, alarm response, accident and emergency response, detainee movement operations; **Combat Arms Support** – providing weapons qualifications, tactics training, and small arms inspection/maintenance to ensure the combat readiness of all ANG personnel.



Security Forces FY2026 Weapons and Tactics Conference

Critical Capabilities List

- Defender Ballistic Protection
- Enhanced Explosive Detection System
- Climate Clothing System
- Enhanced Communications and Hearing
- Modular Small Arms Ranges

Essential Capabilities List

- NVG Thermal Imaging Enhancement
- M18 Block II kits
- Mobile Area Threat Mitigation
- Individual Squad Tracking and Awareness
- Enhanced Virtual Reality Trainers

Desired Capabilities List

- Portable IDS and Alarm Annunciators
- Enhanced BDOC Integrated Base Defense Sensor Fusion and Analytics System
- PVS-31C Night Vision Optic/NVG Thermal Imaging and Accessory Kit
- M4A1 Modernization
- Installation Breach Mitigation System-Vehicle Payload Undercarriage Inspection

SECURITY FORCES: DEFENDER BALLISTIC PROTECTION

1. Background: Air National Guard (ANG) Security Forces (SF) require modernization of their currently expired body armor to provide SF personnel the capability to improve Defender survivability. This will align ANG Defenders with the current Total Force Modular Scalable Vest Program of Record that the Active Duty has already adopted. Additionally, this will support the four foundational SF tasks: Base Defense, Resource Protection, Nuclear Security, and Law & Order for CONUS and Deployed Combat Wings. With the integration of the SF Enterprise Model Defender Kit this will preserve and maintain the currently strained manpower in the SF field, providing a lighter and more versatile method of wear for individual body armor.

2. Requirement. Operational Need/Security Forces Working Group.

3. Impact If Not Funded.. The current plate carrier system does not meet theatre entry requirements, in turn severely impacting the ability to meet contingency requirements/operations. Without the appropriate vest system, Defenders lack the survivability to be prepared for the Great Power Competition against adversaries.

4. Units Impacted. 90 ANG SF units require these systems

5. Cost.

Quantity	Unit Cost	Program Cost
Defender Ballistic Protection (8,000)	\$942	\$7,536,000
SF Enterprise Model Defender Kit (8,000)	\$1,600	\$12,800,000
Ballistic Combat Shirt (8,000)	\$867	\$6,936,000
Pelvic Protection (8,000)	\$390	\$3,120,000
Total		\$30,392,000

SECURITY FORCES: ENHANCED EXPLOSIVE DETECTION SYSTEM

1. Background: Security Forces (SF) must conduct inspections of commercial transport and delivery vehicles requesting access to ANG installations (IAW DAFI 31-101, *Base Defense Operations*, 4.6.4.). An Enhanced Explosives Detection System is required for all Large Vehicle Inspection Points (LVIP) and Installation Access Control Points (IACP). The ANG SF’s current capability is phasing out of production with end-of-life FY25. The system design must represent a popular theory for increasing the overall capability to detect explosives across the threat spectrum. The concept is to incorporate traditional vehicle search techniques with explosive detection technology into the National Defense Strategy for an overall tactical advantage to detect vehicle bombs at LVIP’s and IACP’s (as outlined in AFH 10-2401 (*Vehicle Bomb Mitigation Guide*)). The system must be on the approved MEMORANDUM FOR ALMAJCOM-FOA-DRU, AFSFC/CC (*Mandatory Use Policy for Security Forces’ Explosive Detection Equipment Purchases*). The ANG SF units require a minimum of two systems at each unit along with training and extended warranty.

2. Requirement. DAFI 31-101, *Base Defense Operations*, 4.6.4.

3. Impact If Not Funded. Failure to fund an Enhanced Explosive Detection System will significantly degrade ANG base defense operations, as well as the wing’s agile combat response capabilities.

4. Units Impacted. All ANG SF units are impacted.

5. Cost.

Quantity	Unit Cost	Program Cost
152 Enhanced Explosive Detection Systems	\$25,000	\$3,800,000
152 Consumables (test strips/swabs)	\$10,000	\$1,520,000
Total		\$5,320,000

SECURITY FORCES: SF CLIMATE CLOTHING SYSTEM

1. Background: ANG Security Forces (SF) require a modernized duty specific all-weather-layered climate clothing system to provide Defenders with an enhanced ability to adapt to demands ensuring performance and survivability in a variety of environments. Defenders currently do not have an enterprise-wide solution to prevent extreme hot and cold weather-related injuries in all climate conditions for training and operational environments. Some weather-related injuries include but are not limited to frostbite, hypothermia, hyperthermia, and superficial skin burn due to exposure. This requirement narrows a capability gap that presently exists and does not afford Defenders proper protection to their entire body. This system must provide Defenders dexterity, mobility, and accessibility to required duty equipment. Outer layers should not be unnecessarily bulky or noisy, therefore preserving duty performance. A multi-component and scalable climate clothing system allows Defenders to be equipped for current mission taskings and adapt to future operational environments.

2. Requirement. 2025 SF Working Group

3. Impact If Not Funded. Failure to fund the SF climate clothing system would drastically affect the physical health and welfare of Defenders to include tactical efficiency and lethality in cold environments.

4. Units Impacted. All ANG SF units are impacted.

5. Cost.

Quantity	Unit Cost	Program Cost
8000 Sets Level 1 -5 Cold Weather Systems	\$3460	\$27,680,000
4700 Sets Level 6-7 Cold Weather Systems	\$2450	\$11,515,000
Total		\$39,195,000

SECURITY FORCES: ENHANCED HEARING PROTECTION AND COMMUNICATION

1. Background: Air National Guard (ANG) Security Forces (SF) frequently operate in high-noise environments, such as active flightlines, base defense, and domestic operations (DOMOPS), where verbal communication is impossible beyond a few feet and hand signals are ineffective due to distance and obstructions. Current systems lack the necessary hearing protection and communication interoperability, creating a gap in mission effectiveness and force health. A new system is required to provide both hearing protection (up to 140 dB) and wireless communication capabilities, enabling clear communication over several hundred yards, even in line-of-sight obstructed environments. Proposed System Capabilities to meet operational needs, the system must include the following: Hearing Protection: OSHA/DoD standards for protection against noise levels exceeding 140 dB, with passive attenuation and active noise cancellation. Adjustable “talk-through” for situational awareness and earplug mode for enhanced protection without sacrificing awareness (SNR of 39 dB). Designed to mitigate hearing loss, fatigue, and miscommunication in both training and operational settings and have military-grade encryption for secure communication. Compatibility & Modularity: Full gas mask, helmet, and eye protection compatibility. Modular design to adapt to various mission types (e.g., Home-Station, DOMOPS, Expeditionary) and work with other situational awareness systems. Ease of Use: “Plug and play” setup with intuitive controls operable with gloves. Fail-safe mode for continued hearing protection in case of system failure.

2. Requirement. 2025 SF working group

3. Impact If Not Funded. Current systems are not compatible and integrated, without an integrated communication system, SF members will struggle to coordinate effectively with aircraft, other units, and external agencies, leading to miscommunication, mission degradation, and increased risk to force health.

4. Units Impacted. All 90 SF units in the ANG

5. Cost.

Quantity	Unit Cost	Program Cost
Dual-Ear Headset (8,000 units)	\$940	\$7,520,000
Single-Ear Headset (8,000 units)	\$390	\$3,120,000
Push to Talk (PTT) Control Device (8,000 units)	\$690	\$5,520,000
Wireless Connector (8,000 units)	\$245	\$1,960,000
Total		\$18,120,000

SECURITY FORCES: MODULAR SMALL ARMS RANGES

1. Background: ANG Security Forces requires Modular Small Arms Ranges that support a fully enclosed zero/vertical surface danger zones, in compliance with Engineering Technical Letter (ETL) 11-18, *Small Arms Range Design and Construction*, to train ANG personnel for mission requirements. Range availability for training 365 days per year, regardless of environmental conditions or time of day, will afford Combat Arms Training and Maintenance (CATM) instructors the ability to provide timely weapons qualifications for military readiness in support of AFFORGEN and in-garrison needs. ANG installations average qualification for 715 shooters per year. 33 ANG installations own a range, 19 are tenants that have access to a host's range, leaving 46 ANG installations that require range capability. The ability to construct, maintain, and repair ANG ranges outpaces the weapons qualification requirement, driving the need for a commercially available small arms range solution. A Modular Small Arms Range can provide this needed capability while complying with the ETL. This will give ANG installations organic range capability, eliminating reliance on offsite locations to train and qualify and reduce lengthy preparation, travel time and cost.

2. Requirement. ANG SF Working Group

3. Impact If Not Funded. Failure to fund small arms ranges will significantly impact the readiness and lethality of all ANG Airmen assigned to our Wings while we prepare for the Great Power Competition (GPC). Additionally, without the capability gap filled, units will fail to meet the standard capability levels for Mission Ready Airmen, thus directly affecting the ANG's ability to execute the Homeland Defense and Deployed readiness demands.

4. Units Impacted. 46 Wings Affected.

5. Cost.

Quantity	Unit Cost	Program Cost
46 Modular Small Arms Ranges	\$10,000,000	\$460,000,000
Total		\$460,000,000

Explosive Ordnance Disposal

The ANG has 18 Explosive Ordnance Disposal (EOD) flights. These units are uniquely trained and equipped to facilitate explosive operations during joint wartime missions. In the deployed environment, EOD operators routinely defeat improvised explosive devices (IED), render safe unexploded ordnance (UXO), perform route clearance operations, conduct post-blast analysis, evidence collection, and embed with special operations forces. Furthermore, EOD technicians must also be prepared to respond to incidents involving chemical/biological weapons, weapons of mass destruction (WMD), and nuclear weapons.



EOD technicians perform an extremely dangerous military mission and must continually adapt their equipment and technology to meet our adversaries' ever-changing tactics. The breadth and variety of IEDs/UXOs/WMDs encountered by EOD technicians in the field forces units to maintain many single-purpose items while simultaneously staying at the forefront of technology. Technological advancement within the EOD program is imperative to match the advancements of our enemies.



Explosive Ordnance Disposal FY 2026 Weapons and Tactics Conference

Critical Capabilities List

- Robot Modernization
- M4 Weapons Modernization
- Communications Interface Suite
- Standardized UXO Response Truck
- Modernized Detector

Essential Capabilities List

- Enhanced Thermal Imager
- Short-range EOD Aerial Recon Platform
- Handheld Spectrum Analyzer
- Advanced EOD UXO Recon Tool
- Gas Powered All Terrain Utility Vehicle

Desired Capabilities List

- Augmented/Virtual Reality Unexploded Ordnance Simulators
- M4 Weapon Modernization
- All-Terrain, Electric Payload Mobility Platform
- Dual-Arm Robotic Manipulator Attachment
- Short Range EOD Aerial Recon Platform

EOD: ROBOT MODERNIZATION

1. Background. ANG Explosive Ordnance Disposal (EOD) units require 21 modernized large robotic platforms. Current legacy robots do not meet requirements and are no longer being sustained. Access to this platform will increase the safety and efficiency of ANG EOD teams during reconnaissance and execution of operations. Additionally, this purchase would modernize the 19 existing medium-sized robotics platforms; this modernization would include range extending mesh-network communications, enhanced high-definition cameras, improved controls and 360-degree situational awareness for the EOD operator.

2. Requirement. AFMAN32-3001 Explosive Ordnance Disposal (EOD) Program

3. Impact If Not Funded. Increase risk to EOD personnel when conducting operations

4. Units Impacted. 101 ARW, Bangor, ME; 104 FW, Westfield, MA; 115 FW, Madison, WI; 116 ACW, Robins, GA; 119 ATTK, Fargo, ND; 120 AW, Great Falls, MO; 123 FW, Louisville, KY; 125 FW, Jacksonville, FL; 140 FW, Buckley, CO; 142 WG, Portland, OR; 144 FW, Fresno, CA; 146 AW, Channel Islands, CA; 147 ATTK, Ellington Field, TX; 148 FW, Duluth, MN; 154 WG, Pearl Harbor-Hickam, HI; 155 ARW Lincoln, NE; 158 FW, Burlington, VT; 177 FW, Atlantic City, NJ

5. Cost.

Quantity	Unit Cost	Program Cost
21 Large Robot	\$500,000	\$10,500,000
19 Robot Refresh	\$160,000	\$3,040,000
Total		\$13,540,000

EOD: M4 WEAPON MODERNIZATION

1. Background. ANG EOD personnel require modernized M4 weapon systems to ensure reliability, accuracy, and consistency across the EOD enterprise. Current M4 platforms are outdated, with degraded performance and incompatibility with modern optics, mounts, and ammunition. These deficiencies hinder combat effectiveness, unit interoperability, and overall mission readiness. M4 modernization will standardize equipment across all 20 ANG EOD flights, align weapons with modern battle space realities, enhance lethality, sustainment, and operational effectiveness in support of the full EOD mission.

2. Requirement. AFMAN32-3001 EOD Program

3. Impact If Not Funded. EOD will continue using issued weapons that are unreliable, obsolete and degrade mission capability.

4. Units Impacted. 101 ARW, Bangor, ME; 104 FW, Westfield, MA; 115 FW, Madison, WI; 116 ACW, Robins, GA; 119 ATTK, Fargo, ND; 120 AW, Great Falls, MO; 123 FW, Louisville, KY; 125 FW, Jacksonville, FL; 140 FW, Buckley, CO; 142 WG, Portland, OR; 144 FW, Fresno, CA; 146 AW, Channel Islands, CA; 147 ATTK, Ellington Field, TX; 148 FW, Duluth, MN; 154 WG, Pearl Harbor-Hickam, HI; 155 ARW Lincoln, NE; 158 FW, Burlington, VT; 177 FW, Atlantic City, NJ

5. Cost.

Quantity	Unit Cost	Program Cost
246 Modernized M4 Platforms	\$5,000	\$1,230,000
Total		\$1,230,000

EOD: COMMUNICATIONS INTERFACE SUITE

1. Background. ANG Explosive Ordnance Disposal (EOD) technicians require a layered tactical team communications suite. The suite will integrate with Extended Utility Diagnostics to provide command and control and team situational awareness over the mesh network. The suite must be secured to transmit voice and data up to the secret level for team communications, including beyond line of sight and backhaul capabilities. The suite must be capable of voice and data communication deconfliction in an RF environment that includes multiple platforms as well as EW assets. ANG EOD flights require 20 communications interface suites.

2. Requirement. JP 3.42, Joint Explosive Ordnance Disposal

3. Impact If Not Funded. EOD flights will not have access to secure communications to enhance situational awareness, disseminate collected intelligence, and receive exploitation information.

4. Units Impacted. 101 ARW, Bangor, ME; 104 FW, Westfield, MA; 115 FW, Madison, WI; 116 ACW, Robins, GA; 119 ATTK, Fargo, ND; 120 AW, Great Falls, MO; 123 FW, Louisville, KY; 125 FW, Jacksonville, FL; 140 FW, Buckley, CO; 142 WG, Portland, OR; 144 FW, Fresno, CA; 146 AW, Channel Islands, CA; 147 ATTK, Ellington Field, TX; 148 FW, Duluth, MN; 154 WG, Pearl Harbor-Hickam, HI; 155 ARW Lincoln, NE; 158 FW, Burlington, VT; 177 FW, Atlantic City, NJ

5. Cost.

Quantity	Unit Cost	Program Cost
20 Communications Interface Suites	\$400,000	\$8,000,000
Total		\$8,000,000

EOD: STANDARDIZED UXO RESPONSE TRUCK

1. Background. The ANG Explosive Ordnance Disposal (EOD) requires a six-passenger vehicle fleet with an enclosed utility cargo body to effectively store, move, and protect required emergency response equipment and explosives in adverse environmental conditions. Currently, EOD Unexploded Ordnance (UXO) response vehicles are grossly outdated and unreliable, with little standardized organization. The current fleet of UXO response trucks is incapable of towing the Total Containment Vessel, which places an unnecessary risk when transporting UXO's to safe disposal sites. The acquisition of an updated fleet will ensure EOD technicians have a safe and efficient transportation system that can safely transport explosives and UXO's to remote ranges for destruction. Each of the ANG's 18 EOD flights needs a standardized UXO Response Truck.

2. Requirement. DESR 6055.09_AFMAN 91-201 Explosives Safety Standards

3. Impact If Not Funded. Utilizing non-specialized trucks from ordnance disposal increases risk to EOD personnel and those around them when conducting operations.

4. Units Impacted. 101 ARW, Bangor, ME; 104 FW, Westfield, MA; 115 FW, Madison, WI; 116 ACW, Robins, GA; 119 ATTK, Fargo, ND; 120 AW, Great Falls, MO; 123 FW, Louisville, KY; 125 FW, Jacksonville, FL; 140 FW, Buckley, CO; 142 WG, Portland, OR; 144 FW, Fresno, CA; 146 AW, Channel Islands, CA; 147 ATTK, Ellington Field, TX; 148 FW, Duluth, MN; 154 WG, Pearl Harbor-Hickam, HI; 155 ARW Lincoln, NE; 158 FW, Burlington, VT; 177 FW, Atlantic City, NJ

5. Cost.

Quantity	Unit Cost	Program Cost
18 Standardized UXO Response Truck	\$100,000	\$1,800,000
Total		\$1,800,000

EOD: MODERNIZED DETECTOR

1. Background. ANG Explosive Ordnance Disposal (EOD) technicians require a multi-domain explosive threat detection system capable of identifying both surface and subsurface magnetic and non-magnetic threats. The system will be lightweight and intuitive with a graphical user interface that provides continuous real-time display of all threat detections. Sensors must operate simultaneously and independently. Each ANG EOD flight requires two modernized detectors.

2. Requirement. AFMAN32-3001 Explosive Ordnance Disposal (EOD) Program

3. Impact If Not Funded. Reduces the ability of EOD personnel to correctly identify explosive ordnance increasing risk to personnel.

4. Units Impacted. 101 ARW, Bangor, ME; 104 FW, Westfield, MA; 115 FW, Madison, WI; 116 ACW, Robins, GA; 119 ATTK, Fargo, ND; 120 AW, Great Falls, MO; 123 FW, Louisville, KY; 125 FW, Jacksonville, FL; 140 FW, Buckley, CO; 142 WG, Portland, OR; 144 FW, Fresno, CA; 146 AW, Channel Islands, CA; 147 ATTK, Ellington Field, TX; 148 FW, Duluth, MN; 154 WG, Pearl Harbor-Hickam, HI; 155 ARW Lincoln, NE; 158 FW, Burlington, VT; 177 FW, Atlantic City, NJ

5. Cost.

Quantity	Unit Cost	Program Cost
36 Modernized Detector	\$30,000	\$1,080,000
Total		\$1,080,000

Surgeon General

- **Medical Support**

The primary mission of the Surgeon General (SG) is to assist with the Training and Equipping of all Medical Units across the Air National Guard. Ensuring units meet mandated training requirements and equipping priorities is critical to maintain readiness for State and Federal missions. The rapid care and treatment of casualties on the battlefield demands advanced training tools explicitly for the mission. ANG Airmen can operate in all operating environments, which requires robust training and skills to save lives and get Airmen back in the fight. Medical teams trained in their military specialties may be assigned to work with medical evacuation crewmembers to support patients requiring intensive care in flight as well as to get them to medical treatment facilities for life saving treatment



Surgeon General FY 2026 Weapons and Tactics Conference

Critical Capabilities List

- Tactical Combat Causality Care Training Kit
- Critical Care Air Transport Team Training Kit
- En Route Patient Staging System Training Kit
- Modernized Aircraft Wireless Intercom System
- Medical Grade Oxygen Generation System

Essential Capabilities List

- Augmented Reality Training System



SG - TACTICAL COMBAT CASUALTY CARE (Tier 3&4 Kit)

1. **Background:** ANG medical professionals, require extensive trauma training that provides basic, intermediate, and advanced lifesaving practices to treat the most common causes of death on the battlefield. Personnel assigned Tier 3 or Tier 4 training, command a mix of didactic and psychomotor skills and rely on exposure to high-fidelity combat casualty scenarios with necessary stress inoculation. Medical professionals require realistic moulage and part-task trainers that can be treated with standardized deployment equipment and supplies eliciting competence and confidence in a low-threat environment conducive to learning. ANG medical personnel are highly trained professionals providing medical care within the civilian population. The civilian clinical working environment does not mimic the austere conditions or battlefield wound patterns they will be faced with in future conflicts. Without this capability medical professionals' risk not meeting the required training suspense of 01 November 2026 and the ability to train in a simulated real-world, all-hazard environment, critical at point of impact. Training provides continuity for Medically Ready Airman throughout the phases of care to include prolonged casualty care, patient staging, patient transport, and transitional care to Role 4 facilities.

2. **Requirement.** 2024 ARC WEPTAC.

3. **Impact If Not Funded.** Degraded readiness and ultimately survivability in emergent trauma situations in deployed or homeland environments.

4. **Units Impacted.** All ANG SG Air Wings.

5. Cost.

Quantity	Unit Cost	Program Cost
104 Tactical Combat Casualty Care Tier 3 & 4 kits	\$110,000	\$11,500,000
Total		\$11,500,000



SG - CRITICAL CARE AIR TRANSPORT TEAM TRAINING KIT

1. Background. Critical Care Air Transport Training Equipment (CCATT) provides lifesaving global critical care air transport capabilities. These highly trained and specialized teams transport very seriously ill and injured personnel from lower to higher levels of medical care. For a CCATT member to be fully mission and world-wide qualified to deploy they must validate at CCATT-Advanced Course (check ride) every 3 years. Currently the only validation site is the Center for Sustainment of Trauma and Readiness and the evaluation is conducted by the Active Component Air Force. There is a minimum annual training requirement for each member, which is currently not supportable at the home units. While the ANG has the personnel Unit Type Code (UTC), they do not have the equipment UTCs which prevents our teams from accomplishing the required training. This critical capability gap contributes to the percentage of non-validation rates for ANG CCAT teams, reducing readiness capability. Without this capability ANG CCAT Teams will continue to have training gaps and risk not meeting readiness requirements. On-hand training equipment enhances knowledge, skill and ability to save lives of critically ill/injured warfighters. This will drive an increase in capabilities crucial to survivability, which aligns with the priorities of the Director of the Air National Guard and Chief of the National Guard Bureau.

2. Requirement. 2024 ARC WEPTAC.

3. Impact If Not Funded. Degraded readiness and ultimately survivability in emergent trauma situations in deployed or homeland environments.

4. Units Impacted. All ANG CCAT SG Air Wings.

5. Cost.

Quantity	Unit Cost	Program Cost
50 - CCATT Training Equipment Assemblage	\$450,000	\$22,500,000
Total		\$22,500,000



SG - EN ROUTE PATIENT STAGING SYSTEM TRAINING KIT

1. **Background:** The En Route Patient Staging System (ERPSS) ensures 24-hour staging operations for patients entering and transiting the Aeromedical Evacuation (AE) system. This includes patient reception, complex medical/surgical nursing, and limited emergent intervention, all while ensuring patients are medically and administratively prepared for flight and aircraft loading. It also aims to decrease AE aircraft ground time. ERPSS teams offer a unique patient movement mission that deliver superior patient care while enhancing survivability. Patient movement sustainment training is required annually to provide a full spectrum of deployed operations. The ANG has Personnel Unit Type Codes (UTC)s but lack Equipment UTCs. ANG personnel are failing to meet annual readiness requirements per AFTTP 3-42.57. Without the ERPSS equipment, ANG members will face ongoing annual deficiencies Mobile Aeromedical Evacuation Patient System Course (AEPSC) Category III training due to resource shortages.

2. **Requirement.** 2024 ARC WEPTAC.

3. **Impact If Not Funded.** Degraded readiness and ultimately survivability in emergent trauma situations in deployed or homeland environments.

4. **Units Impacted.** All ANG SG ERPSS Air Wings.

5. **Cost.**

Quantity	Unit Cost	Program Cost
2 Role 2 En Route Care Training Assemblage	\$834,305	\$1,668,610
Total		\$1,668,610



SG – MODERNIZED AIRCRAFT WIRELESS INTERCOM SYSTEM

1. Background: ANG Critical Care Air Transport (CCATT) teams require Communication Kits that are used during CCATT/AE Missions. The Airborne Wireless Intercom System is a legacy system that has been unchanged or modernized for 20+ years. It is imperative that CCAT Teams be able to communicate with Aeromedical Evacuation (AE) Teams as well as ground personnel to safely move critical patients and save lives, especially in a degraded environment. In the contested environment CCATT will be required to leave the aircraft to assess patients and communicate with ground personnel. It is vital the crew members on and off the aircraft can communicate. Immediate mission changes can be relayed and can ensure no one is left behind. There are several options of communication kits commercially available. This Communication Kit consists of a ballistic helmet, headset, extension cable, and wireless intercom system transceiver. To improve communication and a patient's chance of survival during transport, CCATT crews are required to maintain these communications kits. One CCATT Communication kit will be required for each crewmember in every CCATT UTC.

2. Requirement. 2024 ARC WEPTAC.

3. Impact If Not Funded. Degraded communication and ultimately survivability in emergent trauma situations in deployed or homeland environments.

4. Units Impacted. All ANG CCAT SG Air Wings.

5. Cost.

Quantity	Unit Cost	Program Cost
350 Wireless Communications Kits	\$30,000.00	\$10,500,000.00
942 Ballistic Helmets	\$1,100.00	\$1,036,200.00
Total		\$11,536,200.00



SG – MEDICAL GRADE OXYGEN GENERATION SYSTEM

1. Background: ANG medical units require reliable airway management capabilities to save lives. Nearly 20% of all hospitalized individuals and 30% of all patient movements require oxygen (O₂) on a day-to-day basis. This need becomes exacerbated in wide-spread emergencies as affected populace exceeds available resources. Oxygen supply capabilities are highly affected during all-hazard events to include isolated states and territories where supply chain vulnerabilities further aggravate access to medical oxygen during times of disaster or wartime. Oxygen generation capability eliminates supply chain inefficiencies observed in the movement of bulk liquid oxygen tanks. Due to the lack of oxygen generation technology, development of an oxygen generation system capability is the critical to save lives during disaster response, humanitarian assistance, and operations within contested environments. The community requires an oxygen generation system that is lightweight, self-contained, and a deployable hybrid oxygen distribution system capable of distributing 95% medical-grade oxygen within the environments that units are expected to deploy. The unit must be mobile, total weight of no more than 1000 lbs. It must be able to be moved by 2-4 personnel without additional equipment and have the capability to support 25 patients at 15 liters per minute (LPM) and 5 ventilated patients at 25 LPM while providing an average of 55 PSI for ventilators. The chemical, biological, radiological and nuclear response enterprise is the initial mission identifying capability gap with the ability to be utilized by Aeromedical Evacuation squadrons. Without this capability medical professionals are at risk of not providing lifesaving capability during disaster response, humanitarian assistance, and operations within contested environments.

2. Requirement. 2024 ARC WEPTAC.

3. Impact If Not Funded. Degraded readiness and ultimately survivability in emergent trauma situations in deployed or homeland environments.

4. Units Impacted. ANG CBRN SG Air Wings.

5. Cost.

Quantity	Unit Cost	Program Cost
29 x CBRN Response Enterprise MEDELs	\$250,000	\$7,250,000
Total		\$7,250,000