

# AIR NATIONAL GUARD

GUARDING AMERICA ★ DEFENDING FREEDOM



DOMESTIC  
CAPABILITY

# PRIORITIES 2016

# Foreword



During a period of continued fiscal uncertainty, this past year demonstrated the Air National Guard's value to the nation as it continues to stand alongside the Air Force in supporting combat missions, while simultaneously remaining ready to answer the call as the first choice for Homeland Operations. The United States increasingly relies on Guard Airmen to support and defend our nation overseas and in the Homeland. State and local leaders have looked to the National Guard as their first choice to augment state emergency responders. The Guard has postured itself in providing both lifesaving and high-tech solutions supporting civil authorities. Air National Guard capabilities include search and rescue, communications, emergency medical response, and broad-area situational awareness.

The Domestic Capability Priorities (DCP) conference is the cornerstone for our efforts to better equip our citizen Airmen in conducting homeland missions and is the only venue for our Airmen to meet and identify critical capability gaps for non-federalized homeland response across our broad array of roles and missions. The Air National Guard's ability to meet our domestic mission requirements depends upon the dedication and professionalism of the Airmen who bring their experience and expertise to bear at the DCP conference.

This book captures the prioritized capability gaps identified by our units at the DCP conference. It will be an invaluable reference for the Air National Guard as we invest modernization and sustainment funds over the next several years.

My team will now work with the Air Force, the test community and industry to field the operational capability to address these critical shortfalls. With the right tools and training, our Airmen will continue to meet every challenge with professionalism, honor and patriotism, at home and around the world. The Air National Guard will remain a professional, ready, and reliable force that is *Always on Mission*.

A handwritten signature in black ink, appearing to read 'Stanley E. Clarke III'.

STANLEY E. CLARKE III  
Lieutenant General, USAF  
Director, Air National Guard

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# Introduction



The 2016 Air National Guard (ANG) Domestic Capability Priorities (DCP) Book documents capability priorities identified during the June 2015 ANG DCP Conference in Colorado Springs, Colorado. This location was selected to enhance NORTHCOM’s participation with the ANG. The DCP Conference leveraged working groups for 11 National Response Framework Emergency Support Functions (ESF). The conference welcomed over 220 military and civilian attendees representing 48 states and territories from the ANG wings and state Joint Force Headquarters, other government agencies, civil partners, as well National Guard Bureau (NGB) staff. The objective of the ESF working groups was to identify capabilities needed by the ANG to effectively execute the domestic incident response mission, classified by urgency of need: Critical (crucial within the next 1 to 3 years), Essential (vital within the next 3 to 5 years), or Desired (enhances mission success beyond 5 years).

| <b>National Response Framework (NRF)<br/>Emergency Support Functions (ESF)</b>          |
|---|
| <b>ESF 1 – Transportation</b>   |
| <b>ESF 2 – Communications</b>   |
| <b>ESF 3 - Public Works and Engineering</b>   |
| <b>ESF 4 – Firefighting</b>   |
| <b>ESF 5 - Information and Planning</b>   |
| <b>ESF 6 - Mass Care, Emergency Assistance, Temporary Housing, &amp; Human Services</b> |
| <b>ESF 7 – Logistics</b>  |
| <b>ESF 8 - Public Health and Medical Services</b>                                       |
| <b>ESF 9 - Search and Rescue</b>  |
| <b>ESF 10 - Oil and Hazardous Materials Response</b>                                    |
| ESF 11 - Agricultural and Natural Resource (not included in this book)                  |
| ESF 12 - Energy (not included in this book)   |
| <b>ESF 13 - Public Safety and Security</b>  |
| ESF 14 - Long-Term Community Recovery (not included in this book)                       |
| ESF 15 - External Affairs (not included in this book)                                   |

The introductory section of the 2016 DCP book includes a spreadsheet summarizing estimated costs for each critical capability. The State/FEMA Matrix identifies states and FEMA regions where working groups recommended fielding equipment. The book is organized into 11 ESF tabs; each begins with an ESF mission description followed by a summary page of critical, essential and desired capabilities identified at the DCP Conference. An information paper describes each capability classified as critical. Each information paper captures: Background (capability description); Source of Need (determines documented need); Units Impacted (units/states that could receive the capability); and Program Details (remaining quantity of equipment needed, the estimated unit costs, and program costs).



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**2016 Domestic Capability Priorities Book Edited by NGB/A5X**



# State / FEMA Matrix

Potential locations for capabilities identified in this book



| FEMA & State Region / Emergency Support Function | FEMA Region 1 |    |    |    |    |    | FEMA Region 2 |    |    |    | FEMA Region 3 |    |    |    |    |    | FEMA Region 4 |    |    |    |    |    |    |    |   |
|--|---------------|----|----|----|----|----|---------------|----|----|----|---------------|----|----|----|----|----|---------------|----|----|----|----|----|----|----|---|
|  | CT            | MA | ME | NH | RI | VT | NJ            | NY | PR | VI | DC            | DE | MD | PA | VA | WV | AL            | FL | GA | KY | MS | NC | SC | TN |   |
| <b>ESF 1 Transportation</b>                      |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| High Reach Upload/Download Capability            |               | •  |    |    |    | •  | •             |    |    |    |               |    | •  |    |    |    | •             | •  |    |    |    |    |    | •  |   |
| Cargo/Utility Vehicle Fleet Mod                  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Debris Clearance Prime Movers                    | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| RPA SAA System                                   |               |    |    |    |    |    |               |    |    |    |               |    | •  |    |    |    |               |    |    |    |    |    |    |    | • |
| Prime Power Pkg Vehicles/Trailers                |               |    |    |    |    |    |               |    | •  |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| <b>ESF 2 Communications</b>                      |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Interoperable Radios                             | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Comm Repeater                                    |               |    |    |    |    | •  |               |    |    |    |               |    | •  |    | •  |    | •             | •  | •  |    | •  |    |    |    | • |
| Tropo Comm                                       |               | •  | •  |    |    |    |               |    |    |    |               |    | •  |    | •  |    | •             | •  | •  |    | •  |    |    |    | • |
| RAPIDTAC   |               |    | •  |    |    | •  |               |    |    |    |               | •  | •  |    |    |    | •             | •  | •  |    |    |    |    |    |   |
| JISCC Blk 3                                      |               | •  | •  |    |    | •  |               |    |    |    |               |    |    | •  | •  | •  | •             | •  | •  |    |    |    |    |    | • |
| <b>ESF 3 Public Works and Engineering</b>        |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Prime Power Equipment                            |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Potable Water Equipment                          | •             |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| EOD Equipment                                    |               | •  |    |    |    | •  | •             |    |    |    |               |    |    |    |    |    |               | •  | •  | •  |    |    |    |    |   |
| EOD Equipment                                    |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Debris Removal Kit Augmentation                  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| <b>ESF 4 Firefighting</b>                        |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Aircraft Rescue Fire Fighting Vehicles           | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Radio Interface Module                           | •             | •  | •  | •  | •  | •  | •             | •  | •  |    |               |    | •  | •  | •  |    | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Enhanced SA and Communications                   |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    | •  | •             | •  |    |    | •  |    |    |    |   |
| Structural Fire Fighting Vehicles                | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Rotary Aircraft Firefighting                     |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| <b>ESF 5 Information and Planning</b>            |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| MEOC   |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Collaborative COP                                |               |    |    | •  |    |    |               |    |    |    |               |    |    | •  |    |    |               |    |    |    |    |    |    |    | • |
| Mobile Ad Hoc Network                            |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| PAD Commercial Internet Access                   |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Data Storage with Cross Domain Distribution      |               | •  |    |    |    |    |               |    |    | •  |               |    |    | •  | •  | •  | •             | •  |    |    | •  |    |    |    | • |

# State / FEMA Matrix

Potential locations for capabilities identified in this book

| FEMA & State Region / Emergency Support Function | FEMA Region 5 |    |    |    |    |    | FEMA Region 6 |    |    |    |    | FEMA Region 7 |    |    |    | FEMA Region 8 |    |    |    |    |    |
|--|---------------|----|----|----|----|----|---------------|----|----|----|----|---------------|----|----|----|---------------|----|----|----|----|----|
|  | IL            | IN | MI | MN | OH | WI | AR            | LA | NM | OK | TX | IA            | KS | MO | NE | CO            | MT | ND | SD | UT | WY |
| <b>ESF 1 Transportation</b>                      |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| High Reach Upload/Download Capability            |               |    |    | •  | •  | •  |               | •  |    | •  | •  |               |    |    |    | •             |    |    | •  |    |    |
| Cargo/Utility Vehicle Fleet Mod                  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Debris Clearance Prime Movers                    | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| RPA SAA System                                   |               |    | •  |    | •  |    | •             |    |    |    | •  | •             |    |    |    |               |    | •  |    |    |    |
| Prime Power Pkg Vehicles/Trailers                |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| <b>ESF 2 Communications</b>                      |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Interoperable Radios                             | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Comm Repeater                                    |               |    | •  |    | •  | •  | •             |    | •  |    | •  | •             |    | •  |    |               |    | •  |    | •  |    |
| Tropo Comm                                       | •             | •  |    | •  | •  | •  |               | •  |    |    | •  |               |    | •  |    | •             |    |    |    | •  |    |
| RAPIDTAC   |               |    |    |    |    |    |               |    |    |    | •  | •             |    |    |    |               |    |    |    |    |    |
| JISCC Blk 3                                      | •             | •  |    | •  | •  | •  |               | •  |    |    | •  |               |    | •  |    |               |    |    |    | •  |    |
| <b>ESF 3 Public Works and Engineering</b>        |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Prime Power Equipment                            |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Potable Water Equipment                          | •             |    |    |    |    |    |               |    | •  |    |    |               |    | •  |    |               |    |    |    |    | •  |
| EOD Equipment                                    |               |    |    | •  |    | •  |               |    |    |    | •  |               |    | •  |    | •             | •  | •  |    |    | •  |
| EOD Equipment                                    |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Debris Removal Kit Augmentation                  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| <b>ESF 4 Firefighting</b>                        |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Aircraft Rescue Fire Fighting Vehicles           | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Radio Interface Module                           | •             | •  | •  | •  | •  | •  | •             |    |    | •  | •  | •             | •  | •  | •  |               | •  | •  | •  | •  | •  |
| Enhanced SA and Communications                   |               |    |    |    |    | •  |               |    | •  |    | •  |               |    |    |    |               |    |    |    |    |    |
| Structural Fire Fighting Vehicles                | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Rotary Aircraft Firefighting                     |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| <b>ESF 5 Information and Planning</b>            |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| MEOC   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Collaborative COP                                |               |    |    |    | •  | •  |               |    | •  |    | •  |               |    |    |    |               | •  |    |    |    |    |
| Mobile Ad Hoc Network                            |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| PAD Commercial Internet Access                   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Data Storage with Cross Domain Distribution      |               | •  | •  |    | •  | •  | •             |    | •  |    | •  | •             | •  |    |    |               |    | •  |    |    |    |

# State / FEMA Matrix

Potential locations for capabilities identified in this book

| FEMA & State Region / Emergency Support Function | FEMA Region 9 |    |    |    |    | FEMA Region 10 |    |    |    |
|--|---------------|----|----|----|----|----------------|----|----|----|
|  | AZ            | CA | GU | HI | NV | AK             | ID | OR | WA |
| <b>ESF 1 Transportation</b>                      |               |    |    |    |    |                |    |    |    |
| High Reach Upload/Download Capability            | •             | •  |    |    |    |                | •  | •  |    |
| Cargo/Utility Vehicle Fleet Mod                  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Debris Clearance Prime Movers                    | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| RPA SAA System                                   | •             | •  |    |    |    |                |    |    |    |
| Prime Power Pkg Vehicles/Trailers                |               |    |    |    |    |                |    |    |    |
| <b>ESF 2 Communications</b>                      |               |    |    |    |    |                |    |    |    |
| Interoperable Radios                             | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Comm Repeater                                    | •             | •  |    |    |    |                |    |    | •  |
| Tropo Comm                                       |               | •  |    | •  | •  |                |    | •  | •  |
| RAPIDTAC   |               | •  |    |    |    |                |    |    | •  |
| JISCC Blk 3                                      |               | •  |    | •  | •  |                |    | •  | •  |
| <b>ESF 3 Public Works and Engineering</b>        |               |    |    |    |    |                |    |    |    |
| Prime Power Equipment                            |               |    |    |    |    |                |    |    |    |
| Potable Water Equipment                          |               |    |    | •  |    |                |    |    | •  |
| EOD Equipment                                    |               | •  |    |    |    |                |    | •  |    |
| EOD Equipment                                    |               |    |    |    |    |                |    |    |    |
| Debris Removal Kit Augmentation                  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| <b>ESF 4 Firefighting</b>                        |               |    |    |    |    |                |    |    |    |
| Aircraft Rescue Fire Fighting Vehicles           | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Radio Interface Module                           | •             | •  |    |    | •  | •              | •  | •  |    |
| Enhanced SA and Communications                   | •             | •  |    |    |    | •              | •  | •  | •  |
| Structural Fire Fighting Vehicles                | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Rotary Aircraft Firefighting                     |               | •  |    |    |    | •              |    |    |    |
| <b>ESF 5 Information and Planning</b>            |               |    |    |    |    |                |    |    |    |
| MEOC   |               |    |    |    |    |                |    |    |    |
| Collaborative COP                                |               |    |    |    | •  |                | •  |    |    |
| Mobile Ad Hoc Network                            |               |    |    |    |    |                |    |    |    |
| PAD Commercial Internet Access                   |               |    |    |    |    |                |    |    |    |
| Data Storage with Cross Domain Distribution      | •             | •  |    |    | •  |                |    |    | •  |

# State / FEMA Matrix

Potential locations for capabilities identified in this book

| FEMA & State Region / Emergency Support Function                                      | FEMA Region 1 |    |    |    |    |    | FEMA Region 2 |    |    |    | FEMA Region 3 |    |    |    |    |    | FEMA Region 4 |    |    |    |    |    |    |    |   |
|---|---------------|----|----|----|----|----|---------------|----|----|----|---------------|----|----|----|----|----|---------------|----|----|----|----|----|----|----|---|
|   | CT            | MA | ME | NH | RI | VT | NJ            | NY | PR | VI | DC            | DE | MD | PA | VA | WV | AL            | FL | GA | KY | MS | NC | SC | TN |   |
| <b>ESF 6 Mass Care, Emergency Assistance, Temporary Housing, &amp; Human Services</b> |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Field Religious Support Kits  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| FSRT Mod Kits   |               | •  |    | •  |    |    |               | •  | •  |    |               |    | •  | •  |    | •  |               | •  | •  | •  |    |    |    |    | • |
| DRMKT Dining Kit  |               |    |    |    |    |    | •             | •  |    |    |               |    |    |    |    |    |               |    | •  | •  |    |    |    |    |   |
| Portable Casualty Treatment   |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| FSRT Training PPE   |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| <b>ESF 7 Logistics</b>  |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Total Asset Visibility  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Vehicle Diagnostics Test Set  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Mobile Loading Dock   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Deployable Fuel Support System  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| RPA Deployable LRE  |               |    |    |    |    |    |               | •  |    |    |               |    |    | •  |    |    |               |    |    |    |    |    |    |    | • |
| <b>ESF 8 Public Health and Medical Services</b>                                       |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Pararescue advanced trauma medical equipment  |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Modernization of Expeditionary Medical Support Assemblages                            |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Patient staging support equipment   |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Modernization of CERPF & HRF  |               | •  | •  |    |    |    |               | •  | •  |    |               |    |    | •  |    |    | •             | •  | •  | •  |    |    |    |    |   |
| Med Rapid Response  |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| <b>ESF 9 Search and Rescue</b>  |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Retractable Arm & SAR POD   |               |    |    |    |    |    |               | •  |    |    |               |    |    |    |    |    |               |    |    | •  |    |    |    |    |   |
| PPE for USAR  | •             | •  | •  | •  | •  | •  | •             | •  | •  |    | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Urban Search and Rescue (USAR) Vehicles   |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| SAR Searchlight and Loudspeaker Systems   |               |    |    |    |    |    |               |    | •  |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| GA / FES SAR Equipment  |               |    |    |    |    |    |               | •  |    |    |               |    |    |    |    |    |               |    |    | •  |    |    |    |    |   |
| <b>ESF 10 Oil and Hazardous Materials Response</b>                                    |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| PPE Modernization   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| CBRN/HAZMAT Detection Equip   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Responder Rehabilitation Shelter  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| C2 Liaison Kit  |               | •  |    |    | •  | •  | •             | •  | •  |    |               |    | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Dedicated CBRN/HAZMAT Trailer   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| <b>ESF 13 Public Safety and Security</b>  |               |    |    |    |    |    |               |    |    |    |               |    |    |    |    |    |               |    |    |    |    |    |    |    |   |
| Security Forces Vehicles  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Multiple Purpose Trailer  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Emergency Vehicle Response Suite  | •             | •  | •  | •  | •  | •  | •             | •  | •  |    | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Mobile Entry Control Point  | •             | •  | •  | •  | •  | •  | •             | •  | •  |    | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |
| Ultralight All-Terrain Utility Equipment  | •             | •  | •  | •  | •  | •  | •             | •  | •  |    | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •  | •  | •  | • |

# State / FEMA Matrix

Potential locations for capabilities identified in this book

| FEMA & State Region / Emergency Support Function                                      | FEMA Region 5 |    |    |    |    |    | FEMA Region 6 |    |    |    |    | FEMA Region 7 |    |    |    | FEMA Region 8 |    |    |    |    |    |
|---|---------------|----|----|----|----|----|---------------|----|----|----|----|---------------|----|----|----|---------------|----|----|----|----|----|
|   | IL            | IN | MI | MN | OH | WI | AR            | LA | NM | OK | TX | IA            | KS | MO | NE | CO            | MT | ND | SD | UT | WY |
| <b>ESF 6 Mass Care, Emergency Assistance, Temporary Housing, &amp; Human Services</b> |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Field Religious Support Kits  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| FSRT Mod Kits   | •             | •  |    | •  | •  | •  |               | •  | •  |    | •  |               |    | •  |    | •             |    |    |    |    | •  |
| DRMKT Dining Kit  |               |    |    |    |    | •  |               |    |    |    |    |               |    |    |    |               | •  |    |    |    |    |
| Portable Casualty Treatment   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| FSRT Training PPE   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| <b>ESF 7 Logistics</b>  |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Total Asset Visibility  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Vehicle Diagnostics Test Set  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Mobile Loading Dock   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Deployable Fuel Support System  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| RPA Deployable LRE  |               |    | •  |    | •  |    | •             |    |    |    | •  |               |    |    |    |               |    | •  |    |    |    |
| <b>ESF 8 Public Health and Medical Services</b>                                       |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Pararescue advanced trauma medical equipment  |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Modernization of Expeditionary Medical Support Assemblages                            |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Patient staging support equipment   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Modernization of CERPF & HRF  | •             | •  |    | •  | •  | •  |               | •  |    |    | •  |               |    |    | •  | •             |    |    |    | •  |    |
| Med Rapid Response  |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| <b>ESF 9 Search and Rescue</b>  |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Retractable Arm & SAR POD   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| PPE for USAR  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Urban Search and Rescue (USAR) Vehicles   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| SAR Searchlight and Loudspeaker Systems   |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| GA / FES SAR Equipment  |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| <b>ESF 10 Oil and Hazardous Materials Response</b>                                    |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| PPE Modernization   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| CBRN/HAZMAT Detection Equip   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Responder Rehabilitation Shelter  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| C2 Liaison Kit  | •             | •  | •  | •  | •  | •  |               |    | •  | •  |    |               | •  | •  |    |               |    |    |    |    |    |
| Dedicated CBRN/HAZMAT Trailer   | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| <b>ESF 13 Public Safety and Security</b>  |               |    |    |    |    |    |               |    |    |    |    |               |    |    |    |               |    |    |    |    |    |
| Security Forces Vehicles  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Multiple Purpose Trailer  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Emergency Vehicle Response Suite  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Mobile Entry Control Point  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |
| Ultralight All-Terrain Utility Equipment  | •             | •  | •  | •  | •  | •  | •             | •  | •  | •  | •  | •             | •  | •  | •  | •             | •  | •  | •  | •  | •  |

# State / FEMA Matrix

Potential locations for capabilities identified in this book

| FEMA & State Region / Emergency Support Function                                      | FEMA Region 9 |    |    |    |    | FEMA Region 10 |    |    |    |
|---|---------------|----|----|----|----|----------------|----|----|----|
|   | AZ            | CA | GU | HI | NV | AK             | ID | OR | WA |
| <b>ESF 6 Mass Care, Emergency Assistance, Temporary Housing, &amp; Human Services</b> |               |    |    |    |    |                |    |    |    |
| Field Religious Support Kits  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| FSRT Mod Kits   | •             | •  |    | •  |    |                |    | •  | •  |
| DRMKT Dining Kit  |               |    |    |    |    |                |    |    |    |
| Portable Casualty Treatment   |               |    |    |    |    |                |    |    |    |
| FSRT Training PPE   |               |    |    |    |    |                |    |    |    |
| <b>ESF 7 Logistics</b>  |               |    |    |    |    |                |    |    |    |
| Total Asset Visibility  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Vehicle Diagnostics Test Set  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Mobile Loading Dock   | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Deployable Fuel Support System  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| RPA Deployable LRE  | •             | •  |    |    |    |                |    |    |    |
| <b>ESF 8 Public Health and Medical Services</b>                                       |               |    |    |    |    |                |    |    |    |
| Pararescue advanced trauma medical equipment  |               |    |    |    |    |                |    |    |    |
| Modernization of Expeditionary Medical Support Assemblages                            |               |    |    |    |    |                |    |    |    |
| Patient staging support equipment   |               |    |    |    |    |                |    |    |    |
| Modernization of CERPF & HRF  |               | •  |    | •  | •  |                |    | •  | •  |
| Med Rapid Response  |               |    |    |    |    |                |    |    |    |
| <b>ESF 9 Search and Rescue</b>  |               |    |    |    |    |                |    |    |    |
| Retractable Arm & SAR POD   |               | •  |    |    |    | •              |    |    |    |
| PPE for USAR  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Urban Search and Rescue (USAR) Vehicles   |               |    |    |    |    |                |    |    |    |
| SAR Searchlight and Loudspeaker Systems   |               | •  |    |    |    | •              |    |    |    |
| GA / FES SAR Equipment  |               | •  |    |    |    | •              |    |    |    |
| <b>ESF 10 Oil and Hazardous Materials Response</b>                                    |               |    |    |    |    |                |    |    |    |
| PPE Modernization   | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| CBRN/HAZMAT Detection Equip   | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Responder Rehabilitation Shelter  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| C2 Liaison Kit  | •             | •  |    | •  |    | •              |    |    | •  |
| Dedicated CBRN/HAZMAT Trailer   | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| <b>ESF 13 Public Safety and Security</b>  |               |    |    |    |    |                |    |    |    |
| Security Forces Vehicles  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Multiple Purpose Trailer  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Emergency Vehicle Response Suite  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Mobile Entry Control Point  | •             | •  | •  | •  | •  | •              | •  | •  | •  |
| Ultralight All-Terrain Utility Equipment  | •             | •  | •  | •  | •  | •              | •  | •  | •  |

# Transportation

**Transportation (ESF 1)** - - ESF 1 encompasses intermodal transportation, aviation and airspace management, transportation safety, restoration and recovery of transportation infrastructure, movement restrictions and impact assessment.



To move essential resources during a disaster, ANG assistance may be required to clear and restore the transportation system. The ANG can provide temporary alternative transportation when infrastructure is damaged, unavailable or overwhelmed.

The ANG has many transportation resources to support the movement of personnel and materiel, to include heavy equipment, medical first responders and patients, bulk and palletized cargo, fire suppression systems, water, petroleum, oil, lubricants, and ground transportation across a multitude of damaged surfaces.



**ESF 1 - Transportation**  
**2015 Domestic Capability Priorities Conference**  
*Critical Capabilities List*

- Prime Power Package Vehicles and Trailers
- Remotely Piloted Aircraft Sense and Avoid Systems
- Debris Clearance and Route Opening Prime Movers
- Cargo and Utility Vehicle Fleet Modernization
- High Reach Wide-Body Aircraft Upload/Download Capability

*Essential Capabilities List*

- None

*Desired Capabilities List*

- None

*Transportation*

**PRIME POWER PACKAGE VEHICLES AND TRAILERS**

**1. Background.** Prime Power teams consist of personnel and equipment that deploy during a disaster relief operation to communities of less than 30K and provide stable power support and technical assistance in all aspects of emergency electrical power and distribution systems. Prime Power equipment Unit Type Codes provides up to 1370 kW of electrical power with the 4F9LG– Initial Response package and the 4F9LH - Additional Capability package. The 4F9LG requires two cargo trucks, three tractor trailers, two flatbed tractor-trailers, one low bed tractor-trailer, one 1,200 gallon fuel truck, one 10K All Terrain Forklift, and one utilities service truck with bucket. Ten Prime Power Packages are needed. The primary purpose is to provide stable generator power to local emergency shelters, small hospitals or clinics, and police/fire stations until public power is restored. Two Prime Power Packages are already fielded at the 150 SOW, NM and the 118 WG, TN. The other eight packages should be fielded in each of the other eight FEMA regions, bases to be determined.

**2. Source of Need.** Lessons learned from Hurricanes KATRINA and RITA in 2006, Hurricanes GUSTAV, HANNA, and IKE in 2008, Port au Prince, Haiti earthquake in 2010, and Superstorm SANDY in 2012; 2012 Joint Domestic Operations Equipment Requirements Conference; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** 150 SOW Kirtland AFB NM and 118 AW, Nashville IAP, TN. Additional eight would be located at one per FEMA region, specific locations to be determined

**4. Program Details.**

| <b>Remaining Quantity Required</b>               | <b>Unit Cost</b> | <b>Program Cost</b> |
|--|------------------|---------------------|
| <b>8 Semi-Trailer Low Bed 35-Ton (3080)</b>      | <b>\$60,000</b>  | <b>\$480,000</b>    |
| <b>8 Utilities Service Truck w/bucket (3080)</b> | <b>\$33,000</b>  | <b>\$264,000</b>    |
| <b>16 Tractor Trailer-6x4-55K (3080)</b>         | <b>\$117,000</b> | <b>\$1,872,000</b>  |
| <b>8 Fuel Truck-1200-Gal-4x4 (3080)</b>          | <b>\$151,000</b> | <b>\$1,208,000</b>  |
| <b>16 Cargo Trucks-4x2 4-Door (3080)</b>         | <b>\$57,000</b>  | <b>\$912,000</b>    |
| <b>8 All-Terrain Forklifts-13K (3080)</b>        | <b>\$159,000</b> | <b>\$1,272,000</b>  |
| <b>16 Flatbed Trailers (3080)</b>                | <b>\$44,000</b>  | <b>\$704,000</b>    |
| <b>Total</b>                                     |                  | <b>\$6,712,000</b>  |

*Transportation*

**REMOTELY PILOTED AIRCRAFT SENSE AND AVOID SYSTEMS**

**1. Background.** Unrestricted access to the National Airspace System (NAS) is critical for Title 32 civil support missions as well as Title 10 Defense Support of Civil Authorities missions. The current Remotely Piloted Aircraft (RPA) configuration and equipment fail to satisfy Federal Aviation Administration (FAA) safety requirements, which limits the ability to operate RPAs in civil airspace. RPA operations in foreign civil airspace face the same problem due to International Civil Aviation Organization (ICAO) rules and safety requirements. These restrictions inhibit aircrew training and degrade operational flexibility during federal and state missions. The FAA requires RPAs to operate with a level of safety equal to manned aircraft before approving unrestricted flight operations. Federal Aviation Regulation (FAR) 91.113 Right-of-Way Rules requires all pilots to “see-and-avoid” other aircraft. The FAA is expected to authorize an equivalent “sense-and-avoid” solution for RPAs. An RPA operating with either an Airborne Collision Avoidance System for Unmanned Aircraft (the FAA’s ACAS-Xu) or Ground-Based Sense and Avoid (GBSAA) system meets the sense and avoid and collision avoidance requirements. The FAA’s ACAS X program will bring major enhancements to both surveillance and the advisory logic of the current Traffic Alert and Collision Avoidance System (TCAS) in use today. The new surveillance capabilities will enable collision avoidance protection for new user classes, including small, general-aviation aircraft that are not equipped with TCAS. GBSAA systems will incorporate low cost commercial off-the-shelf active radar sensors to provide the Air National Guard with an affordable, scalable, and transportable sense and avoid system that can be transported to an incident location or can be used at home station to transit civil airspace to reach training areas. Ten GBSAA systems are required. The objective is to provide each LRE unit with one GBSAA system as a permanent installation and one to rapidly deploy for a regional incident. The 12 ACAS systems will be fielded for the 12 aircraft currently within the ANG inventory.

**2. Source of Need.** FAR 91.113 Right-of-Way Rules; ICAO Rules of the Air, July 2005; 2011 and 2012 Air Reserve Component Weapons and Tactics Conference; 2012 Joint Domestic Operations Equipment Requirements Conference; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.**

|                                    |                                |                              |
|------------------------------------|--------------------------------|------------------------------|
| 107 AW Niagara Falls ARS, NY       | 110 ATKW W. K. Kellogg APT, MI | 111 ATKW Horsham AGS, PA     |
| 118 WG Nashville Metro APT, TN     | 119 WG Hector IAP, ND          | 147 RW Ellington IAP, TX     |
| 132 WG Des Moines IAP, IA          | 163 RS March ARB, CA           | 174 ATW Syracuse IAP, NY     |
| 178 WG Springfield-Beckley MPT, OH | 188 RW Ft. Smith, AR           | 214 RG Davis-Monthan AFB, AZ |

**4. Program Details.**

| Remaining Quantity Required                           | Unit Cost          | Program Cost        |
|---|--------------------|---------------------|
| <b>Non-Recurring Engineering (3600)</b>               | <b>N/A</b>         | <b>\$200,000</b>    |
| <b>10 Ground-Based Sense and Avoid Systems (3080)</b> | <b>\$2,500,000</b> | <b>\$25,000,000</b> |
| <b>12 Airborne Collision Avoidance Systems (3080)</b> | <b>\$2,000,000</b> | <b>\$24,000,000</b> |
| <b>Total</b>  |                    | <b>\$46,700,000</b> |

*Transportation*

**DEBRIS CLEARANCE AND ROUTE OPENING PRIME MOVERS**

**1. Background.** Following many disasters, roads and airfields must be cleared of debris to facilitate the movement of emergency response vehicles, equipment, and personnel. Each Air Guard wing is equipped with a route clearance equipment package, which includes chain saws, chop saws, hand tools, personal protective equipment, rope ladders, and other lightweight equipment. This light equipment package compliments heavy equipment such as bulldozers, front-end loaders, dump trucks, and cranes. The light equipment packages are stored in large steel containers with trailers at each ANG wing. There are no dedicated vehicles in the Air Guard inventory responsible for transporting the debris clearance and route opening equipment packages. Dump trucks are proposed to serve as the prime movers for these route clearance package trailers.

**2. Source of Need.** 2010 Domestic Operations Equipment Requirements Conference; 2012 Joint Domestic Operations Equipment Requirements Conference; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 89 ANG wings.

**4. Program Details.**

| Remaining Quantity Required                 | Unit Cost       | Program Cost        |
|---|-----------------|---------------------|
| <b>89 Dump Trucks 2.5-Ton (3080)</b>        | <b>\$74,000</b> | <b>\$6,586,000</b>  |
| <b>89 Six Passenger 4 X 2 Trucks (3080)</b> | <b>\$74,000</b> | <b>\$6,586,000</b>  |
| <b>Total</b>                                |                 | <b>\$13,172,000</b> |

*Transportation*

**CARGO AND UTILITY VEHICLE FLEET MODERNIZATION**

**1. Background.** During domestic incidents ANG motor pools may lack adequate vehicles in number and power to tow heavy equipment including: the Disaster Relief Bed-down Sets (DRBS), Fatality Search and Recovery Trailers (FSRT), Reverse Osmosis Water Purification Units (ROWPU), Tactical Field Religious Support Kits (TFRSK), Disaster Relief Mobile Kitchen Trailers (DRMKT), and Hazardous Materials (HAZMAT) response trailers. To be effective transporting medium-to-heavy payloads, ANG units need ½-to-2½-ton vehicles (trucks) with features such as crew cabs, diesel engines, four-wheel drive, dual rear wheels, and heavy-duty tow and suspension kits. The ANG also needs light-to-medium prime movers for towing a minimum of 10,000-20,000 pounds. The number of ANG vehicles requiring replacement increases each year because the vehicle fleet program remains historically underfunded. This fleet modernization would replace or upgrade existing vehicles in the vehicle management sections at all ANG wings and geographically separated units and those ANG organizations requiring personnel and cargo transport to support incident responses. These modernized cargo and utility vehicles will allow for a more timely and effective response by the ANG to an array of emergency situations.

**2. Source of Need.** 2014 Air Force Vehicle Efficiencies and Modernization Initiative; lessons learned from Hurricanes KATRINA and RITA in 2006, Hurricanes GUSTAV, HANNA, and IKE in 2008, California wildfires in 2007-2013, Port au Prince, Haiti Earthquake in 2010, Superstorm SANDY in 2012; USAF Homeland Defense Conference Briefs, 27 Feb – 1 Mar 2007; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 89 ANG wings. The vehicle management sections at all ANG wings and geographically separated units and those ANG organizations requiring personnel and cargo transport to support incident responses.

**4. Program Details.**

| Remaining Quantity Required                                      | Unit Cost       | Program Cost        |
|--|-----------------|---------------------|
| <b>700 Cargo and Utility Vehicles Fleet Modernization (3080)</b> | <b>\$41,000</b> | <b>\$28,700,000</b> |
| <b>89 1 to 2.5 Ton Six Passenger Trucks (3080)</b>               | <b>\$74,129</b> | <b>\$6,597,481</b>  |
| <b>Total</b>   |                 | <b>\$35,297,481</b> |

*Transportation*

**HIGH REACH WIDE-BODY AIRCRAFT UPLOAD/DOWNLOAD CAPABILITY**

**1. Background.** Materiel handling equipment is allocated by the Air Force based on the federal missions of the ANG wings. An ANG unit with an Air Mobility Command mission will have the resources assigned to support mobility and civilian aircraft. ANG units with a fighter, remotely piloted aircraft, or non-flying mission do not have the equipment needed to support cargo aircraft upload and download operations. 25,000 pound and 60,000 pound “high reach” loaders are needed. Numerous commercial equipment solutions also exist to fill this capability gap. Without high reach loaders an ANG unit is unable to load heavy equipment onto the KC-10 or any commercial wide body aircraft such as the B-747 and MD-11. Providing additional loading and unloading resources to ANG bases that do not have K-loaders will greatly enhance the ANG’s ability to support both federal and state missions during a domestic operation.

**2. Source of Need.** Lessons learned from Colorado Wildfires 2013, Colorado Floods 2013; UTNG EMAC request 2014; MANG EMAC request 2014; Colorado Landslide 2014; Domestic Capability Priorities Conference 2014 and 2015.

**3. Units Impacted.**

|                                 |                              |                              |
|---------------------------------|------------------------------|------------------------------|
| 104 FW Westfield-Barnes RAP, MA | 125 FW Jacksonville IAP, FL  | 142 FW Portland IAP, OR      |
| 144 FW Fresno IAP, CA           | 159 FW New Orleans JRB, LA   | 173 FW Klamath Falls AP, OR  |
| 113 FW JB Andrews, MD           | 114 FW Joe Foss Fld, SD      | 115 FW Truax Fld, WI         |
| 138 FW Tulsa IAP, OK            | 140 WG Buckley AFB, CO       | 148 FW Duluth IAP, MN        |
| 149 FW Kelly Field Annex, TX    | 158 FW Burlington IAP, VT    | 162 FW Tucson IAP, AZ        |
| 169 FW McEntire AGS, SC         | 177 FW Atlantic City IAP, NJ | 180 FW Toledo Express AP, OH |
| 187 FW Montgomery RAP, AL       | 124 FW Gowen Fld, ID         |                              |

**4. Program Details.**

| Remaining Quantity Required   | Unit Cost        | Program Cost        |
|---|------------------|---------------------|
| <b>20 Aircraft High-Reach On-Load/Off-Load Vehicle<br/>60K (3080)</b> | <b>\$700,000</b> | <b>\$14,000,000</b> |
| <b>Total</b>  |                  | <b>\$14,000,000</b> |

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# Communications



**Communications (ESF 2)** - The communications emergency support function encompasses equipment and methods used for the interconnection of voice, imagery, and data over telecommunications and data networks to establish shared situational awareness among federal, state, and local agencies in response to disasters and recovery

efforts. Communications capabilities include reestablishing critical communications infrastructure, facilitating coordination of response operations, and acting as a bridge among disparate federal and state capabilities. The communications functions include: coordination with telecommunications and information technology industries; repair of telecommunications and network infrastructure; protection, reestablishment, and sustainment of national cyber and information technology resources; defense of federal and state cyber assets; and oversight of communications within the federal, state, and local incident management and response structures.



The Air National Guard (ANG) can quickly leverage expertise, communications equipment, and cyber resources for use during homeland operations.

In order to facilitate continued improvement in its ability to function within this mission set, ANG field representatives identified capability gaps and proposed materiel solutions to address those shortfalls. The acquisition and fielding of these solutions will allow the Air National Guard to function more efficiently and effectively when supporting civil authorities, maintain greater situational awareness with federal and state

partners, sustain operations, ensure the security of communications resources and networks, support cyber defense and mitigation activities, and enhance communications interoperability among responders throughout the scope of an incident.



## **ESF 2 - Communications**

### **2015 Domestic Capability Priorities Conference**

#### ***Critical Capabilities List***

- Interoperable Radios
- Tropospheric Communication Capability
- Joint Incident Site Communications Capability Block 3 Enhancement
- Persistent Full-Spectrum Communications Repeater
- Cyber Response and Preparedness Integrated Domestic Training Advanced Capability

#### ***Essential Capabilities List***

- Deployable Integrated Cyber Solution
- Modular Ku Band Extension Uplink for GIIEP IIA Interface

#### ***Desired Capabilities List***

- Interoperable Data Communications
- Alternate Broadband Satellite Internet Capability

Communications

**INTEROPERABLE RADIOS**

**1. Background.** Military first responders are often unable to communicate with civilian emergency response forces with military-issue tactical radios. In addition, military command and control centers cannot track first responders deployed into the emergency area of operations. These ANG first responders include: Firefighter and Emergency Services (FES); Security Forces (SF); Explosive Ordnance Disposal (EOD); Homeland Response Forces (HRF); Chemical, Biological, Radiological, Nuclear and Explosives (CBRNE) Enhanced Response Force Packages (CERFP); and the command and control elements responsible for the tracking of responding forces. All these units need to establish voice communications with civilian and government partners before the Joint Incident Site Communications Capability (JISCC) and the Mobile Emergency Operations Centers (MEOC) are functional. Needed radios must be able to operate on civil networks (700-800 megahertz) and be compliant with Association of Public-Safety Communications Officials-International’s Project 25 (APCO-25) in both line-of-sight and trunked modes. Additionally, they should provide over the air geo-location data and offer National Security Agency (NSA) Type 1 certification and programmable encryption. Finally, quad-band functionality and automatic wide-band mesh networking capability is needed. These radios will allow communications on common military and civilian VHF/UHF, AM/FM civil bands and grant automatic, instant connectivity among personnel entering the operational area. The encryption would provide state-of-the-art security when required. Without these highly capable and interoperable radios, responders risk mission degradation or failure during domestic disaster response operations.

**2. Source of Need.** Presidential Policy Directive 8 - National Preparedness; 2012 Joint Domestic Operations Equipment Requirements (JDOERS) ESF-2 Critical Requirement: Interoperable Line-of-Sight/Beyond Line-of-Sight Communications, & ESF-5 Critical Requirement: Shared Situational Awareness Resources; ANG 2014 Domestic Capability Priorities (DCP) ESF-2 Critical Requirement: Tactical Interoperable Voice Communications; 2015 Domestic Capabilities Priorities Conference.

**3. Units Impacted.** All 89 ANG wings.

**4. Program Details.**

| Remaining Quantity Required   | Unit Cost       | Program Cost        |
|---|-----------------|---------------------|
| <b>114 APCO-25 Compliant, Tactical Quad Channel Handheld Radios (3080)</b>    | <b>\$11,000</b> | <b>\$1,254,000</b>  |
| <b>2967 APCO-25 Compliant, Commercial Quad Channel Handheld Radios (3080)</b> | <b>\$5,000</b>  | <b>\$14,835,000</b> |
| <b>Total</b>  |                 | <b>\$16,089,000</b> |

*Communications*

**TROPOSPHERIC COMMUNICATION CAPABILITY**

**1. Background.** Air National Guard (ANG) combat communications squadrons need a capability to diversify their ability to connect to the Defense Information System Network (DISN), ensuring uninterrupted access to critical unclassified and classified voice, data, and video for Command and Control (C2) systems. These C2 systems are vital to support domestic operations in the event of a disaster in which the telecommunications infrastructure is severely damaged. With the retirement of the obsolete AN/TRC-170 tropospheric scatter system as a backup communication path, most combat communications squadrons (CBCS) lack an alternate means of connectivity. The AF has not programed a replacement for the AN/TRC-170. A regional Beyond Line-of-Sight (BLOS) microwave communications capability provides a reliable alternative means of reach-back to the DISN. With a standalone range of 100 miles, this range can be extended if configured as a relay with the use of additional BLOS systems. This 1000 watt (C or X Band) quad diversity system will utilize two 2.4 meter ground surface mounted antennas capable of sustaining wind speeds in excess of 40 MPH. Leveraging significant advancements in technology, it will utilize Everything-over-Internet-Protocol (EoIP) as its baseband interface and offers a six-fold improvement in data rate up to 50 Mbps. This next-generation system reduces the airlift requirement for deployment, contracting from six pallets to one. It also reduces set-up time for a two man crew by an estimated 75% and achieves a significant reduction in training. This BLOS system will provide the means for all 39 ANG combat communication squadrons to establish a secure, robust and reliable digital backbone from affected disaster areas.

**2. Source of Need.** Presidential Policy Directive 8 - National Preparedness, 30 March 2011; Integrated Security Constructs (ISC)-A and -B; Program Action Directive 12-07; 2013 Air Reserve Component Weapons and Tactics Cyber Warfare and Information Operations Essential Requirement: Tactical Transportable; 2014 and 2015 Domestic Capability Priorities (DCP) Conference.

**3. Units Impacted.**

|                            |                            |                          |
|----------------------------|----------------------------|--------------------------|
| 104 CS Westfield, MA       | 107 CF Niagara Falls, NY   | 115 CS Madison, WI       |
| 119 CACS Knoxville, TN     | 123 CF Louisville, KY      | 130 CF Charleston, WV    |
| 130 EIS Salt Lake City, UT | 133 CF St. Paul, MN        | 140 CF Aurora, CO        |
| 141 CF Spokane, WA         | 142 CF Portland, OR        | 147 CBCS San Diego, CA   |
| 151 CF Salt Lake City, UT  | 152 CF Reno, NV            | 156 CF Carolina, PR      |
| 174 CF Syracuse, NY        | 181 CF Terre Haute, IN     | 192 CF Hampton, VA       |
| 221 CBCS Dallas, TX        | 232 CBCS Montgomery, AL    | 236 CBCS Hammond, LA     |
| 239 CBCS St. Louis, MO     | 242 CBCS Spokane, WA       | 263 CBCS New London, NC  |
| 264 CBCS Peoria, IL        | 265 CBCS S. Portland, ME   | 269 CBCS Springfield, OH |
| 271 CBCS Annville, PA      | 282 CBCS N. Smithfield, RI | 283 CBCS Marietta, GA    |
| 290 JCSS MacDill AFB, FL   | 291 CBCS Hilo, HI          | 292 CBCS Kahului, HI     |

**4. Program Details.**

| Remaining Quantity Required                    | Unit Cost          | Program Cost        |
|--|--------------------|---------------------|
| <b>39 Tactical Communications Suite (3080)</b> | <b>\$1,200,000</b> | <b>\$46,800,000</b> |
| <b>Total</b>                                   |                    | <b>\$46,800,000</b> |

*Communications*

**JOINT INCIDENT SITE COMMUNICATIONS CAPABILITY BLOCK 3 NETWORK MANAGEMENT ENHANCEMENT**

**1. Background.** The Joint Incident Site Communications Capability (JISCC) provides Air National Guard (ANG) communications units with military Command and Control (C2) and National Incident Management System (NIMS) compatible data information using a mobile, standardized, and modular communications platform. The JISCC provides communications services at the incident site leveraging a bring-your-own-device approach to service access. The Block 3 (B3) upgrade will provide for the monitoring and management of authorized network traffic at the incident site and defend the JISCC network against cyber threats. Additionally, the upgrade allows for information protection and intrusion detection services as well as ensures network traffic is prioritized for services susceptible to latency limitations, such as voice and video. The JISCC B3 upgrade improves command and control capabilities, and possibly averts catastrophic failure of a network due to cyber threats and network misuse. The B3 upgrade will be fielded for all ANG JISCC units.

**2. Source of Need.** Presidential Policy Directive 8 - National Preparedness, 30 Mar 2011; Northern Command Communications Plan 6-02, Deployable Communications Standards; Initial Capabilities Document for Command, Control, Communications, and Computers Gateway Capabilities to Support Homeland Defense and Defense Support of Civil Authorities; Air Force Instruction 33-210 Air Force Certification and Accreditation Program; Department of Defense Instruction 10-01 Risk Management Framework for DoD; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.**

|                                     |                            |                                       |
|-------------------------------------|----------------------------|---------------------------------------|
| 104 CS Westfield, MA                | 107 CF Niagara Falls, NY   | 115 CS Madison, WI                    |
| 119 CACS Knoxville, TN              | 123 CF Louisville, KY      | 130 CF Charleston, WV                 |
| 130 EIS Salt Lake City, UT          | 133 CF St. Paul, MN        | 140 CF Charleston, WV                 |
| 141 CF Spokane, WA                  | 142 CF Portland, OR        | 147 CBCS San Diego, CA <sup>1</sup>   |
| 151 CF Salt Lake City, UT           | 152 CF Reno, NV            | 156 CF Carolina, PR                   |
| 174 CF Syracuse, NY                 | 181 CF Terre Haute, IN     | 192 CF Hampton, VA                    |
| 221 CBCS Dallas, TX <sup>1</sup>    | 232 CBCS Montgomery, AL    | 236 CBCS Hammond, LA                  |
| 239 CBCS St. Louis, MO <sup>1</sup> | 242 CBCS Spokane, WA       | 264 CBCS Peoria, IL                   |
| 265 CBCS S. Portland, ME            | 267 CBCS Otis ANGB, MA     | 269 CBCS Springfield, OH <sup>1</sup> |
| 271 CBCS Annville, PA <sup>1</sup>  | 282 CBCS N. Smithfield, RI | 283 CBCS Marietta, GA <sup>1</sup>    |
| 290 JCSS MacDill AFB, FL            | 291 CBCS Hilo, HI          | 292 CBCS Kahului, HI                  |

Note 1: Denotes two JISCC terminals assigned

**4. Program Details.**

| Remaining Quantity Required                      | Unit Cost       | Program Cost       |
|--|-----------------|--------------------|
| <b>40 JISCC Network Management Suites (3080)</b> | <b>\$50,000</b> | <b>\$2,000,000</b> |
| <b>Total</b>                                     |                 | <b>\$2,000,000</b> |

*Communications*

**PERSISTENT FULL-SPECTRUM COMMUNICATIONS REPEATER**

**1. Background.** In a civil support mission, agencies need to communicate across multiple frequency bands with multiple agencies. This capability may not exist during an incident response due to infrastructure damage, line-of-sight limitations, or the persistence of repeater platforms. A persistent, airborne and ground-based full-spectrum communications repeater, capable of receiving and transmitting signals across radio and cellular bands, will significantly improve communication range and reliability. The persistence and loiter capability of airborne Incident Awareness and Assessment (IAA) platforms can help. These pods will be available for use at each of the RPA and RC-26B units. Without this capability, radio and cellular communications and interagency cross-banding is inadequate for many missions.

**2. Source of Need.** Presidential Policy Directive 8 - National Preparedness; After-action reports and lessons learned from: Hurricanes KATRINA and RITA 2005, Operation RIMFIRE 2013, PATRIOT 2014, VIBRANT RESPONSE 2014, ARDENT SENTRY 2015, California Wildfires, 2007-2014; California Air National Guard’s Operation RIMFIRE 2013; 2012 Joint Domestic Operations Equipment Requirements (JDOERs) Conference; 2014 and 2015 Domestic Capability Priorities Conferences.

**3. Units Impacted.**

- |                                    |                                |                            |
|------------------------------------|--------------------------------|----------------------------|
| 107 AW Niagara Falls, NY           | 110 ATKW W. K. Kellogg APT, MI | 111 ATKW Horsham AGS, PA   |
| 115 FW Truax Fld, WI               | 118 AW Nashville IAP, TN       | 119 WG Hector IAP, ND      |
| 125 FW Jacksonville IAP, FL        | 130 AW Yeager APT, WV          | 130 EIS Salt Lake City, UT |
| 132 WG Des Moines IAP, IA          | 141 ARW Fairchild AFB, WA      | 144 FW Fresno IAP, CA      |
| 147 RW Ellington Field JRB, TX     | 147 CBCS San Diego, CA         | 150 SOW Kirtland AFB, NM   |
| 162 FW Tucson IAP, AZ              | 163 RS March ARB, CA           | 174 ATKW Syracuse IAP, NY  |
| 178 WG Springfield-Beckley MPT, OH | 186 ARW Meridian RAP, MS       | 187 FW Montgomery RAP, AL  |
| 188 RW Ft. Smith, AR               | 214 RG Davis-Monthan AFB, AZ   | 221 CBCS Dallas, TX        |
| 239 CBCS St. Louis, MO             | 242 CBCS Spokane, WA           | 269 CBCS Springfield, OH   |
| 271 CBCS Annville, PA              | 282 CBCS N. Smithfield, RI     | 283 CBCS Marietta, GA      |

**4. Program Details.**

| Remaining Quantity Required                                | Unit Cost          | Program Cost        |
|--|--------------------|---------------------|
| <b>21 Airborne Communications Pod Repeater (3010)</b>      | <b>\$1,000,000</b> | <b>\$21,000,000</b> |
| <b>10 Ground-based Communications Repeater Sets (3080)</b> | <b>\$1,000,000</b> | <b>\$10,000,000</b> |
| <b>Total</b>   |                    | <b>\$32,000,000</b> |

*Communications*

**CYBER RESPONSE AND PREPAREDNESS INTEGRATED DOMESTIC TRAINING  
ADVANCED CAPABILITY**

**1. Background.** Air National Guard (ANG) communications and cyberspace operations units require an unclassified training environment and advanced capability to conduct domestic operations and prevent cyber-attacks against Critical Infrastructure and Key Resources (CIKR) and public works. Response and Preparedness Integrated Domestic Training and Advanced Capability (RAPIDTAC) is a single system that allows integrated training with state and local cyber defense partners. RAPIDTAC is a configurable and scalable solution utilizing hardware-in-the-loop to virtually simulate connections between government and commercial networks and the World Wide Web. RAPIDTAC simulates a wide variety of Department of Defense Information Network environments and communications platforms. This capability operates as a stand-alone training environment or is connected to the Distributed Training Operations Center (DTOC) and the Joint Information Operations Range (JIOR) to provide more realistic threats, targets, and cyberspace terrain. The required number of systems is 10 small training networks along with 5 distributed advanced capability sets that provide interconnection between the cyber training networks. All locations will require a connection if utilized in an interconnected environment. Lack of RAPIDTAC limits communications personnel in integration, training, and preparedness to respond to national disasters and cyberspace attacks.

**2. Source of Need.** Presidential Policy Directive 8 - National Preparedness, 30 Mar 2011; 2013 Air Reserve Component Weapons and Tactics Conference; 2014 and 2015 Domestic Capability Priorities Conferences.

**3. Units Impacted.**

|                          |                          |                           |
|--------------------------|--------------------------|---------------------------|
| DTCO Des Moines, IA      | 102 NWS Quonset ANGB, RI | 143 IOS Camp Murray, WA   |
| 166 NWS New Castle, DE   | 175 NWS Martin State, MD | 177 IAS McConnell AFB, KS |
| 261 NWS Sepulveda, CA    | 262 NWS McChord AFB, WA  | 232 CBCS Montgomery, AL   |
| 265 CBCS S. Portland, ME |                          |                           |

**4. Program Details.**

| Remaining Quantity Required                           | Unit Cost        | Program Cost       |
|---|------------------|--------------------|
| <b>10 Cyber Training Small network systems (3080)</b> | <b>\$340,000</b> | <b>\$3,400,000</b> |
| <b>5 Advanced Capability Sets (3080)</b>              | <b>\$300,000</b> | <b>\$1,500,000</b> |
| <b>10 JIOR Pico Nodes (3080)</b>                      | <b>\$110,000</b> | <b>\$1,100,000</b> |
| <b>10 Initial Interconnection Fee (3840)</b>          | <b>\$42,000</b>  | <b>\$420,000</b>   |
| <b>Total</b>  |                  | <b>\$6,420,000</b> |

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# Public Works and Engineering

**Public Works and Engineering (ESF 3)** - ESF 3 encompasses the engineering and construction capabilities to prepare for and recover from an incident. This includes conducting pre-incident and post-incident assessments of public works and infrastructure; executing emergency contract support for life-saving and life-sustaining services; providing technical assistance to include engineering expertise, construction management, and contracting and real estate services; providing emergency repair of damaged public infrastructure and critical facilities; and implementing and managing



other recovery programs to include infrastructure protection and emergency repair, infrastructure restoration, engineering services and construction management, and emergency contracting support for life-saving and life-sustaining services. More specifically, the ANG provides teams capable of maintaining and increasing emergency power to civilian and military emergency facilities, potable water production, debris removal, and Explosive Ordnance Disposal (EOD) units for Counter-Improvised Explosive Devices (C-IED) scenarios.

# **ESF 3 - Public Works and Engineering**

## **2015 Domestic Capability Priorities Conference**

### ***Critical Capabilities List***

- Prime Power Equipment
- Potable Water Production and Storage Equipment
- Explosive Ordnance Disposal Equipment
- Explosive Ordnance Disposal Personal Protection Equipment
- Debris Removal Kit Augmentation

### ***Essential Capabilities List***

- Pintle Hook/Ball Conversion Kits
- Self-Contained Ice Making System to Support Domestic Operations
- High Capacity Water Pump Kits
- Pop-up Shelters for First Responder Provisions
- Additional Prime Mover Specialized Vehicles for Increased Hauling Capacity

### ***Desired Capabilities List***

- Quad Copters for Reconnaissance
- Natural Gas Tools and Equipment to Assure Self-Reliance
- Fiberscope for Improvised Explosive Devices
- Engine Powered Boom Lift for Elevated Repair and Civil Engineering
- Central Repository for State Level View of What is Available, Where, and When

*Public Works and Engineering*

**PRIME POWER EQUIPMENT**

**1. Background.** A prime power team consists of the prime power equipment and 15 personnel that deploy during a disaster relief operation to provide electrical power, as well as technical assistance on power generation and distribution. The team provides limited installation, operation, and maintenance of emergency power generation systems. A team’s equipment consists of 20 generators (eight 100 kW, seven 60 kW, and five 30 kW), wiring, supplies, tools, portable lighting, personal protection equipment (PPE), and three 10-ton tractors and 45-foot trailers to haul the equipment. The team can provide emergency power to civilian and military facilities including clinics, nursing homes, police stations, command centers, and Joint Reception, Staging, Onward Movement, and Integration (JRSOI) sites. Two pilot prime power teams have been established and equipped at the 150th Special Operations Wing (Kirtland AFB, NM) and the 118th Air Wing (Nashville IAP, TN). A set of prime power equipment is needed at 13 additional sites to cover all 10 Federal Emergency Management Agency (FEMA) Regions. The five smaller regions will have one equipped team and the five larger regions will have two equipped teams.

**2. Source of Need.** 2012 Joint Domestic Operations Equipment Requirements (JDOER) Conference; and the 2014 and 2015 Domestic Capability Priorities Conference. Federal Emergency Management Agency (FEMA) Emergency Support Function #3 - Public Works and Engineering Annex, dated January 2008.

**3. Units Impacted.** 150 SOW Kirtland AFB NM and 118 AW, Nashville IAP, TN. Additional eight would be located at one per FEMA region, specific locations to be determined

**4. Program Details.**

| Remaining Quantity Required   | Unit Cost        | Program Cost        |
|---|------------------|---------------------|
| <b>8 Sets of 7 Generators, 60 kW (3080)</b>   | <b>\$266,714</b> | <b>\$2,133,712</b>  |
| <b>8 Sets of 8 Generators, 100 kW (3080)</b>  | <b>\$391,904</b> | <b>\$3,135,232</b>  |
| <b>8 Sets of 5 Generators, 30 kW (3080)</b>   | <b>\$133,620</b> | <b>\$1,068,960</b>  |
| <b>8 Sets of Wiring and Supplies (30 days) (3080)</b>   | <b>\$30,835</b>  | <b>\$246,680</b>    |
| <b>8 Sets of Tools (3080)</b>   | <b>\$33,918</b>  | <b>\$271,344</b>    |
| <b>8 Sets of Specialized Vehicles (13K Forklift, Telescope Lift, and 1200 gallon Fuel Truck) (3080)</b> | <b>\$478,500</b> | <b>\$3,828,000</b>  |
| <b>Total</b>  |                  | <b>\$10,683,928</b> |

The ESF 1 (Transportation) tab identifies the vehicles needed to transport the prime power team and equipment as a critical capability.

*Public Works and Engineering*

**EXPLOSIVE ORDNANCE DISPOSAL PERSONAL PROTECTION EQUIPMENT**

**1. Background.** There are 17 Air National Guard (ANG) Explosive Ordnance Disposal (EOD) units throughout the United States, and they lack needed Personal Protection Equipment (PPE). Additional PPE is necessary to maintain a scalable counter-IED to include flame resistant clothing, cold weather gear, personnel safety equipment, night vision goggles, life support equipment for extended operations, and emergency medical field care equipment. Diminishing manufacturing sources for older PPE equipment prevents repair or replacement of older systems. In most cases, procuring modern equipment is more economical and advantageous than repairing old, out-of-date equipment. Procuring additional new equipment will also standardize EOD PPE throughout the ANG.

**2. Source of Need.** The 2014 and 2015 Domestic Capability Priorities (DCP) Conference. EOD PPE identified in the Battle Airman Management System (BAMS) as required in AFI 32-3001 *Explosive Ordnance Disposal (EOD) Program*, dated 20 November 2014.

**3. Units Impacted.**

|                                 |                              |                           |
|---------------------------------|------------------------------|---------------------------|
| 104 FW Barnes MPT, MA           | 115 FW Truax Fld, WI         | 116 ACW Robins AFB, GA    |
| 119 WG Fargo, ND                | 120 FW Great Falls IAP, MT   | 123 AW Louisville IAP, KY |
| 125 FW Jacksonville IAP, FL     | 140 WG Buckley AFB, CO       | 142 FW Portland IAP, OR   |
| 144 FW Fresno IAP, CA           | 147 RW Ellington IAP, TX     | 148 FW Duluth IAP, MN     |
| 151 ARW Salt Lake City IAP, UT  | 155 ARW Lincoln MAP, NE      | 158 FW Burlington IAP, VT |
| 166 AW New Castle County AP, DE | 177 FW Atlantic City IAP, NJ |                           |

**4. Program Details.**

| Remaining Quantity Required                 | Unit Cost      | Program Cost       |
|---|----------------|--------------------|
| <b>170 EOD PPE Augmentation Sets (3080)</b> | <b>\$7,500</b> | <b>\$1,275,000</b> |
| <b>Total</b>                                |                | <b>\$1,275,000</b> |

*Public Works and Engineering*

**EXPLOSIVE ORDNANCE DISPOSAL EQUIPMENT**

**1. Background.** Presidential Policy Directive (PPD) 17, Countering Improvised Explosive Devices, mandates the development and sustainment of deployable and scalable Counter-Improvised Explosive Device (C-IED) capabilities and encourages leveraging existing technology to address C-IED capability gaps. Robots currently in the Air National Guard (ANG) Explosive Ordnance Disposal (EOD) unit inventories are too heavy to be man-portable and are too large to operate in confined spaces such as culverts, ditches, sewers, attics, crawl spaces, and roof-tops, requiring manual search. Additionally, radiographic systems in the EOD inventory require too much time to operate and require first responder personnel to evacuate a large area around the system. During the response to the Boston Marathon bombing, EOD operators were forced to hand-search containers, such as handbags and backpacks, putting personnel at risk. Small lightweight robots and X-ray systems would help mitigate these risks. A man-portable, real-time, video x-ray unit will greatly accelerate hazard identification and isolation. The X-ray unit can also be deployed via this robotic platform. EOD needs one robot and one lightweight x-ray system per flight, plus two sets of equipment for each regional training sites, and two spares.

**2. Source of Need.** The 2015 Domestic Capability Priorities (DCP) Workshop. DoD Directive 3025.18, DoD Instruction 3025.21, and *Strategy for Homeland Defense and Defense Support to Civil Authorities 2013* require the DoD support to Federal Agencies and civil authorities in counter IED operations.

**3. Units Impacted.**

|                                 |                                |                           |
|---------------------------------|--------------------------------|---------------------------|
| 104 FW Westfield-Barnes, MA     | 115 FW Truax Fld, WI           | 116 ACW Robins AFB, GA    |
| 119 WG Fargo IAP, ND            | 120 FW Great Falls IAP, MT     | 123 AW Louisville IAP, KY |
| 125 FW Jacksonville IAP, FL     | 140 WG Buckley AFB, CO         | 142 FW Portland IAP, OR   |
| 144 FW Fresno IAP, CA           | 147 RW Ellington Field JRB, TX | 148 FW Duluth IAP, MN     |
| 151 ARW Salt Lake City IAP, UT  | 155 ARW Lincoln MAP, NE        | 158 FW Burlington IAP, VT |
| 166 AW New Castle County AP, DE | 177 FW Atlantic City IAP, NJ   |                           |

**4. Program Details.**

| Remaining Quantity Required                              | Unit Cost       | Program Cost       |
|--|-----------------|--------------------|
| <b>21 Small Portable EOD Robots (3080)</b>               | <b>\$68,000</b> | <b>\$1,428,000</b> |
| <b>21 Lightweight Real-Time X-Ray Attachments (3080)</b> | <b>\$64,000</b> | <b>\$1,344,000</b> |
| <b>Total</b>   |                 | <b>\$2,772,000</b> |

*Public Works and Engineering*

**DEBRIS REMOVAL KIT AUGMENTATION**

**1. Background.** All 92 ANG Civil Engineer units across the United States recently received a debris removal kit to clear roads and airfields during a disaster. The original debris removal package included a front end bucket, claw bucket, set of fork lift trucks, mud tracked vehicles, asphalt jackhammers, sweepers, chain saws, winches, covers, hand tools, storage container, and personal protection equipment (PPE). The augmentation kit needs to be augmented with a snow plow, snow blower, snow tracks, chipper, concrete saw, sandbagger, light kits, and an additional dump truck and trailer to haul the equipment. The addition of the attachments will significantly enhance the versatility of the debris removal packages.

**2. Source of Need.** 2014 and 2015 Domestic Capability Priorities (DCP) Conference.

**3. Units Impacted.** All 92 ANG Wings and Groups

**4. Program Details.**

| Remaining Quantity Required                               | Unit Cost       | Program Cost       |
|---|-----------------|--------------------|
| <b>39 Snow Plow Attachments (Northern Bases) (3080)</b>   | <b>\$6,000</b>  | <b>\$234,000</b>   |
| <b>53 Snow Blower Attachments (Northern Bases) (3080)</b> | <b>\$7,000</b>  | <b>\$371,000</b>   |
| <b>92 Chipper Attachments (3080)</b>                      | <b>\$3,000</b>  | <b>\$276,000</b>   |
| <b>92 Sandbagger Attachments (3080)</b>                   | <b>\$8,000</b>  | <b>\$736,000</b>   |
| <b>92 Concrete Saw Attachments (3080)</b>                 | <b>\$13,000</b> | <b>\$1,196,000</b> |
| <b>92 Snow Tracks (3080)</b>                              | <b>\$3,800</b>  | <b>\$349,600</b>   |
| <b>92 Portable Lighting Kits (3080)</b>                   | <b>\$15,000</b> | <b>\$1,380,000</b> |
| <b>92 Trailers (3080)</b>                                 | <b>\$9,000</b>  | <b>\$828,000</b>   |
| <b>Total</b>  |                 | <b>\$5,370,600</b> |

The ESF 1 (Transportation) tab identifies the vehicles needed to transport the debris removal team and equipment as a critical capability.

*Public Works and Engineering*

**POTABLE WATER PRODUCTION AND STORAGE EQUIPMENT**

**1. Background.** There is a significant demand for potable water taken from non-potable sources during most natural disasters. This includes bulk potable water for first responders and as a backup source of drinking water for the population when bottled water is not available. A Reverse Osmosis Water Purification Unit (ROWPU) is needed to provide an expedient water purification and desalination processing capability. These units are capable of yielding 1,500 gallons of potable water per hour. In addition to the ROWPU, each kit requires water storage bladders, portable storage containers and stands, disposal liners, light kits, and a 10-ton tractor and 45-foot trailer to haul the equipment. There are currently two 1500 ROWPU units dedicated to the 10 Disaster Relief Beddown Sets to provide water production to emergency responders and support personnel. Ten additional ROWPUs will provide additional water production capacity. This capability will improve water production capacity in each Federal Emergency Management Agency (FEMA) region.

**2. Source of Need.** 2014 and 2015 Domestic Capability Priorities (DCP) Conference. Federal Emergency Management Agency (FEMA) Emergency Support Function #3 – *Public Works and Engineering Annex*, dated January 2008.

**3. Units Impacted.**

|                                   |                            |                         |
|-----------------------------------|----------------------------|-------------------------|
| 103 AW Bradley IAP, CT            | 130 AW Charleston ANGB, WV | 131 BW Whiteman AFB, MO |
| 138 FW Tulsa ANGB, OK             | 141 ARW Fairchild AFB, WA  | 153 AW Cheyenne MAP, WY |
| 154 WG JB Pearl Harbor-Hickam, HI | 156 AW Muniz AB, PR        | 182 AW Peoria IAP, IL   |
| 187 FW Montgomery RAP, AL         |                            |                         |

**4. Program Details.**

| Remaining Quantity Required                                      | Unit Cost        | Program Cost       |
|--|------------------|--------------------|
| <b>10 1500-GPH ROWPU and supplies (3080)</b>                     | <b>\$252,789</b> | <b>\$2,527,890</b> |
| <b>10 Portable Storage Containers, Liners, and Stands (3080)</b> | <b>\$43,200</b>  | <b>\$432,000</b>   |
| <b>10 Storage Bladders (3080)</b>                                | <b>\$17,000</b>  | <b>\$170,000</b>   |
| <b>10 10-Ton Tractor (3080)</b>                                  | <b>\$130,000</b> | <b>\$1,300,000</b> |
| <b>10 45-Foot Trailer (3080)</b>                                 | <b>\$39,000</b>  | <b>\$390,000</b>   |
| <b>Total</b>   |                  | <b>\$4,819,890</b> |

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# Firefighting

**Firefighting (ESF 4)** – Firefighting capabilities include detecting and suppressing wild land, rural, and urban fires from the ground and air, and managing and coordinating those firefighting efforts. The management of a large firefighting operation often involves thousands of people and equipment from many agencies and jurisdictions. Fire coincident with a major disaster may impose extraordinary demands and exceed local firefighting capabilities.



Air National Guard (ANG) Fire and Emergency Services (FES) personnel can augment local firefighting resources because ANG firefighters maintain the same certifications as their civilian counterparts. The firefighting team consists of managers, incident commanders, and firefighters. In addition to traditional fire and rescue capabilities, ANG firefighters provide hazardous materials response to include Chemical, Biological, Radiological, Nuclear, and High-Yield Explosives (CBRNE) events. The ANG firefighting enterprise consists of 55 Fire and Emergency Services units and three C-130 units configured for airborne firefighting.



ANG firefighting operations require rapid decision making. Communication equipment that is interoperable with civilian equipment is critical to a coordinated response. This was the situation during the California wildfires from 2008 through 2014, Hurricane KATRINA in 2005, Hurricane IKE in 2008, and Superstorm SANDY in 2012.

## **ESF 4 - Firefighting**

### **2015 Domestic Capability Priorities Conference**

#### ***Critical Capabilities List***

- Aircraft Rescue Fire Fighting Vehicles
- Structural Fire Fighting Vehicles
- Radio Interface Module
- Enhanced Situational Awareness and Communications
- Airborne Fire Fighting Delivery System for Rotary Aircraft

#### ***Essential Capabilities List***

- Urban Interface Firefighting Kit
- Fire Ground Medical Monitoring system / Telemetry
- Medical Response Kit
- Aerial Fire Fighting - Air Drop CDS Bundles

#### ***Desired Capabilities List***

- Robotic firefighting aides

*Firefighting*

**AIRCRAFT RESCUE FIRE FIGHTING VEHICLES**

**1. Background.** Air National Guard (ANG) Fire Protection units need a modernized vehicle fleet to meet Domestic Operations (DomOps) mission needs more effectively. Hurricane Katrina and other large disasters have shown that airfields within a disaster area might not be capable of fully supporting operations. In addition, when air guard bases or units are used to support wild land fire operations or augment civilian operations, they do not possess enough Aircraft Rescue Fire Fighting (ARFF) assets to handle the increased number of aircraft that would be involved in battling a large wild fire. Having the ability to forward project ARFF vehicles into a disaster area would allow ANG Fire Protection to support flying operations at remote and/or damaged airfields as military and civilian responders and equipment are flown in. While some ANG bases have updated vehicles, others are in need of updated and modernized ARFF vehicles and water tenders. When operating in austere conditions after a disaster or at a remote forward operating location ARFF vehicles will be paired with water tender vehicles. Primarily designed to provide an increased water supply to the ARFF truck, water tenders are also equipped to fight structural fires and provide protection to the forward operating location itself. Updated ARFF vehicles would be more reliable for day to day missions and be better suited to respond off-base to help establish forward operating locations for contingency airfields and other DomOps missions. Additionally, the state Threat Hazard Identification Risk Assessment (THIRA) has identified risk in the increase of railroads to ship crude oil. ARFF vehicles are well suited to handle crude oil emergencies and could be called out for railroad emergencies via existing and/or expanded mutual aid agreements.

**2. Source of Need.** Lessons learned from Hurricane KATRINA and day-to-day mutual aid requests. 2014 and 2015 Domestic Capabilities Priorities Conference.

**3. Units Impacted.** 30 out of the 55 Fire and Emergency Services (FES) locations. Laydown will be with coordination of A4R

**4. Program Details.**

| Remaining Quantity Required    | Unit Cost        | Program Cost        |
|--------------------------------|------------------|---------------------|
| <b>30 ARFF Vehicles (3080)</b> | <b>\$650,000</b> | <b>\$19,500,000</b> |
| <b>30 Water Tenders (3080)</b> | <b>\$500,000</b> | <b>\$15,000,000</b> |
| <b>Total</b>                   |                  | <b>\$34,500,000</b> |

NGB/A7 will work with NGB/A4 to determine the locations of procured vehicles based on the age and serviceability of existing vehicles at each wing.

*Firefighting*

**STRUCTURAL FIRE FIGHTING VEHICLES - RESCUE PUMPERS**

**1. Background.** Air National Guard (ANG) Fire Protection units need to update and modernize the vehicle fleet to meet emerging domestic missions more effectively. Updated rescue pumpers would be used for on-base missions as well as an increasing amount of requests outside the gate. A rescue pumper provides the cabinet space required to hold normal firefighting equipment as well as Emergency Medical Service (EMS) equipment. Procuring these vehicles would allow ANG fire chiefs to shift staffing from traditional rescue trucks to pumpers. This would allow personnel assigned to rescue vehicles to respond to emergencies on a more versatile multi-purpose vehicle. Current ANG rescue vehicles are basically equipment trucks. Rescue pumpers would allow for the transport of the same tools and equipment while adding water delivery capability. Most civilian fire departments around the country have opted for this concept over the last several years to maintain service levels and challenging budgetary constraints. If ANG fire departments receive the second of their two authorized pumpers, it would free the already authorized rescue vehicle to be converted to a heavy rescue vehicle that would be capable of carrying the Urban Search and Rescue (US&R) tool cache. Currently these kits are reliant on other base assets to provide transportation. This causes some delay in response on a normal workday; it causes a significant delay if the call comes in after hours or on a non drill weekend

**2. Source of Need.** Lessons learned from the nation’s fire service as well as day-to-day mutual aid requests. These issues were explored and vetted at the 2015 Domestic Capabilities Priorities Conference.

**3. Units Impacted.** 55 Fire and Emergency Services (FES) locations. Laydown will be with coordination of A4R

**4. Program Details.**

| Remaining Quantity Required     | Unit Cost        | Program Cost        |
|---------------------------------|------------------|---------------------|
| <b>55 Rescue Pumpers (3080)</b> | <b>\$460,000</b> | <b>\$25,300,000</b> |
| <b>Total</b>                    |                  | <b>\$25,300,000</b> |

*Firefighting*

**RADIO INTERFACE MODULE**

**1. Background.** ANG firefighters do not always have the capability to communicate with local first responders on their network when arriving at an incident. Technology exists to communicate across multiple radio networks. Radio interface modules will be located with the fire chiefs so they can assist local agencies.

**2. Source of Need.** Lessons learned from Hurricane KATRINA in 2005; and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 55 ANG units with Fire and Emergency Services (FES) organizations.

**4. Program Details.**

| Remaining Quantity Required              | Unit Cost      | Program Cost     |
|--|----------------|------------------|
| <b>55 Radio Interface Modules (3080)</b> | <b>\$8,000</b> | <b>\$440,000</b> |
| <b>220 Radio Cables (3080)</b>           | <b>\$600</b>   | <b>\$132,000</b> |
| <b>Total</b>                             |                | <b>\$572,000</b> |

## *Firefighting*

### **AIRBORNE FIRE FIGHTING DELIVERY SYSTEM FOR ROTARY AIRCRAFT**

**1. Background.** Wildfires have increased in frequency and severity across the nation and with that the request for Air Guard assets to assist in the firefighting effort has increased. Equipping Air National Guard rescue helicopters with sling load buckets will provide states increased aerial firefighting capability at low cost. The firefighting bucket package will include the buckets, maintenance support items, lines, release hooks, aircraft interfaces, and storage containers when not in use. The Army National Guard successfully utilizes sling load water buckets for H-60 and CH-47 helicopters.

**2. Source of Need.** Lessons learned from recent wildfires in the western US; Bastrop Fire, TX 2011 and the Black Forest Fire, CO 2013, site the need for states to be able to use the maximum available assets to fight these wild land fires early on before federalization of the fires by the United States Forest Service (USFS) occurs.

**3. Units Impacted.**

129 RQW Moffett Field, CA

106 RQW Gabreski AP, NY

176 WG JB Elmendorf, AK

**4. Program Details.**

| Remaining Quantity Required                           | Unit Cost       | Program Cost     |
|---|-----------------|------------------|
| <b>12 Firefighting Buckets - 660 Gallon (3080)</b>    | <b>\$24,000</b> | <b>\$288,000</b> |
| <b>12 Firefighting Bucket Maintenance Kits (3080)</b> | <b>\$2,000</b>  | <b>\$24,000</b>  |
| <b>3 Firefighting Bucket Power Packs (3080)</b>       | <b>\$2,000</b>  | <b>\$6,000</b>   |
| <b>12 Lines - 150-Foot (3080)</b>                     | <b>\$5,000</b>  | <b>\$60,000</b>  |
| <b>12 Remote Hooks - 9000 Pound (3080)</b>            | <b>\$5,000</b>  | <b>\$60,000</b>  |
| <b>3 Bucket/Equipment Storage Trailers (3080)</b>     | <b>\$10,000</b> | <b>\$30,000</b>  |
| <b>Total</b>  |                 | <b>\$468,000</b> |

## *Firefighting*

### **ENHANCED SITUATIONAL AWARENESS AND COMMUNICATIONS**

**1. Background.** Domestic operations require ANG firefighting aircrew to process information from civilian and military communications systems to make rapid decisions while flying in busy airspace. Interoperable radios, including simultaneous voice, data, and multilink video waveforms are needed. The ability to operate on multiple cross-bands with real-time re-programmability provides flexibility to the incident commander while providing situational awareness and safety to the aircrew. Secure, multi-spectrum radios capable of supporting mesh networking increases the probability that firefighting aircraft are connected. This capability already exists among Army National Guard Emergency Management personnel and will enhance the joint response capability of the National Guard as a whole. The units impacted reflect current fire response aircraft: HH-60 Rescue aircraft, MAFFS C-130 and RC-26B aircraft. All C-130 aircraft assigned to a MAFFS unit is capable of performing the MAFFS mission (average 8PAA). The RC-26B aircraft possess the radios but require engineering modification to connect the mesh networking capability to their mission management system.

**2. Source of Need.** Lessons learned from Hurricane KATRINA in 2005, Hurricane IKE in 2008, California Wildfires in 2008, 2010, and 2012; Superstorm SANDY in 2012; Yosemite Rim Fire in 2013; 2014 & 2015 Domestic Capability Priorities Conference.

#### **3. Units Impacted.**

|                                |                            |                                  |
|--------------------------------|----------------------------|----------------------------------|
| 106 RQW Gabreski AP, NY        | 115 FW Truax Fld, WI       | 125 FW Jacksonville IAP, FL      |
| 129 RQW Moffett Field, CA      | 130 AW Charleston ANGB, WV | 132 RW Des Moines IAP, IA        |
| 141 ARW Fairchild AFB, WA      | 144 FW Fresno Air Term, CA | 145 AW Charlotte-Douglas IAP, NC |
| 146 AW Channel Islands AGS, CA | 147 RW Ellington IAP, TX   | 150 SOW Kirtland AFB, NM         |
| 153 AW Cheyenne MAP, WY        | 162 FW Tucson IAP, AZ      | 176 WG JB Elmendorf, AK          |
| 186 ARW Meridian RAP, MS       | 187 FW Montgomery RAP, AL  |                                  |

#### **4. Program Details.**

| Remaining Quantity Required              | Unit Cost        | Program Cost        |
|--|------------------|---------------------|
| <b>52 Communications Platform (3010)</b> | <b>\$350,000</b> | <b>\$18,200,000</b> |
| <b>38 Multi Spectrum Antenna (3010)</b>  | <b>\$75,000</b>  | <b>\$2,850,000</b>  |
| <b>Component Integration</b>             | <b>N/A</b>       | <b>\$500,000</b>    |
| <b>Total</b>                             |                  | <b>\$21,550,000</b> |

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# Information and Planning

## Information and Planning (ESF 5) -

Information and planning capabilities include collecting, processing, analyzing, and disseminating information, conducting planning activities, and coordinating response efforts. These functions are critical to support multiagency planning and coordination for all types of incident response operations, and rely heavily on information generated from

Incident Awareness and Assessment (IAA) systems and platforms. Through the use of the Air Guard operations centers, robust command and control capability is readily available. Additionally, the information and planning functions support the staff functions contained in the National Incident Management System (NIMS) for all federal multiagency coordination centers and incident operations (e.g., National Response Coordination Center, Regional Response Coordination Centers, and Joint Field Offices).



Effective incident response activities rely on information and planning systems that provide a Common Operating Picture (COP) of the location and status of all personnel and assets engaged in a response. Several Air National Guard (ANG) assets support building the COP, including the Distributed Common Ground System (DCGS) in use by intelligence squadrons where information is processed, analyzed and disseminated; various airborne assets providing still and Full Motion Video (FMV) imagery; and the local-COP systems in use by ANG wings. The situational awareness available to US forces in combat is unparalleled and can enhance the



domestic response mission when called upon. The challenge is integrating Air Guard assets and technology to seamlessly integrate with existing COPs and pass information to and from civilian incident commanders and supporting local, state, and federal organizations to leverage IAA during domestic incidents.

# **ESF 5 - Information and Planning**

## **2015 Domestic Capability Priorities Conference**

### ***Critical Capabilities List***

- Collaborative Web-based Common Operating Picture (COP)
- Mobile Ad Hoc Network
- Imagery and Data Storage with Cross Domain Distribution
- FEMA Type II Mobile Emergency Operations Center (MEOC)
- Commercial Internet Access for Incident Awareness and Assessment

### ***Essential Capabilities List***

- MEOC Advanced Communications Suite
- Mobile Mission Tracking Application
- Unclassified Reach-back for PAD Enclave
- Internet Protocol-based Video Teleconference Bridge
- Unclassified Remotely Piloted Aircraft Squadron Operations Center (SOC)

### ***Desired Capabilities List***

- Joint Accountability System
- Next Generation Applications and Technology for COPs
- Satellite-based Tracking System
- Large Screen Multi-display Capability for SOCs and DCGSs
- Non-Standard Desktop Configuration Computers for ANG Operations Centers

*Information and Planning*

**COLLABORATIVE WEB-BASED COMMON OPERATING PICTURE**

**1. Background.** First responders to a critical incident require an ability to access all sources of information from a single website. The Air National Guard (ANG) lacks an enterprise wide solution that fuses information into a Common Operating Picture (COP) to support incident command staff and other mission participants. This must also be compatible with current operational pictures including the Geospatial Interoperability Exploitation Portable (GIIEP) system. The ANG units lack a web-based COP to provide all mission participants the ability to share data, provide mission critical communications including chat, and real-time video, through multiple security classification systems. The lack of a unified COP is hardest felt by the Intel and Search & rescue communities, which in the ANG is comprised primarily of Distributed Ground Station, Air Support Operations Squadron, Remotely Piloted Aircraft, and RC-26 units, as well as State air operations centers and joint operations centers. The COP must be accessible to incident personnel from a computer or mobile device (Android & IOS). The COP will provide access to all incident participants, to include aircrew, analysts, supported units, and higher headquarters decision makers. It should also be tailored to enable accessibility through the Global Information Grid (GIG) from austere locations with limited bandwidth or connectivity. This will be an enterprise solution, accessible via a website run on the same servers hosting GIIEP located at Eagle Vision ANG units and at the United States Geological Survey (USGS).

**2. Source of Need.** Lessons Learned from Operations STRONG SAFETY, ARDENT SENTRY, EMERALD WARRIOR, and PATRIOT, 2014; TEXAS AIR-X; LONESTAR LIGHTHOUSE; ESF-5 2014 & 2015 Domestic Capability Priorities Conference Critical Capability.

**3. Units Impacted.**

|                             |                              |                                |
|-----------------------------|------------------------------|--------------------------------|
| 101 ARW Bangor IAP, ME      | 107 AW Niagara Falls ARS, NY | 110 AW Battle Creek , MI       |
| 111 ATKW Horsham AGS, PA    | 115 FW Truax Fld, WI         | 118 AW Nashville IAP, TN       |
| 119 WG Hector IAP, ND       | 127 WG Selfridge AGB, MI     | 132 RW Des Moines , IA         |
| 125 FW Jacksonville IAP, FL | 123 IS Little Rock AFB, AR   | 130 AW Charleston ANGB, WV     |
| 141 ARW Fairchild AFB, WA   | 144 FW Fresno Air Term, CA   | 147 RW Ellington IAP, TX       |
| 150 SOW Kirtland AFB, NM    | 152 AW Reno-Tahoe IAP, NV    | 157 ARW Pease AP, NH           |
| 163 RS March ARB, CA        | 174 ATKW Syracuse IAP, NY    | 178 FW Springfield MAP, OH     |
| 181 IW Terre Haute IAP, IN  | 184 IW Wichita , KS          | 183 FW Lincoln Capital IAP, IL |
| 186 ARW Key Fld, MS         | 187 FW Montgomery RAP, AL    | 188 FW Ft Smith MPT, AR        |
| 192 IS Langley AFB, VA      | 193 SOW Harrisburg IAP, PA   | 214 RG Davis-Monthan AFB, AZ   |
| 234 IS Sacramento , CA      | 209 AOG Hickam AFB, HI       | 163 RW March ARB, CA           |

All 54 Joint Force Headquarters

**4. Program Details.**

| Remaining Quantity Required   | Unit Cost  | Program Cost       |
|---|------------|--------------------|
| <b>Web-based architecture for Collaborative Common Operating Picture (3080)</b> | <b>N/A</b> | <b>\$3,700,000</b> |
| <b>Mobile Application (IOS/Android) (3080)</b>                                  | <b>N/A</b> | <b>\$3,269,000</b> |
| <b>Total</b>  |            | <b>\$6,969,000</b> |

*Information and Planning*

**MOBILE AD HOC NETWORK**

**1. Background.** Domestic Operations (DOMOPS) missions are often conducted in austere locations with minimal commercial wireless connectivity or where communication infrastructure may be severely damaged. A wireless, Mobile Ad-hoc Network (MANET) between mission participants that is capable of carrying data, video, voice and other applications significantly improves the ability for mission participants to be successful in their operations. A MANET allows first responders to set up a localized network in areas where disaster has eliminated the localized structure. The individual nodes form a mesh that extends and expands the network as more nodes are added and are used both on the ground and on airborne platforms, greatly increasing the size of the network. The peer-to-peer wireless MANET solution does not have a master node; if any device fails, the remaining devices maintain connection to the network. Multicast voice, data and video over IP should maintain operability no matter the size and configuration of the force. Most of all, the MANET must be able to leverage existing architecture to extend or bridge the connectivity so the information can be accessed via any internet connection. Fielding will be to the primary DOMOPS ANG assets to include the fifty-five Fire and Emergency Services (FES) squadrons, ninety-three Security Forces (SF) squadrons, sixteen Air Support Operations Squadrons/Groups (ASOS/ASOG), eleven RC-26 units, the MC-12 unit, the three Search and Rescue (SAR) squadrons with their HH-60s and HC-130s, all thirty-one Mobile Emergency Operations Centers (MEOC) and each Air Operations Center (AOC) and Command Post (CP). Within these units, one node will be installed in each FES, SF, and ASOS/ASOG vehicle, with 2 dismount kits per each of these units; one per IAA and SAR aircraft; one per MEOC; and one per AOC and CP. Each MEOC, AOC, and CP will have a tracking antenna and each vehicle will have a mobile antenna.

**2. Source of Need.** Lessons Learned from Operation Strong Safety 2014, Ardent Sentry 2014 and 2015, Emerald Warrior 2014, Patriot 2014; Northern Strike 2014, Southern Strike 2014, TX LoneStar Lighthouse 2014, Texas Air-X 2014 and 2015

**3. Units Impacted.**

**4. Program Details.**

| Remaining Quantity Required         | Unit Cost       | Program Cost        |
|-------------------------------------|-----------------|---------------------|
| <b>30 Aircraft nodes</b> (3080)     | <b>\$20,000</b> | <b>\$600,000</b>    |
| <b>164 Vehicle nodes</b> (3080)     | <b>\$5,000</b>  | <b>\$820,000</b>    |
| <b>328 Dismount nodes</b> (3080)    | <b>\$5,000</b>  | <b>\$1,640,000</b>  |
| <b>120 tracking antennas</b> (3080) | <b>\$52,000</b> | <b>\$6,240,000</b>  |
| <b>164 mobile antennas</b> (3080)   | <b>\$20,000</b> | <b>\$3,280,000</b>  |
| <b>Total</b>                        |                 | <b>\$12,580,000</b> |

*Information and Planning*

**IMAGERY AND DATA STORAGE AND DISTRIBUTION WITH CROSS-DOMAIN ABILITY**

**1. Background.** Local, state and federal agencies and Air National Guard personnel require access to multiple classification domains during a civil support mission. The security protocols of these multiple domains vary from commercial internet, Non-secure Internet Protocol Router Network (NIPRNET), Secret Internet Protocol Router Network (SIPRNET), and higher levels of classification. All levels of incident command and control must be able to collaborate on video, voice and data provided by Incident Awareness and Assessment (IAA) platforms, which use a variety networks to distribute information. Civilian agencies use unclassified commercial internet, while US Northern Command (NORTHCOM), state National Guard emergency operations centers are restricted to NIPRNET or SIPRNET. The cross-domain architecture sought must be able to handle various file formats to include mission information from common operating pictures, e-mail with attachments, bulk file transfer, direct communications, web-services, and Full Motion Video (FMV) from IAA platforms and sensors. This should be an Internet Protocol (IP) based tool built into the existing Site Incident Response Information System (SIRIS) enterprise website. This single enterprise solution will connect to the IAA units to provide data distribution for incident response. It would serve as a reliable, accessible and redundant solution for those needing critical IAA data.

**2. Source of Need.** Lessons learned from Hurricanes KATRINA and RITA, 2005, California Wildfires 2007-2014, Haiti Earthquake, 2010, and Gulf of Mexico Oil Spill, 2010; US Air Force Homeland Defense Briefs, 27 Feb – 1 Mar 2007; ESF-5 2014 & 2015 Domestic Capability Priorities Conference Critical Capability.

**3. Units Impacted.**

|                              |                              |                            |
|------------------------------|------------------------------|----------------------------|
| 102 IW Otis AGB, MA          | 107 AW Niagara Falls IAP, NY | 110 AW Battle Creek, MI    |
| 111 ATKW Horsham AGS, PA     | 115 FW Truax Fld, WI         | 117 ARW Birmingham IAP, AL |
| 118 AW Nashville IAP, TN     | 119 WG Hector IAP, ND        | 123 IS Little Rock AFB, AR |
| 125 FW Jacksonville IAP, FL  | 130 AW Yeager AP, WV         | 132 WG Des Moines IAP, IA  |
| 141 ARW Fairchild AFB, WA    | 144 FW Fresno Air Term, CA   | 147 RW Ellington Fld, TX   |
| 150 SOW Kirtland AFB, NM     | 152 AW Reno IAP, NV          | 162 FW Tucson IAP, AZ      |
| 163 RS March ARB, CA         | 174 ATKW Hancock IAP, NY     | 178 FW Springfield IAP, OH |
| 181 IW Terre Haute IAP, IN   | 184 IW McConnell AFB, KS     | 186 ARW Key Fld, MS        |
| 187 FW Montgomery RAP, AL    | 188 RW Ft. Smith, AR         | 192 FW Langley AFB, VA     |
| 214 RG Davis-Monthan AFB, AZ | 234 IS Sacramento, CA        |                            |

**4. Program Details.**

| Remaining Quantity Required                  | Unit Cost  | Program Cost       |
|--|------------|--------------------|
| <b>Enterprise Cross-Domain System (3080)</b> | <b>N/A</b> | <b>\$5,400,000</b> |
| <b>Total</b>                                 |            | <b>\$5,400,000</b> |

*Information and Planning*

**FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) TYPE II MOBILE  
EMERGENCY OPERATIONS CENTER SYSTEMS**

**1. Background.** Homeland Security Presidential Directive (HSPD) 5 directs military, state, and other federal government response agencies to meet communications interoperability requirements. This guidance mandates the provision of Command and Control (C2) capabilities to support a Common Operating Picture (COP) to aid in accountability and decision support of Air Force Emergency Response Operations (AERO). Air National Guard (ANG) Emergency Management (EM) units possess 21 FEMA Type II communications criteria, self-contained, immediate, rapid response Mobile Emergency Operation Centers (MEOC). MEOCs provide mobile C2 capable of broad interoperability among responders for on-scene incident management and long-term recovery. They are distributed two per FEMA region plus one for the National Capital Region (NCR). These MEOC systems include the full spectrum of voice, data, and imaging capabilities that are compatible with local emergency responders. This continuing initiative provides 10 additional MEOC platforms designed to meet National Incident Management System (NIMS) requirements and US Northern Command (NORTHCOM) communications rules of engagement, to bring the total to 31 (three per FEMA region plus one for the NCR). These additional MEOCs would help the ANG to meet mutual aid agreements and interoperability requirements. Finally, each of the 10 additional MEOCs require prime mover vehicle upgrades to transport the trailers to incident sites. The current vehicle assigned to the EM functional area is inadequate to tow the trailers.

**2. Source of Need.** Air Force Instruction (AFI) 10-2501 Emergency Management Program Planning and Operations, 24 Jan 2007; HSPD 5 Management of Domestic Incidents, 28 Feb 2003; 2014 Domestic Capability Priorities Conference.

**3. Units Impacted.**

|                            |                            |                          |
|----------------------------|----------------------------|--------------------------|
| 115 FW Truax Fld, WI       | 120 AW Great Falls IAP, MT | 124 FW Gowen Fld, ID     |
| 134 ARW McGee Tyson AP, TN | 147 RW Ellington IAP, TX   | 150 SOW Kirtland AFB, NM |
| 152 AW Reno IAP, NV        | 157 ARW Pease ITAP, NH     | 179 AW Mansfield RAP, OH |
| 193 SOW Harrisburg IAP, PA |                            |                          |

**4. Program Details.**

| Remaining Quantity Required                   | Unit Cost        | Program Cost        |
|---|------------------|---------------------|
| <b>10 FEMA Type II MEOCs (3080)</b>           | <b>\$800,000</b> | <b>\$8,000,000</b>  |
| <b>21 MEOC Modernization Equipment (3080)</b> | <b>\$250,000</b> | <b>\$5,250,000</b>  |
| <b>10 MEOC Prime Movers (3080)</b>            | <b>\$75,000</b>  | <b>\$750,000</b>    |
| <b>Total</b>                                  |                  | <b>\$14,000,000</b> |

*Information and Planning*

**DEDICATED COMMERCIAL INTERNET CIRUIT FOR IAA OPERATIONS**

**1. Background.** The National Guard requires access to high-speed and large bandwidth video, voice and data across an open architecture commercial internet domain for civil support missions. A dedicated commercial circuit allows the Incident Awareness and Assessment (IAA) enterprise to disseminate near real-time voice, video and data to civilian federal, state, and local command and control elements that cannot access military networks. The IAA enterprise is transitioning to high definition video and the minimum bandwidth needed is 24Mbs up and 24Mbs down. To ensure full access and dissemination of the IAA video and data, the access must not go through any government or military network firewalls, be direct from a commercial provider, and not routed through Defense Information Systems Agency or any other military/government communications architecture. The hardware necessary for this bandwidth and the hardware needed for IAA includes cables, monitors, power converters, Power Control Units, and will be used at the five ANG RPA units with an unclassified mission (launch and recovery elements and formal training units), the eleven RC-26 units, and the eight Distributed Common Ground Station (DCGS) units. This scalable kit can be modified to fit the needs and current architecture of these units, but the basic kit will include 4 PCUs, 12 monitors, plus the necessary support equipment and cabling.

**2. Source of Need.** Lessons learned from Operation ARDENT SENTRY in 2015, Lessons learned from Hurricanes KATRINA and RITA in 2005, California Wildfires in 2007-2014, California Air National Guard’s Operation RIMFIRE in 2013 firefighting efforts in Yosemite National Park.

**3. Units Impacted.**

|                            |                                |                              |
|----------------------------|--------------------------------|------------------------------|
| 102 IW Otis ANGB, MA       | 111 FW Horsham ANGS, PA        | 115 FW Truax Fld, WI         |
| 117 ARW Birmingham IAP, AL | 118 AW Nashville IAP, TN       | 119 WG Hector IAP, ND        |
| 123 IS Little Rock AFB, AR | 125 FW Jacksonville IAP, FL    | 132 RW Des Moines IAP, IA    |
| 141 ARW Fairchild AFB, WA  | 144 FW Fresno IAP, CA          | 147 RW Ellington IAP, TX     |
| 150 SOW Kirtland AFB, NM   | 152 IS Reno-Tahoe IAP, NV      | 162 FW Tucson IAP, AZ        |
| 163 RS March ARB, CA       | 174 ATKW Syracuse IAP, NY      | 178 FW Springfield IAP, OH   |
| 181 IW Terre Haute IAP, IN | 183 FW Lincoln Capital IAP, IL | 184 IW McConnell AFB, KS     |
| 186 ARW Meridian RAP, MS   | 187 FW Montgomery RAP, AL      | 214 RG Davis-Monthan AFB, AZ |

**4. Program Details.**

| Remaining Quantity Required                             | Unit Cost        | Program Cost       |
|---|------------------|--------------------|
| <b>24 Commercial Internet Access and PAD kit (3080)</b> | <b>\$205,000</b> | <b>\$4,920,000</b> |
| <b>Total</b>  |                  | <b>\$4,920,000</b> |

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# Mass Care, Emergency Assistance, Temporary Housing, & Human Services

## **Mass Care, Emergency Assistance, Temporary Housing, and Human Services (ESF 6) -**

Mass care needs during a disaster include the delivery of mass shelter, feeding, and first aid to disaster survivors, fatality management, and religious support to responders, as well as systems to distribute emergency relief supplies. Survivor check-in and status reporting systems are used to coordinate rescuers, report on victim status, and assist reunification of families.



Additionally, events like annual PATRIOT Exercise and the 2014 Oso, Washington landslide demonstrated how ANG resources can mobilize to assist federal, state, and local authorities. In addition, shortfalls were highlighted in the ANG's ability to respond within the first key hours necessary to sustain life in the immediate aftermath of a disaster. Once on scene, the need to track casualties and fatalities in the field is a challenge, with no one system capable of providing overall awareness. Chaplain support is critical to Defense Support to Civilian Authorities (DSCA) response force packages; in addition to their role of advising leadership on the condition, morale and welfare of the service members responding to disaster. They also ensure respite and provide compassionate care to help both the survivors and responders deal with the emotions and trauma generated by a disaster.



**ESF 6 - Mass Care, Emergency Assistance,  
Temporary Housing and Human Services  
2015 Domestic Capability Priorities Conference**

***Critical Capabilities List***

- Portable Personnel/Patient/Casualty/Fatality Treatment Tracking
- Tactical Field Religious Support Kits
- Fatality Search and Recovery Team Modernization Kits
- Disaster Relief Mobile Kitchen Trailer Dining Shelter Kit
- Fatality Search and Recovery Training Modernization

***Essential Capabilities List***

- Dry Storage Capability for the Disaster Relief Mobile Kitchen Trailers
- Refrigerated storage capability for the Disaster Relief Mobile Kitchen Trailers
- Trailer for Disaster Relief Mobile Kitchen Trailer Dining Tent Kit

***Desired Capabilities List***

- Power Generation capability for Mass Care assistance
- Search and Recovery Personnel Protective Equipment for Units Who do not Possess a Fatality Search and Recovery Team

**PORTABLE PERSONNEL / PATIENT / CASUALTY / FATALITY TREATMENT  
ACCOUNTABILITY SYSTEM**

**1. Background.** Medical responders, Search and Rescue (SAR) and Fatality Search and Recovery Teams (FSRT) require a reliable and portable accountability system to track the care and location of casualties and human remains. This system tracks care patient status as patients move throughout all echelons of care provided by state and civil authorities. In today’s mass casualty event, patient treatment at the incident site prior to transportation is documented on paper tags (e.g. triage tag), which can be lost at the expense of patient care. A portable digital tracking system at the incident site can be used across multiple domains (incident commander, C2, Emergency Medical Services (EMS), mortuary affairs, receiving facilities, and local hospitals) will provide accountability and continuity of care at the next location. The Health Insurance Portability and Accountability Act (HIPAA) privacy considerations mandate an encrypted system. This system must document medical care, print reports, and provide an intuitive user interface that requires minimal training. The system should share information with other systems such as Joint Patient Assessment and Tracking System (JPATS). The system reviews medical data in real time web based and Geographic Information System (GIS) enabled environment. Additionally, the system provides timely and accurate information on the location, movement, status, and identity of equipment, supplies, and casualties, human remains and the deceased. Automated handheld devices should be able to capture multimedia data such as photos, and should be compatible with personal protective equipment.

**2. Source of Need.** Lessons learned from Hurricane KATRINA in 2005 Hurricane IKE in 2008, Joplin, Missouri tornado in 2011, Exercise PATRIOT in 2013, and Exercise VIGILANT GUARD in 2013, 2014 Oso mudslide, Domestic Capability Priorities Conference 2014 and 2015. Compliant with the EMTAL Act.

**Units Impacted.** All 27 CERFP Medical Units. All 27 FSRT Units.

**4. Program Details.**

| Remaining Quantity Required                               | Unit Cost        | Program Cost        |
|---|------------------|---------------------|
| <b>27 Patient Treatment Accountability Systems (3080)</b> | <b>\$200,000</b> | <b>\$5,400,000</b>  |
| <b>27 FSRT Accountability Systems (3080)</b>              | <b>\$200,000</b> | <b>\$5,400,000</b>  |
| <b>Total</b>  |                  | <b>\$10,800,000</b> |

**TACTICAL FIELD RELIGIOUS SUPPORT KITS**

**1. Background.** The Tactical Field Religious Support Kit (TFRSK) will provide dedicated respite space in an austere environment for decompression, Critical Incident Stress Management (CISM) / Traumatic Event Management (TEM) interventions, religious accommodation and observance, as well as private confidential counseling with a chaplain. Eighty-nine (89) kits would provide this capability at every wing. The TFRSK includes: respite center segmented into one large open area and two private rooms, environmental control unit, generator, trailer, hand tools for assembly, storage cabinets, lightweight tables and chairs, specialty items for religious observance and accommodation. Minimal initial training is required to ensure Religious Support Teams (RSTs) are ready to deploy with this capability. This capability facilitates incident response as service members receive support in the field to help them carry on with their mission.

**2. Source of Need.** 2015/2014/2013 Domestic Capabilities Priorities Conference critical capability; Lessons learned: 2014 Oso mudslide; 2012 Superstorm SANDY; 2012 Waldo Canyon Fire; 2011 Hurricane IRENE; 2005 Hurricane KATRINA; 2014 Patriot joint domestic operations exercise.

**3. Units Impacted.** All 89 ANG wings.

**4. Program Details.**

| Remaining Quantity Required                | Unit Cost          | Program Cost          |
|--|--------------------|-----------------------|
| <b>89 TFRSK Temp Shelters (3080)</b>       | <b>\$49,570.00</b> | <b>\$4,411,730.00</b> |
| <b>89 Trailer w/ storage (3080)</b>        | <b>\$22,390.00</b> | <b>\$1,992,710.00</b> |
| <b>89 Generators (3080)</b>                | <b>\$4,200.00</b>  | <b>\$373,800.00</b>   |
| <b>89 Shelter Cover (3080)</b>             | <b>\$1,256.00</b>  | <b>\$111,784.00</b>   |
| <b>534 Folding 6' plastic Table (3080)</b> | <b>\$70.00</b>     | <b>\$37,380.00</b>    |
| <b>1780 Folding plastic chairs (3080)</b>  | <b>\$25.00</b>     | <b>\$44,500.00</b>    |
| <b>Total</b>                               |                    | <b>\$6,971,904.00</b> |

**FATALITY SEARCH AND RECOVERY TEAM MODERNIZATION KITS**

**1. Background.** The Fatality Search and Recovery Teams (FSRT) are used in a mass fatality event to recover remains in a dignified manner. The FSRT supports the CBRN Enhanced Response Force or local authorities in a disaster. Disasters such as Hurricane Katrina, the Haiti earthquake and the OSO, WA landslide have shown a need for additional equipment that was not identified on the initial equipment list to support civilian agencies recovering remains. The FSRT Modernization Kit includes two sets of area lighting to conduct search operations, 24 remains tubs to preserve remains in transit, and four 4 truck-topper shells to provide covered transportation to and from disaster locations.

**2. Source of Need.** 2014 Oso mudslide lessons learned and 2015 Domestic Capabilities Priorities Conference.

**3. Units Impacted.**

- |                            |                              |                                |
|----------------------------|------------------------------|--------------------------------|
| 104 FW Westfield RAP, MA   | 107 AW Niagara Falls ARS, NY | 113 FW JB Andrews, MD          |
| 115 FW Truax Fld, WI       | 117 ARW Birmingham IAP, AL   | 121 ARW Rickenbacker IAP, OH   |
| 123 AW Louisville IAP, KY  | 125 FW Jacksonville IAP, FL  | 130 AW Yeager AP, WV           |
| 132 RW Des Moines IAP, IA  | 139 AW St. Joseph AP, MO     | 140 WG Buckley AFB, CO         |
| 141 ARW Fairchild AFB, WA  | 142 FW Portland IAP, OR      | 146 AW Channel Islands AGS, CA |
| 148 FW Duluth IAP, MN      | 149 FW Kelly Fld, TX         | 150 SOW Kirtland AFB, NM       |
| 154 WG Hickam AFB, HI      | 156 AW Luis Munoz IAP, PR    | 157 ARW Pease ITAP, NH         |
| 159 FW New Orleans JRB, LA | 162 FW Tucson IAP, AZ        | 165 AW Savannah IAP, GA        |
| 171 ARW Pittsburg IAP, PA  | 181 IW Terre Haute IAP, IN   | 182 AW Peoria IAP, IL          |

**4. Program Details.**

| Remaining Quantity Required     | Unit Cost      | Program Cost     |
|---------------------------------|----------------|------------------|
| <b>54 Light Kits (3080)</b>     | <b>\$2,374</b> | <b>\$128,196</b> |
| <b>648 Remains Tubs (3080)</b>  | <b>\$220</b>   | <b>\$142,560</b> |
| <b>108 Truck Toppers (3080)</b> | <b>\$1,800</b> | <b>\$194,400</b> |
| <b>Total</b>                    |                | <b>\$465,156</b> |

**DISASTER RELIEF MOBILE KITCHEN TRAILER DINING SHELTER KIT**

**1. Background.** The Disaster Relief Mobile Kitchen Trailer (DRMKT) is a stand-alone mobile kitchen capable of delivering rations to up to 1,000 people in 90 minutes. However, the current DRMKT lacks the equipment necessary to operate a standalone dining shelter during domestic operations. There is no climate-controlled shelter where responders can escape the elements and eat. This shortcoming would be solved by two portable rapid-erect tents with lighting kits capable of seating 50 personnel each, 12 eight-foot long folding tables, 100 folding chairs, two Environmental Control Units (ECU) per tent, two 17.5kW generators capable of providing power to the ECUs and lights in both tents, and four 50 gallon trash cans per tent for waste removal.

**2. Source of Need.** 2014 and 2015 Domestic Capabilities Priorities Conference, Hurricane KATRINA, Haiti earthquake and 2009 and 2013 Presidential Inauguration lessons learned.

**3. Units Impacted.**

|                           |                          |                            |
|---------------------------|--------------------------|----------------------------|
| 101 FW Bangor, ME         | 105 AW Stewart IAP, NY   | 108 ARW JB McGuire, NJ     |
| 113 FW JB Andrews, MD     | 116 ACW Robins AFB, GA   | 120 AW Great Falls IAP, MT |
| 123 AW Louisville, KY     | 124 FW Gowen Fld, ID     | 128 AW Milwaukee IAP, WI   |
| 132 RW Des Moines IAP, IA | 136 AW Ft Worth IAP, TX  | 140 WG Buckley AFB, CO     |
| 141 ARW Fairchild AFB, WA | 143 AW Quonset, RI       | 144 FW Fresno IAP, CA      |
| 154 WG Hickam AFB, HI     | 179 AW Mansfield RAP, OH | 184 IW Wichita , KS        |
| 188 RW Ft. Smith, AR      | 193 SOW Harrisburg, PA   |                            |

**4. Program Details.**

| Remaining Quantity Required        | Unit Cost       | Program Cost       |
|------------------------------------|-----------------|--------------------|
| <b>40 Tents (3080)</b>             | <b>\$12,061</b> | <b>\$482,440</b>   |
| <b>120 Light Kits (3080)</b>       | <b>\$109</b>    | <b>\$13,080</b>    |
| <b>240 Tables (3080)</b>           | <b>\$140</b>    | <b>\$33,600</b>    |
| <b>40 ECUs (3080)</b>              | <b>\$6700</b>   | <b>\$268,000</b>   |
| <b>120 Ducts (3080)</b>            | <b>\$109</b>    | <b>\$13,080</b>    |
| <b>40 17.5kW Generators (3080)</b> | <b>\$5200</b>   | <b>\$208,000</b>   |
| <b>40 Cables (3080)</b>            | <b>\$1840</b>   | <b>\$73,600</b>    |
| <b>160 Trash Cans (3080)</b>       | <b>\$50</b>     | <b>\$8,000</b>     |
| <b>Total</b>                       |                 | <b>\$1,099,800</b> |

**FATALITY SEARCH AND RECOVERY TRAINING PERSONAL PROTECTIVE EQUIPMENT MODERNIZATION**

**1. Background.** The Fatality Search and Recovery Teams (FSRT) are used in a mass fatality event to recover remains in a dignified manner. The FSRT supports the CBRN Enhanced Response Force or local authorities in a disaster. FSRT teams are required to exercise two times per year in remains recovery in a simulated chemical, biological, radiological, and nuclear environment. FSRTs use expensive operational suits Training suits are lighter weight and better for training. The lighter weight training suit will allow for longer training sessions during the limited training opportunities each year. One training suit per member of each FSRT is proposed.

**2. Source of Need.** Numerous exercise lessons learned and 2015 Domestic Capabilities Priorities Conference.

**3. Units Impacted.**

- |                            |                              |                                |
|----------------------------|------------------------------|--------------------------------|
| 104 FW Westfield RAP, MA   | 107 AW Niagara Falls ARS, NY | 113 FW JB Andrews, MD          |
| 115 FW Truax Fld, WI       | 117 ARW Birmingham IAP, AL   | 121 ARW Rickenbacker IAP, OH   |
| 123 AW Louisville IAP, KY  | 125 FW Jacksonville IAP, FL  | 130 AW Yeager AP, WV           |
| 132 RW Des Moines IAP, IA  | 139 AW St. Joseph AP, MO     | 140 WG Buckley AFB, CO         |
| 141 ARW Fairchild AFB, WA  | 142 FW Portland IAP, OR      | 146 AW Channel Islands AGS, CA |
| 148 FW Duluth IAP, MN      | 149 FW Kelly Fld, TX         | 150 SOW Kirtland AFB, NM       |
| 154 WG Hickam AFB, HI      | 156 AW Luis Munoz IAP, PR    | 157 ARW Pease ITAP, NH         |
| 159 FW New Orleans JRB, LA | 162 FW Tucson IAP, AZ        | 165 AW Savannah IAP, GA        |
| 171 ARW Pittsburg IAP, PA  | 181 IW Terre Haute IAP, IN   | 182 AW Peoria IAP, IL          |

**4. Program Details.**

| Remaining Quantity Required           | Unit Cost    | Program Cost     |
|---------------------------------------|--------------|------------------|
| <b>297 FSRT Training Suits (3080)</b> | <b>\$560</b> | <b>\$166,320</b> |
| <b>Total</b>                          |              | <b>\$166,320</b> |

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# Logistics

**Logistics (ESF 7)** - The logistics function encompasses those capabilities necessary for the delivery of supplies, equipment, services, and facilities. This includes logistics planning, technical assistance, training, education, exercises, incident response, and sustainment.



Logistics includes centralized management of supply chain functions in support of local, state, and federal governments during domestic incidents. It includes coordination of supply sources; acquisition; delivery of supplies, equipment, and services; resource tracking; facility space acquisition; and transportation coordination. This includes integration of community logistics partners through prior planning and crisis collaboration to reestablish local and state self-sufficiency as rapidly as possible.



## **ESF 7 - Logistics**

### **2015 Domestic Capability Priorities Conference**

#### ***Critical Capabilities List***

- Remotely Piloted Aircraft Deployable Launch and Recovery Kit
- Total Asset Visibility
- Deployable Vehicle Diagnostics
- Mobile Loading Dock
- Mobile Fuel Containment System

#### ***Essential Capabilities List***

- Mobile Fuel Tanks for Resupply
- Pallet Jacks with Scales
- Trailer Hitch Adapters
- Portable Modular Shelter with Storage and Climate Controls
- Solar Powered Wheel Lock Scales

#### ***Desired Capabilities List***

- Highline Dock
- Scalable Disaster Relief Bed-down Set

*Logistics*

**REMOTELY PILOTED AIRCRAFT RAPID DEPLOYABLE LAUNCH AND RECOVERY MISSION SUPPORT KIT**

**1. Background.** Remotely Piloted Aircraft (RPA) can provide persistent infrared, day television, low light television, and full motion video to first responders and incident command posts during domestic operations. Rapidly deployable Launch and Recovery Element (LRE) Mission Support Kits (MSK) will enable RPAs to deploy anywhere in the nation. The ability to fly RPAs from deployed locations rather than home station will increase time spent over the incident instead of traveling to and from a distant home airfield. The RPA rapid deployable launch and recovery mission support kit enables the ANG to conduct critical Incident Awareness and Assessment (IAA) anywhere in the nation in an effective, persistent, and timely manner. The kit includes a deployable Ground Control Station (GCS) containing dual connectivity and communication relays, imagery data distribution, and tactical level interface capabilities, along with a web-based strategic live common operation picture. In addition, the LRE MSK will include a Readiness Spares Kit (RSK) for logistical support of the aircraft when operating out of non-traditional LRE locations. Deployable LREs will be located at each RPA unit with an LRE in order to limit the logistics footprint of providing RPA capability during domestic responses, plus one spare.

**2. Source of Need.** Lessons learned Operation ARDENT SENTRY 2012, Operation ANGEL THUNDER 2013, California Air National Guard’s Operation RIMFIRE 2013, firefighting efforts in Yosemite National Park, Exercise GRIZZLY 2012, Exercise AMALGAM DART 2011, 2012, 2014, and 2015 Domestic Capability Priorities (DCP) Conference.

**3. Units Impacted.**

119 WG Fargo, ND  
174 ATKW Syracuse, NY

147 RW Houston, TX  
214 RG Tucson, AZ

163 RW March ARB, CA

**4. Program Details.**

| Remaining Quantity Required             | Unit Cost          | Program Cost        |
|---|--------------------|---------------------|
| <b>6 RPA Deployable LRE GCSs (3080)</b> | <b>\$3,000,000</b> | <b>\$18,000,000</b> |
| <b>6 RPA Deployable RSKs(3080)</b>      | <b>\$500,000</b>   | <b>\$3,000,000</b>  |
| <b>Total</b>                            |                    | <b>\$21,000,000</b> |

*Logistics*

**TOTAL ASSET VISIBILITY**

**1. Background.** The Air National Guard (ANG) uses numerous automated tracking systems and manual processes to provide a limited tracking capability to headquarters elements. However, the ANG does not have a means to integrate with the Army National Guard's (ARNG)'s Battle Command Support and Sustainment System (BCS3) nor provide first responders or headquarters with the detailed situational awareness that current off-the-shelf technology allows. Total Asset Visibility (TAV) capability in the ANG would improve knowledge of asset location and status for ANG leaders responding to domestic incidents. The TAV system must be compatible with the ARNG's BCS3 to allow for seamless and efficient response to any incident. BCS3 utilizes Radio Frequency Identification (RFID) technology to monitor movement and maintain inventory of assets coming into and within a response area. To gain real-time reporting of asset movement, the ANG could utilize RFID tags for items, RFID interrogators, and Blue Force Tracking for personnel and vehicles. Additionally, an unclassified standalone network system would allow communication with assets utilizing the existing Internet Protocol (IP) technologies for e-mail, text, and voice.

**2. Source of Need.** Lessons learned from Hurricane KATRINA, 2005, Hurricane IKE, 2008, Superstorm SANDY, 2012; 2014 and 2015 Domestic Capability Priorities (DCP) Conference.

**3. Units Impacted.** All 89 ANG wings.

**4. Program Details.**

| Remaining Quantity Required | Unit Cost | Program Cost        |
|-----------------------------|-----------|---------------------|
| 89 TAV Systems (3080)       | \$500,000 | \$44,500,000        |
| <b>Total</b>                |           | <b>\$44,500,000</b> |

*Logistics*

**DEPLOYABLE VEHICLE DIAGNOSTICS TEST SET**

**1. Background.** The Air National Guard (ANG) vehicle maintenance personnel currently do not have a deployable vehicle diagnostic testing capability to diagnose and repair disabled vehicles while operating during domestic response missions. Modern vehicles with computerized engine controls require electronic diagnostics for repairs. The ANG is currently only able to tow or remove disabled vehicles when responding to a domestic incident. The ANG could dramatically improve its ability to support civil authorities with one deployable vehicle diagnostic test set in each vehicle maintenance shop.

**2. Source of Need.** Lessons learned from Hurricane KATRINA, 2005, Hurricane IKE, 2008, Superstorm SANDY, 2012; 2014, and 2015 Domestic Capability Priorities Conference Critical Capability.

**3. Units Impacted.** All 89 ANG wings.

**4. Program Details.**

| Remaining Quantity Required                            | Unit Cost        | Program Cost        |
|--|------------------|---------------------|
| <b>89 Deployable Vehicle Diagnostics System (3080)</b> | <b>\$250,000</b> | <b>\$22,250,000</b> |
| <b>Total</b>   |                  | <b>\$22,250,000</b> |

**DEPLOYABLE FUEL SUPPORT SYSTEM**

**1. Background.** The Air National Guard has provided gasoline and diesel support to emergency response vehicles and equipment during domestic emergencies by positioning fuel trucks as temporary fuel service stations. This setup presents safety and environmental hazards in the event of a fuel spill, especially when no permanent spill containment systems are installed. The Mobile Fuel Containment System mitigates these risks by providing a spill containment solution for all fuel products in the event of a mechanical or human error during a fuel servicing operations. The Mobile Fuel Containment System can be transported by fuel trucks or other vehicles to the site, where it is easily setup by two personnel. The Mobile Fuel Containment System provides all fuels secondary containment as required by federal and state environmental regulations. Additionally, many ANG fuel dispensing fuel trucks are not equipped with standard service station nozzles, limiting their use to specific equipment. Equipping ANG fuel trucks with standard service station nozzles enables fuel support to emergency response and tactical vehicles, generators and ground support equipment.

**2. Source of Need.** Lessons learned from Hurricane Katrina 2005, Hurricane Ike 2008, Superstorm Sandy 2012; 2014 and 2015 Domestic Capability Priorities (DCP) Conference.

**3. Units Impacted.** All 89ANG wings. Each of the 89 ANG wings receives one home station and one deployable fuel support system per fuels management flight.

**4. Program Details.**

| Remaining Quantity Required                          | Unit Cost      | Program Cost     |
|--|----------------|------------------|
| <b>178 Mobile Fuels Containment System (3080)</b>    | <b>\$3,000</b> | <b>\$534,000</b> |
| <b>178 Gasoline/Diesel Fuels Nozzle (3080)</b>       | <b>\$100</b>   | <b>\$17,800</b>  |
| <b>178 1 1/2" Hose to Fuel Nozzle Adapter (3080)</b> | <b>\$100</b>   | <b>\$17,800</b>  |
| <b>Total</b>   |                | <b>\$569,600</b> |

*Logistics*

**MOBILE LOADING DOCK**

**1. Background.** Logistics Readiness Squadrons (LRS) are responsible for moving personnel, equipment, supplies, and vehicles at home and abroad. Mobile loading docks allow for the loading and off-loading from commercial transport vehicles of equipment, supplies, and vehicles without permanent, stationary loading docks. Mobile loading docks allow Point of Distribution (POD) missions for the distribution of supplies and equipment to disaster stricken areas. Mobile loading docks capable of supporting 10,000lbs to 30,000lbs and with manual height adjustment from 45 to 62 inches better equips LRS units to support domestic incidents. During domestic operations, these mobile loading docks can be used to load and off-load trailers and vehicles, ranging in size from commercial semi-trailers to Light Medium Tactical Vehicles (LMTV). In addition to supporting the ANG's domestic mission mobile loading docks are capable of supporting overseas deployments.

**2. Source of Need.** Lessons learned from Hurricane KATRINA 2005, Hurricanes GUSTAV and IKE 2008, Hurricane ISAAC 2014, Superstorm SANDY 2012, Operation DEEPWATER HORIZION, 2014 and 2015 Domestic Capability Priorities (DCP).

**3. Units Impacted.** All 89 ANG wings.

**4. Program Details.**

| Remaining Quantity Required           | Unit Cost       | Program Cost       |
|---------------------------------------|-----------------|--------------------|
| <b>89 Mobile Loading Docks (3080)</b> | <b>\$17,417</b> | <b>\$1,550,113</b> |
| <b>Total</b>                          |                 | <b>\$1,550,113</b> |

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# Public Health and Medical Services

**Public Health and Medical Services (ESF 8)** - Public Health, Medical, Mental Health Services, and Mass Fatality Management provides assistance to state and local resources in response to public health and medical care needs following a disaster.



ESF #8 services include the management of health

resources such as: manpower and facilities, preventive and curative health measures, evacuation of the wounded or sick, selection of the medically fit and disposition of the medically unfit, blood management, medical supply, equipment and maintenance, stress control, and

medical, dental, veterinary, laboratory, optometric, nutrition therapy, and medical intelligence services. Attributes include Civilian Emergency Medical System (CEMS) support, Crisis Intervention Stress Management (CISM) in coordination with religious support teams, public health system support in the distribution and administration of vaccines and antidotes to the public, State Emergency Medical Response Plan implementation assistance; critical force health protection and mortuary support.



**ESF 8 - Public Health and Medical Services**  
**2015 Domestic Capability Priorities Conference**

***Critical Capabilities List***

- ANG Guardian Angel Medical Suite Modernization and Standardization
- Advanced Trauma Medical Equipment
- Patient Staging Support Equipment
- Infection Control Prevention and Containment
- Medical Rapid Response Capability

***Essential Capabilities List***

- None

***Desired Capabilities List***

- None

**ANG GUARDIAN ANGEL (GA) MEDICAL SUITE MODERNIZATION & STANDARDIZATION**

**1. Background.** Air National Guard domestic responses routinely include long term patient care by Guardian Angel (GA) personnel on HC-130s, HH-60s and numerous other platforms. Improving this life saving care by modernizing and incorporating new equipment into the GA medical equipment kit is necessary. Modern defibrillators are smaller in size, capable of monitoring vitals for use on babies and the elderly, and provide the use of wifi for continuity of care. The current defibrillator used by GA teams is outdated and tailored for use in combat situations, not for a variance of patients, such as elderly or children. GA units have a critical need for a much smaller, lighter, more durable and reliable defibrillator that has a longer battery operating time. Due to the nature of potential patients during an emergency response event, GA forces require a defibrillator capable of treating all patient populations from neonate to adult. Additionally, the new defibrillator must be able to send patient medical data to command and control or receiving facilities. Standardizing the defibrillator may also provide a common electronic medical record that can report patient treatment to the receiving facilities and provide GA units with improved patient care capability. New transport automated mechanical ventilators have been developed to provide safe and effective ventilation during pre-hospital extended transport, common for GA missions. The use of an automated mechanical ventilator during GA missions can free up the medic to perform other lifesaving care. Ventilator requirements should include: extended battery operation to support 5+ hour GA missions; airworthy and safe-to-fly clearance for use on all USAF aircraft; automatic altitude compensation for use up to 25,000 feet; preset safe default modes for adult and pediatric patients; and smart alarms, to assist the medic to quickly and easily correct an alarm condition.

**2. Source of Need.** Domestic Capability Priorities Conference critical need. Lessons learned from DOMOPS & deployed long term patient care missions. Mission required UTC equipment.

**3. Units Impacted.**

106 RQW Gabreski AP, NY  
176 WG JB Elmendorf, AK

123 STS Standiford Field, KY

129 RQW Moffett Field, CA

**4. Program Details.**

| Remaining Quantity Required     | Unit Cost       | Program Cost       |
|---------------------------------|-----------------|--------------------|
| <b>24 Defibrillators</b> (3080) | <b>\$35,000</b> | <b>\$840,000</b>   |
| <b>12 Ventilators</b> (3080)    | <b>\$15,000</b> | <b>\$180,000</b>   |
| <b>Total</b>                    |                 | <b>\$1,020,000</b> |

**ADVANCED TRAUMA MEDICAL EQUIPMENT**

**1. Background.** The National Guard Chemical, Biological, Radiological, Nuclear, and Explosives (CBRNE) Enhanced Response Force Package (CERFP), Homeland Response Force (HRF), and Expeditionary Medical Support (EMEDS) medical elements need to upgrade their advanced trauma medical equipment. Suction machines, patient ventilators, and cardiac monitors with defibrillation need to be modernized to keep up with standardized equipment used by the Active Duty Medical Service. This upgrade provides interoperability between the Air Force medical equipment packages.

The first measure of treatment for a trauma patient is to clear the airway in order to secure a mode for breathing, a life-saving measure. This upgrade increases vacuum range and are portable with an extended battery life.

The patient ventilator is a critical item to meet current standards in the medical community. The new ventilator must be user friendly manageable by personnel with limited ventilator experience. The new ventilator must include an internal compressor, adapters for both adult and pediatric circuits, digital airway pressure displays, sensitive alarm system, airway pressure limiting, and rechargeable battery that lasts at least 3 hours. The ventilator must have inlet fitting allowing for HEPA and Bio/Chem filters.

Cardiac monitors are vital to treat heart disturbances and cardiac death. The new cardiac monitors need to be small, lightweight that can be configured in a variety of ways with monophasic waveform, shock advisory, 12-lead interpretation, oxygen saturation reading, blood pressure monitoring, carbon dioxide reading, defibrillation capabilities, external pacing and an integrated information management that can send the patient information remotely.

**2. Source of Need.** Lessons learned from Hurricane KATRINA in 2005, Hurricane IKE in 2008, Hurricane GUSTAV in 2008, Joplin Missouri tornado in 2011, Exercise PATRIOT in 2013, and Exercise VIGILANT GUARD in 2013; 2014 Domestic Capability Priorities Conference.

**3. Units Impacted.** 27 CERFP/HRF units, KS Consolidated Storage and Deployment Center\*

\* The ANG EMEDS medical equipment will be stored at the Kansas consolidated storage and deployment center for use for training or real world emergencies.

**4. Program Details.**

| Remaining Quantity Required                          | Unit Cost       | Program Cost       |
|--|-----------------|--------------------|
| <b>135 Suction Machines (5 per CERFP/HRF) (3080)</b> | <b>\$2,300</b>  | <b>\$310,500</b>   |
| <b>135 Ventilators (5 per CERFP/HRF) (3080)</b>      | <b>\$15,000</b> | <b>\$2,025,000</b> |
| <b>135 Defibrillators (5 per CERFP/HRF) (3080)</b>   | <b>\$35,000</b> | <b>\$4,725,000</b> |
| <b>14 Defibrillators (7 per EMEDS) (3080)</b>        | <b>\$35,000</b> | <b>\$490,000</b>   |
| <b>Total</b>   |                 | <b>\$7,550,500</b> |

**PATIENT STAGING SUPPORT EQUIPMENT**

**1. Background.** The Enroute Patient Staging System (ERPSS) equipment used by the 9 ANG units with an ERPSS mission need Environmental Control Units (ECUs - i.e. heating, air conditioning capability) and NATO gurneys. The lack of heating/cooling capability exposes patients, many of whom will be civilians with multiple medical issues, held at an ERPSS to prolonged high heat or in some cases, cold, exacerbating their medical conditions and potentially causing critical organs to shut down, leading to injury or death. Generators are required to power the ECUs. Secondly, large numbers of bariatric patients have been presented to ERPSS units during domestic operations and ERPSS units are not equipped to move these patients to aircraft or keep them off the ground while providing care. Failure to do this can result in poor clinical outcomes for the patient, thus the need for appropriate gurneys, and litter stands to hold these gurneys.

**2. Source of Need.** Lessons learned from Hurricane KATRINA, 2005, Hurricanes IKE/GUSTAV/DEAN/DOLLY, 2008; Hurricane SANDY, 2012, Exercise PATRIOT, and Exercise VIGILANT GUARD, 2015 Domestic Capability Priorities Conference Critical Capability.

**3. Units Impacted.**

|                                   |                                 |                               |
|-----------------------------------|---------------------------------|-------------------------------|
| 109 MDG Schenectady CAP, NY       | 133 MDG Mpls - St. Paul IAP, MN | 137 MDG Tinker AFB, OK        |
| 145 MDG Charlotte-Douglas IAP, NC | 146 MDG Channel Islands AGS, CA | 153 MDG Cheyenne MAP, WY      |
| 166 MDG New Castle County AP, DE  | 167 MDG Eastern WV RAP, WV      | 172 MDG Jackson-Evers IAP, MS |

**4. Program Details.**

| Remaining Quantity Required              | Unit Cost      | Program Cost     |
|--|----------------|------------------|
| <b>18 ECUs (3080)</b>                    | <b>\$7,000</b> | <b>\$126,000</b> |
| <b>18 17K Generators (3080)</b>          | <b>\$3,000</b> | <b>\$54,000</b>  |
| <b>36 Litter Wheeled Carriers (3080)</b> | <b>\$2,404</b> | <b>\$86,544</b>  |
| <b>63 Litter Stands (3080)</b>           | <b>\$161</b>   | <b>\$10,143</b>  |
| <b>Total</b>                             |                | <b>\$276,687</b> |

**INFECTION CONTROL PREVENTION AND CONTAINMENT**

**1. Background.** The National Guard Chemical, Biological, Radiological, Nuclear, and Explosives (CBRNE) Enhanced Response Force Package (CERFP) and Homeland Response Force (HRF) medical elements need hand washing capability with running water source and durable medical equipment to contain blood borne pathogens in compliance with Centers for Disease Control and Prevention (CDC) guidelines. The medical elements also need to contain the runoff of medical waste to meet Environmental Protection Agency (EPA) requirements.

Portable sinks with water and soap are needed to provide infectious disease control measures during the high patient flow events per CDC guidelines. Portable sinks with running water are not provided and are required to fulfil this capability shortfall.

The HRF/CERFP medical elements must collect and contain medical infectious waste coming from the treatment tents during patient care. Berms must be purchased for treatment tents per EPA guidance.

**2. Source of Need.** Lessons learned from Hurricane KATRINA in 2005, Hurricane IKE in 2008, Hurricane GUSTAV in 2008; Joplin, Missouri tornado in 2011, Exercise PATRIOT in 2013, and Exercise VIGILANT GUARD in 2013; 2014 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 27 CERFP/HRF units

**4. Program Details.**

| Remaining Quantity Required                         | Unit Cost      | Program Cost     |
|---|----------------|------------------|
| <b>81 Portable Sinks (3080)</b>                     | <b>\$400</b>   | <b>\$32,400</b>  |
| <b>81 Infection Control Supplies (Berms) (3080)</b> | <b>\$1,500</b> | <b>\$121,500</b> |
| <b>Total</b>  |                | <b>\$153,900</b> |

**MEDICAL RAPID RESPONSE CAPABILITY**

**1. Background.** Medical personnel at all ANG Guard Medical Units need general purpose first responder kits to render first aid in mass casualty environments. This capability is critical for triage, stabilization, and transportation of victims to a higher level of care. The kit needs to be lightweight, easily stored, and modular. A folding litter that is easily carried is vital. The ideal mass casualty treatment kit needs to have at least a 60-month shelf life. A treatment kit that incorporates the same supplies as are in the Joint First Aid Kit would be ideal because medical personnel are already trained in that equipment. The quality of kits requested should be able to treat at least 50 casualties to support a disaster response.

**2. Source of Need.** 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 89 Guard Medical Units.

**4. Program Details.**

| Remaining Quantity Required  | Unit Cost      | Program Cost     |
|--|----------------|------------------|
| <b>178 First Responders Mass Casualty Treatment Kits</b><br>(3080) | <b>\$2,100</b> | <b>\$373,800</b> |
| <b>Total</b>   |                | <b>\$373,800</b> |

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# Search and Rescue



**Search and Rescue (ESF 9)** - The Air National Guard (ANG) performs search and rescue utilizing three rescue wings and 55 Urban Search and Rescue (US&R) teams distributed across all 10 Federal Emergency Management Agency regions. All are organized and trained to rapidly deploy and provide an initial search and rescue capability within hours of an incident or natural disaster. Following hurricanes, earthquakes, civil unrest, chemical spills, and forest fires, the ANG

routinely provides teams to conduct civil search and rescue as well as disaster relief.

In situations that entail collapsed structures, large numbers of people may require rescue and medical care. Time is critical as the mortality rate among trapped victims rises dramatically after 72 hours. Rescue personnel may encounter extensive damage to the local infrastructure, such as buildings, roadways, public works, communications, and utilities. US&R operational activities include locating, extricating, and providing medical treatment to victims trapped in collapsed structures.

Missions also include long-range, over-water rescue operations in the East Pacific, West Atlantic, and Gulf regions. ANG also performs search and rescue operations in Alaska and, as the area becomes more accessible, the remote Arctic regions of North America.



# **ESF 9 - Search and Rescue**

## **2015 Domestic Capability Priorities Conference**

### ***Critical Capabilities List***

- Guardian Angel/Fire and Emergency Service Search and Rescue Equipment
- Urban Search and Rescue (USAR) Vehicles
- Retractable External Arm with Search and Rescue Missionized Pod
- SAR Searchlight and Loudspeaker Systems
- Personal Protective Equipment for Urban Search and Rescue

### ***Essential Capabilities List***

- Search and Rescue Sensor Technology, including ground penetrating radar
- Telemedicine capability
- Inflatable water and swift water rescue boats
- Capability to ping a cell phone user's phone and collect geolocation info
- Capability to quickly map an incident environment
- Modernization/improvement of Urban Search and Rescue Kits

### ***Desired Capabilities List***

- Search and Rescue dogs
- On site reverse osmosis purification unit
- Synthetic vision for ground and air operations
- Airborne, cellular-based voice communications package, including Internet-on-Board

*Search and Rescue*

**GUARDIAN ANGEL EXTREME ENVIRONMENT/FIRE EMERGENCY SERVICE  
SEARCH AND RESCUE EQUIPMENT**

**1. Background.** For the Air National Guard (ANG), Guardian Angel (GA) teams are first responders for Search and Rescue (SAR) missions at home and abroad. Response scenarios range from natural disasters, plane crashes, combat rescue missions, and other rescues requiring technical training anywhere in the world. Beginning in 2011, commercial traffic increased significantly over the Arctic, increasing the likelihood of a major air or maritime disaster in the region. While GA teams are equipped to respond to events in the Arctic, they are not equipped to respond to large-scale disasters. The extreme environment SAR equipment package, including the Arctic survivability packages and Arctic Mobility Vehicle (AMV), provides emergency response and support capability to the arctic regions. This equipment also enables rescue personnel to provide capability in other extreme cold weather environments outside the Arctic. The ability to perform rescues in aquatic environments is a fundamental requirement of both the Arctic mission and domestic missions throughout the United States. An advanced swift water boat capability allows GA, Special Tactics Squadron (STS) and Fire Emergency Service (FES) search and rescue teams greater mobility and flexibility in performing rescues in floods, hurricanes, oceans, and other natural disasters with high water. Advanced Swift Water Mobility boats include both man-powered and motorized boats. Swift Water Equipment includes equipment for diverse aquatic environments for GA, STS and FES SAR teams.

**2. Source of Need.** After Action Report Hurricane Katrina (2005). After Action Report Hurricane Ike (2008). After Action Report California Wildfires (2008, 2010, 2012). After Action Report Superstorm Sandy (2012). After Action Report Yosemite Rim Fire (2013). 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** 55 Fire and Emergency Services (FES) locations.  
106 RQW Gabreski Airport, NY      123 AW Louisville IAP, KY      129 RQW Moffett FAF, CA  
176 WG Elmendorf AFB, AK

**4. Program Details.**

| Remaining Quantity Required                   | Unit Cost        | Program Cost       |
|---|------------------|--------------------|
| <b>6 Arctic Survivability Packages (3080)</b> | <b>\$200,000</b> | <b>\$1,200,000</b> |
| <b>6 Arctic Mobility Vehicles (3080)</b>      | <b>\$40,000</b>  | <b>\$240,000</b>   |
| <b>59 Swift Water Equipment (3080)</b>        | <b>\$45,000</b>  | <b>\$2,655,000</b> |
| <b>59 Swift Water Mobility Boats (3080)</b>   | <b>\$60,000</b>  | <b>\$3,540,000</b> |
| <b>Total</b>                                  |                  | <b>\$7,635,000</b> |

*Search and Rescue*

**URBAN SEARCH AND RESCUE (USAR) VEHICLES**

**1. Background.** The Air National Guard’s (ANG) 55 Fire Emergency Services (FES) flights lack the ability to deliver their USAR equipment to an incident scene. Every ANG FES unit needs a heavy rescue vehicle. If not funded, ANG USAR teams will be unable to meet the six hour response time identified in the USAR concept of operations.

**2. Source of Need.** ANG Search and Rescue Teams Concept of Operations 20 Sept 2013, 2014 and 2015 Domestic Capabilities Priorities Conference

**3. Units Impacted.** All 55 ANG FES organizations need USAR heavy rescue vehicles.

**4. Program Details.**

| Remaining Quantity Required                | Unit Cost        | Program Cost        |
|--|------------------|---------------------|
| <b>55 USAR Heavy Rescue Vehicle (3080)</b> | <b>\$700,000</b> | <b>\$38,500,000</b> |
| <b>Total</b>                               |                  | <b>\$38,500,000</b> |

*Search and Rescue*

**RETRACTABLE EXTERNAL ARM WITH SEARCH AND RESCUE MISSIONIZED  
POD**

**1. Background.** Dedicated Air National Guard (ANG) rescue forces rapidly respond to locate and recover isolated or distressed personnel during civil Search and Rescue (SAR) operations. A pod containing sensors and communication equipment enhances the ability to find survivors quickly. The SAR missionized pod should include the following capabilities: wide area multispectral Electro-Optical-Infrared (EO-IR) sensor optimized for survivor detection and geolocation; inter-team air-to ground and air-to-air voice, and data repeater with cross-band trunking; mesh network and WiFi wide area network extension node for dismounted rescue forces; millimeter wave X-band synthetic aperture radar for maritime, flood, and swift water environments; cellular communications base station for interrogation and line-of-sight communication with cell phone enabled survivors; Blue Force Tracker Two (BFT2) domestic gateway and line-of-sight, multiband Full Motion Video (FMV) and Video Down Link (VDL) capability. The pod is attached by a retractable arm to any ANG C-130 aircraft with an appropriate dual-rail cargo adapter. A Guardian Angel (GA) Combat Rescue Officer (CRO) seated at a collapsible workstation located in the left paratroop-door of the H/M/C-130 aircraft operates the SAR missionized pod. This capability would support all 55 ANG crash and fire rescue teams by providing improved situational awareness when operating in the vicinity of SAR missionized pod-equipped aircraft.

**2. Source of Need.** Lessons learned from Hurricane KATRINA in 2005, Hurricane IKE in 2008, California Wildfires in 2008, 2010, and 2012, Superstorm SANDY in 2012, and Yosemite Rim Fire in 2013; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.**

106 RQW Gabreski Airport, NY  
176 WG Elmendorf AFB, AK

129 RQW Moffett Field, CA

123 AW Louisville, KY

**4. Program Details.**

| Remaining Quantity Required                  | Unit Cost          | Program Cost       |
|--|--------------------|--------------------|
| <b>4 Retractable Arm Systems*</b> (3010)     | <b>\$1,350,000</b> | <b>\$5,400,000</b> |
| <b>4 AS-4 Rescue Missionized Pods</b> (3010) | <b>\$750,000</b>   | <b>\$3,000,000</b> |
| <b>Component Integration</b> (3010)          | N/A                | <b>\$100,000</b>   |
| <b>Total</b>                                 |                    | <b>\$8,500,000</b> |

\*Unit cost includes related accessory support equipment.

*Search and Rescue*

**SAR SEARCHLIGHT AND LOUDSPEAKER SYSTEMS**

**1. Background.** Existing communication and search systems on the HH-60G were designed to be covert, limiting aircraft exposure by decreasing light and sound while conducting operations in front of the forward line of troops. Civil search and rescues require HH-60G aircrew members to have the ability to search and communicate with civilians who have not been trained in recovery operations, who do not have signaling devices, nor communications equipment. Individual HH-60G aircrew members do not have the ability to effectively search at night with the HH-60G airframe-mounted searchlight as it lacks the agility and control authority to keep up with the aircrews scanning field of views. The lack of high powered overt and/or NVG compatible searchlights reduces the ability of aircrew to locate survivors quickly. Once potential survivors are located, HH-60G aircrew members have no way to communicate with individuals on the ground; routinely aircraft will have to land to communicate with civilians to determine if assistance is needed. Loudspeakers would give aircrew an effective tool to communicate with people on the ground and allow aircrew greater efficiency in search and rescue operations.

**2. Source of Need.** Lessons Learned from Hurricane Katrina 2005, Hurricane Ike & Rita 2008, Super Storm Sandy 2012, 2015 Domestic Capabilities Priorities Conference.

**3. Units Impacted.**

106 RQW Gabreski Airport, NY

129 RQW Moffett Field, CA

176 WG Elmendorf Richardson JB, AK

**4. Program Details.**

| Remaining Quantity Required                       | Unit Cost       | Program Cost     |
|---|-----------------|------------------|
| <b>36 Search lights (3080)</b>                    | <b>\$9,500</b>  | <b>\$342,000</b> |
| <b>36 Search Light Battery Packs (3080)</b>       | <b>\$2,050</b>  | <b>\$73,800</b>  |
| <b>18 LRAD 500X-RE Loud Hailing Device (3080)</b> | <b>\$23,200</b> | <b>\$417,600</b> |
| <b>18 LRAD Portable Power Pack (3080)</b>         | <b>\$4,100</b>  | <b>\$73,800</b>  |
| <b>Total</b>                                      |                 | <b>\$907,200</b> |

*Search and Rescue*

**PERSONAL PROTECTIVE EQUIPMENT FOR URBAN SEARCH AND RESCUE**

**1. Background.** Air National Guard (ANG) Fire and Emergency Services (FES) Urban Search and Rescue (USAR) teams use their Airman Battle Uniform (ABU) because they lack the appropriate Personal Protective Equipment (PPE). The ABU has been identified by both industry and government experts as incompatible with USAR operations. PPE includes, at a minimum, high-visibility clothing; water, bio-hazard, chemical, and abrasion-resistant clothing and footwear; portable decontamination equipment; and safety pads.

**2. Source of Need.** ANG Search and Rescue Teams CONOPS, 20 Sep 2013; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 55 ANG FES units with 15 individuals per unit.

**4. Program Details.**

| Remaining Quantity Required     | Unit Cost      | Program Cost       |
|---------------------------------|----------------|--------------------|
| <b>825 USAR PPE Sets (3080)</b> | <b>\$1,500</b> | <b>\$1,237,500</b> |
| <b>Total</b>                    |                | <b>\$1,237,500</b> |

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# Oil and Hazardous Materials Response

## Oil and Hazardous Materials Response (ESF 10) -

“Hazardous materials” is a general term covering hazardous pollutants and contaminants. It includes chemical, biological, radiological, and nuclear substances. Industrial facilities, abandoned contaminated sites, and transport modes with hazardous materials create the potential for un-intended discharges into the environment.

Air National Guard emergency management, fire and emergency service, and chemical, biological, and nuclear response teams are among the experts available to detect, contain, and mitigate the effects of hazardous materials. Air National Guard units have responded to hazardous material incidents with increasing frequency, particularly for large scale incidents. Consequently, wear and tear on equipment has accelerated. Additionally, the wide variety of incidents involving Air National Guard teams has highlighted critical gaps in capability to respond quickly, communicate effectively with civil authorities, detect current and emerging characteristics of hazardous materials, protect personnel, and provide respite from the grueling tempo of operations during an incident.



# **ESF 10 - Oil and Hazardous Materials Response**

## **2015 Domestic Capability Priorities Conference**

### ***Critical Capabilities List***

- Personal Protective Equipment Modernization
- Chemical, Biological, Radiological, and Nuclear and Hazardous Material Detection
- Chemical, Biological, Radiological, and Nuclear and Hazardous Material Response Trailer
- Responder Rehabilitation Shelter
- Command and Control Liaison Kit

### ***Essential Capabilities List***

- Hazardous materials mitigation equipment

### ***Desired Capabilities List***

- None

**PERSONAL PROTECTIVE EQUIPMENT MODERNIZATION**

**1. Background.** Level A (fully enclosed; highest level of protection) and Level B (reduced level) suits offer protection to Hazardous Material (HAZMAT) technicians and first responders. DoDI 6055.06 mandates implementation of enhancements for Levels A and B suits as recommended by the National Fire Protection Association (NFPA) 1991 standards for "Vapor-Protective Ensembles for Hazardous Materials Emergencies." The majority of suits fielded for ANG Fire and Emergency Services (FES) and Emergency Management (EM) personnel no longer comply with the NFPA 1991 standard. Lack of Level A and Level B suits significantly impacts the ability to respond to HAZMAT incidents. Each Chemical, Biological, Radiological, and Nuclear (CBRN) and HAZMAT response team needs 25 Level A and 25 Level B suits. This quantity allows FES and EM personnel to effectively respond to a HAZMAT incident with necessary spares.

**2. Source of Need.** Hurricanes Katrina, Irene, and Sandy led to incidents involving hazardous materials and highlighted the need for level A and level B suits. Current suits do not comply with the NFPA standard. This gap in capability was identified during the 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 62 Air National Guard installations with CBRN and HAZMAT response teams.

**4. Program Details.**

| Remaining Quantity Required             | Unit Cost      | Program Cost       |
|---|----------------|--------------------|
| <b>1550 Level A HAZMAT Suits (3080)</b> | <b>\$2,000</b> | <b>\$3,100,000</b> |
| <b>1550 Level B HAZMAT Suits (3080)</b> | <b>\$500</b>   | <b>\$775,000</b>   |
| <b>Total</b>                            |                | <b>\$3,875,000</b> |

*Oil and Hazardous Materials Response*

**CHEMICAL, BIOLOGICAL, RADIOLOGICAL, AND NUCLEAR AND HAZARDOUS MATERIAL DETECTION**

**1. Background.** Air National Guard (ANG) Emergency Management (EM) and Fire and Emergency Services (FES) Chemical, Biological, Radiological, and Nuclear (CBRN) responders need standardized, robust, and field-ready personal CBRN, Hazardous Material (HAZMAT), carbon monoxide detectors for responders, and Toxic Industrial Chemical/Toxic Industrial Material (TIC/TIM) agent detection capabilities. The Occupational Safety and Health Administration requires active detection of contaminants in the environment to ensure personal protective equipment for responders is adequate. Response operations require immediate identification of the specific HAZMAT to ensure use of the correct protective equipment.

**2. Source of Need.** Response to release of HAZMAT material during hurricanes Katrina, Irene, Sandy and national level exercises highlighted the need for rapid, accurate identification of hazardous materials. Responders lacked proper detectors to identify hazards. Additionally, the need was identified during the 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 62 ANG installations with CBRN and HAZMAT response teams.

**4. Program Details.**

| Remaining Quantity Required                          | Unit Cost        | Program Cost        |
|--|------------------|---------------------|
| <b>62 CBRN and HAZMAT Detection Equipment (3080)</b> | <b>\$170,000</b> | <b>\$10,540,000</b> |
| <b>Total</b>   |                  | <b>\$10,540,000</b> |

*Oil and Hazardous Materials Response*

**DEDICATED CHEMICAL, BIOLOGICAL, RADIOLOGICAL, AND NUCLEAR AND HAZARDOUS MATERIAL RESPONSE TRAILER**

**1. Background.** Air National Guard (ANG) Emergency Management (EM) and Fire and Emergency Services (FES) personnel and units possess limited capability to transport Chemical, Biological, Radiological, and Nuclear (CBRN) response equipment to an incident. A dedicated CBRN and Hazardous Material (HAZMAT) response trailer would store the equipment, provide space to conduct medical screening for pre-and post-hazardous area entry, and provide space to control operations. Additionally, the dedicated response trailer would have capability for lighting exterior areas, on-board power generator, a heating, ventilation, and air conditioning unit, and capability for integrated command and control equipment to support 24-hour operations. Standardizing the trailer, equipment storage, and response methodology enhances training for EM and FES personnel by limiting the number of unique systems used by the responders. One trailer for each of the 62 ANG installations with CBRN and HAZMAT response teams is required.

**2. Source of Need.** Debrief of past events like hurricanes Katrina, Irene, Sandy and national level exercises demonstrated the need for a standardized platform that supports medical monitoring, pre- and post- incident evaluations, and storage for equipment used during response to CBRN and HAZMAT incidents. The gap in capability was also identified during the 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 62 ANG installations with CBRN and HAZMAT response teams.

**4. Program Details.**

| Remaining Quantity Required             | Unit Cost       | Program Cost       |
|---|-----------------|--------------------|
| <b>62 CBRN Response Trailers (3080)</b> | <b>\$95,000</b> | <b>\$5,890,000</b> |
| <b>Total</b>                            |                 | <b>\$5,890,000</b> |

*Oil and Hazardous Materials Response*

**RESPONDER REHABILITATION SHELTER**

**1. Background.** Chemical, Biological, Radiological, and Nuclear (CBRN) and Hazardous Materials (HAZMAT) response teams need a rehabilitation center to support responders during an incident. The responder rehabilitation shelter ensures HAZMAT response personnel meet the mandatory Department of Defense rest and work cycles. The rehabilitation shelter provides medical and physiological aid, rest and recuperation areas and eating areas separate from victims. Additionally, the shelter is portable and expandable, and provides self-contained power, lighting, and Heating, Ventilation, and Air Conditioning (HVAC) systems to support 24-hour operations. Each of the 62 CBRN and HAZMAT response teams needs two shelters. One system can be used for fire departments and the other by Emergency Management.

**2. Source of Need.** Lessons learned from domestic operations; 2014 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 62 ANG installations with CBRN and HAZMAT response teams.

**4. Program Details.**

| Remaining Quantity Required                         | Unit Cost       | Program Cost       |
|---|-----------------|--------------------|
| <b>124 Responder Rehabilitation Shelters (3080)</b> | <b>\$60,000</b> | <b>\$7,440,000</b> |
| <b>Total</b>  |                 | <b>\$7,440,000</b> |

*Oil and Hazardous Materials Response*

**COMMAND AND CONTROL LIAISON KIT**

**1. Background.** The Command and Control (C2) liaison kit provides a Chemical, Biological, Radiological, and Nuclear (CBRN) and Hazardous Materials (HAZMAT) first responder and incident commander immediate access to communications prior to a larger mobile communications package arriving on the scene. In some cases, the initial response team is the only element to manage an emergency response effort. The C2 liaison kit must allow communication with local authorities and be portable with the following capabilities: ruggedized computer, printer, copier, scanner, cellular internet access, satellite communications access, webcam, digital video. This system supports incident commanders, liaison officers, field responders, and others requiring situational awareness by enabling joint, interagency, and local coordination and universal communication. The C2 liaison kit fills a capability gap in joint, interagency, and local responders' abilities to communicate and coordinate complex tasks. The National Response Framework (NRF) necessitates all responding agencies be able to communicate with one another.

**2. Source of Need.** Lessons learned from domestic operations; 2014 and 2015 Domestic Capability Priorities Conference.

**3. Units Impacted.** All 62 ANG installations with CBRN and HAZMAT response teams. Some C2 liaison kits have already been fielded.

**4. Program Details.**

| Remaining Quantity Required      | Unit Cost       | Program Cost       |
|----------------------------------|-----------------|--------------------|
| <b>36 C2 Liaison Kits (3080)</b> | <b>\$35,000</b> | <b>\$1,260,000</b> |
| <b>Total</b>                     |                 | <b>\$1,260,000</b> |

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# Public Safety and Security

**Public Safety and Security (ESF 13) -** Over 7,000 Air National Guard (ANG) Security Forces personnel from the 54 states and territories prepare and train to provide security; security planning; public safety and security support; and traffic and crowd control. Security Forces units work in cooperation with public safety and security organizations to support the full range of incident management activities.



Security Forces units equipped with less-than-lethal weapons and explosive detection kits can assist local authorities and agencies during events like tropical storms, hurricanes, earthquakes, winter storms, and blackouts.

State and federal authorities may call on ANG Security Forces to assist with disasters, civil unrest, acts of terrorism, border security or counterdrug operations.



# **ESF 13 - Public Safety and Security**

## **2015 Domestic Capability Priorities Conference**

### ***Critical Capabilities List***

- Security Forces Vehicles
- Multiple Purpose Trailer
- Emergency Vehicle Response Suite
- Mobile Entry Control Point
- Ultralight All-Terrain Utility Equipment

### ***Essential Capabilities List***

- Less than Lethal Enhancement Kit
- Tactical Personnel Tracking and Communications System
- Elevated Portable Security Platform
- Augmentee Personnel Protective Equipment
- Flame-Resistant Uniform

### ***Desired Capabilities List***

- Mobile Surveillance Detection
- Light Medium Tactical Vehicle (LMTV)
- Extraction and Casualty Care Modular Kit

## SECURITY FORCES VEHICLES

**1. Background.** Security Forces (SF) provide civil disturbance response and force protection. SF are assigned vehicles based on federal mission requirements and not on off-base domestic emergency requirements. These vehicles are issued from the local wing's vehicle fleet. Fleet vehicles are programmed for replacement after 20 years or if they have met or exceeded the economic one-time repair limit in accordance with Air Force Instruction 24-302 and Technical Order 36-1-191. SF vehicles typically experience higher levels of wear by 24/7 use in law enforcement and so they are in greater need of replacement. SF require more robust vehicles than those available in the vehicle fleet to execute both the federal and domestic missions. SF vehicles are needed to provide capability beyond moving personnel and equipment; they provide a mobile mission platform tailored to the requirements of daily security operations, and provide an initial on-scene command and control capability during an incident. SF vehicles also provide a staging capability for checkpoints, road closures, traffic control points, civil disturbance operations, patrols, and serve as a blocking force and barricade if required. This paper documents the need for a standardized vehicle fleet, which include a vehicle law enforcement package enhanced for SF operations. These vehicle equipment packages will include police emergency lighting, high visibility markings, tactical equipment racks and mounts, and a portable public address system for mass notification.

**2. Source of Need.** Lessons Learned from efforts supporting responses to Ferguson, MO and Baltimore, MD riots, HURRICANE KATRINA 2005, SUPERSTORM SANDY 2012, Boston Marathon terrorist attacks 2013, western wild land fires, 2014 Oso mudslide, and challenges with remote area responses. 2014 and 2015 Domestic Capability Priorities (DCP) Conference.

**3. Units Impacted.** All ANG SF units. A unit's mission design and status as a stand-alone or co-located unit determines distribution of vehicles. Shortfalls impact 100 ANG SF organizations across 52 US States, Territories and the District of Columbia

### 4. Program Details.

| Remaining Quantity Required             | Unit Cost | Program Cost        |
|---|-----------|---------------------|
| 341 SF Vehicles (3080)                  | \$40,000  | \$13,640,000        |
| 341 SF Vehicle Equipment Package (3080) | \$15,000  | \$5,115,000         |
| <b>Total</b>                            |           | <b>\$18,755,000</b> |

*Public Safety and Security*

**MULTIPLE PURPOSE TRAILER**

**1. Background.** Security Forces (SF) provide civil disturbance response and force protection. Each SF unit possesses two less-than-lethal DOMOPS kits (UTC: QFLLL) configured in ISU-90 containers that require flatbed trucks for transport off base. The multi-purpose trailers would provide SF units with organic capability to rapidly deploy this kit plus specialized equipment. This requirement exceeds the capability of transport resources typically found on base.

**2. Source of Need.** Lessons Learned from efforts supporting responses to Ferguson, Mo. and Baltimore, Md. riots, HURRICANE KATRINA, SUPERSTORM SANDY, Boston Marathon terrorist attacks, western wild land fires, 2014 Oso mudslide, and challenges with remote area responses.

**3. Units Impacted.** All ANG SF units.

**4. Program Details.**

| Remaining Quantity Required              | Unit Cost       | Program Cost       |
|--|-----------------|--------------------|
| <b>186 Multi-Purpose Trailers (3080)</b> | <b>\$12,000</b> | <b>\$2,232,000</b> |
| <b>Total</b>                             |                 | <b>\$2,232,000</b> |

*Public Safety and Security*

**EMERGENCY VEHICLE RESPONSE SUITE**

**1. Background.** Security Forces provide civil disturbance response and force protection. When Security Forces have to surge to full capability, it requires more vehicles than are routinely assigned to Security Forces units. Security Forces units acquire these vehicles through their wing’s vehicle fleet management office. Those vehicles need temporary modifications with equipment such as emergency lighting, high visibility markings, tactical equipment racks and mounts, and a portable public address system for mass notification. This equipment is easily removed from the vehicle once the mission has been completed.

**2. Source of Need.** Lessons Learned from efforts supporting responses to Ferguson, Mo. and Baltimore, Md riots, HURRICANE KATRINA, SUPERSTORM SANDY, Boston Marathon terrorist attacks, western wild land fires, 2014 Oso mudslide, and challenges with remote area responses.

**3. Units Impacted.** All ANG SF units. A unit’s mission design and status as a stand-alone or co-located unit determines distribution of vehicles. Shortfalls impact 100 ANG SF organizations across 52 US States, Territories and the District of Columbia

**4. Program Details.**

| Remaining Quantity Required                | Unit Cost       | Program Cost       |
|--|-----------------|--------------------|
| <b>93 Emergency Response Suites (3080)</b> | <b>\$74,300</b> | <b>\$6,909,900</b> |
| <b>Total</b>                               |                 | <b>\$6,909,900</b> |

*Public Safety and Security*

**MOBILE ENTRY CONTROL POINT**

**1. Background.** Security Forces (SF) provide civil disturbance response and force protection. A Mobile Entry Control Point (MECP) enables SF to quickly establish controlled access. This self-contained unit would provide ballistic protection (level III), heat, air conditioning, area lighting, and protection from the elements. The MECP would provide a more effective and efficient solution than using a vehicle as the control point’s shelter. Capabilities supported include but are not exclusive to domestic operations (DOMOPs), traffic control, and large-scale public events.

**2. Source of Need.** Lessons Learned from efforts supporting responses to Ferguson, MO. and Baltimore, MD riots, HURRICANE KATRINA 2005, SUPERSTORM SANDY 2012, Boston Marathon terrorist attacks 2013, western wild land fires, 2014 Oso mudslide, and challenges with remote area responses.

**3. Units Impacted.** All 93 ANG SF squadrons.

**4. Program Details.**

| Remaining Quantity Required                 | Unit Cost       | Program Cost       |
|---|-----------------|--------------------|
| <b>93 Mobile Entry Control Point (3080)</b> | <b>\$50,000</b> | <b>\$4,650,000</b> |
| <b>Total</b>                                |                 | <b>\$4,650,000</b> |

*Public Safety and Security*

**ULTRALIGHT ALL-TERRAIN UTILITY EQUIPMENT**

**1. Background.** During many domestic scenarios, Security Forces deliver forces and equipment into environments where standard vehicles are not able to operate. Lightweight all-terrain utility equipment provides mobility with a smaller footprint, easy operation, and safer operation within crowds. This is especially useful for missions such as riot control, natural disasters, border security, civil unrest, inaugurations, and counterdrug operations.

**2. Source of Need.** Lessons learned from Hurricane KATRINA in 2005, Superstorm SANDY in 2012, Boston Marathon bombing in 2013, 2014 Oso mudslide; 2014 Domestic Capability Priorities Conference.

**3. Units Impacted.** All ANG SF units. A unit’s mission design and status as a stand-alone or co-located unit determines distribution of vehicles. Shortfalls impact 100 ANG SF organizations across 52 US States, Territories and the District of Columbia

**4. Program Details.**

| Remaining Quantity Required                        | Unit Cost       | Program Cost       |
|--|-----------------|--------------------|
| <b>184 Ultralight All-Terrain Equipment (3080)</b> | <b>\$18,000</b> | <b>\$3,312,000</b> |
| <b>Total</b>                                       |                 | <b>\$3,312,000</b> |