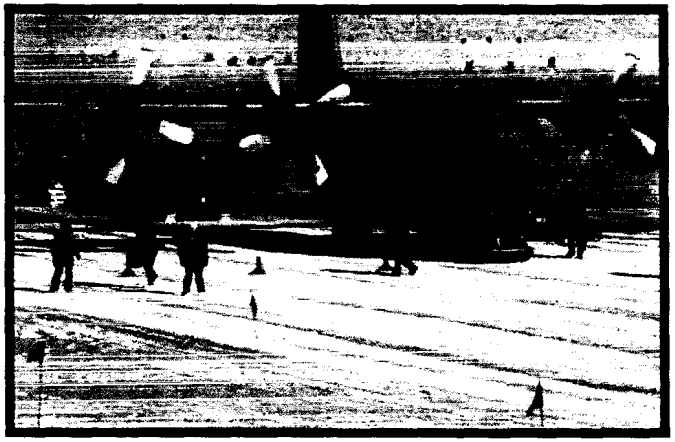
DCN: 12137

DOD Recommendation for Stratton ANGB, NY

- 109 AW Mission
- Personnel Actions
- Aircraft Actions
- Homeland Defense
- COBRA Data



103-06A – RH7 – State Input
Regional Hearing – June 27, 2005 – Buffalo, NY
BRAC COMMISSION – 2005
COFF:_____ DISPOSITION: Permanent

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109th AW Mission

- Current and future mission capabilities:
  - Geo-Political joint presence in Polar Regions (U.S. Coast Guard, U.S. Navy, U.S. Army, U. S. TRANSCOM, New Zealand Defense Forces, etc.)
    - Nation's only heavy lift capability to remote polar destinations
    - Only Ski Equipped C-130 in the world
  - Homeland Defense Team: Airlift, WMD Civil Support Team (CST), Aeromedical Evacuation, chemical /bio attack response, Counterdrug/Border Response, Medical Group
    - Proven: Deployed ONE (WTC), ONW, OSW, OIF
    - Strategically located CST—centrally located to major metropolitan areas
    - One of only 10 Aeromedical Evacuation units in the ANG

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DoD BRAC Recommendation

- Realign Schenectady County Airport Air Guard Station, 109th Airlift Wing
  - Transfer four C-130H aircraft to 189 AW (ANG), Little Rock AFB, AR
  - Elimination of 19 Direct and 20 Indirect Personnel

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Impact of Personnel Losses

- Full Time reduction and realignment as follows:

	Full Time Reduction	Realignment
– AGR	4	6
– Technician	5	4
– Part Time	20	

- Most Full Time and Traditional Guard members will not "follow" the aircraft
  - Impacted personnel will not move to Little Rock, AR
  - Nearest bases exceed 50 mile radius of Stratton ANGB (Stewart & Syracuse ANGB in excess of 100 miles)

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DoD BRAC Recommendation

- Currently Schenectady has 14 C/LC 130H Aircraft
  - 4 C-130 PAA
  - 4 LC-130 PAA
  - 2 LC-130 BAI
  - 4 LC-130 National Science Foundation possessed
- After BRAC
  - 4 LC-130 PAA
  - 2 LC-130 BAI
  - 4 LC-130 National Science Foundation possessed

LC-130 Service Life Reduction Loss of 4 Aircraft

Tail Number	MDS	Est. Years in Service	Estimated Flight Hours Remaining until Restriction	Estimated Years until Restriction	Est. Years until Restriction (Without C-130's)	Reduction in Years of Life Cycle of LC-130's
8300491	LC-130H	20	12994	20.5	14.8	5.7
8300492	LC-130H	20	13078	20.6	14.8	5.8
8300490	LC-130H	20	13772	21.7	14.9	5.8
8300493	LC-130H	20	14098	22.2	16.0	6.2
9201094	LC-130H	11	18197	28.7	20.1	8.6
9301096	LC-130H	10	18666	29.4	21.2	8.2
9201095	LC-130H	11	19086	30.1	21.7	8.4
7603301	LC-130H	27*	11658	18.4	13.5	4.9
7303300	LC-130H	30*	12376	19.5	14.0	5.5
7603302	LC-130H	27*	12425	19.6	14.1	5.5

Source: Warner Robins Air Logistics Center

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USAF Proposal: Programmatic Realignment of Aircraft

- Proposed movement of aircraft not caused by infrastructure restructuring
- As BRAC Deputy General Counsel finding suggests, recommendations to relocate, withdraw, disband, or change the organization of an ANG unit, unless done so for infrastructure rationalization is inconsistent with the intent of BRAC legislation
- AGAUS, at the request of the Commission, has validated programmatic movement of aircraft as being inconsistent with BRAC objectives.

Homeland Defense Impacts Loss of 4 C-130

- National Defense Strategy
  - Diminishes the Governor's and DoD's ability to defend the state/homeland
- Eliminates/reduces
  - Governor's ability to respond with airlift to DHS high terror threat areas such as NYC, Buffalo and other highly populated Northeast centers
  - The mobility of the Civil Support Team (CST) located at Schenectady
    - 1 of 4 Northeast CST units
    - Only one collocated with C-130 airlift
  - Aeromedical Evacuation capability
    - One of only 10 Aeromedical Evacuation units in the Guard

Cost of Base Realignment Action (COBRA)

– **One time cost**	**$3.5M**
– **Implementation period – net cost**	**$3.3M**
– **Annual recurring savings after implementation**	**$560K**
– **Net Present Value of savings over 20 years**	**$2.4M**

- Significant cost growth at Little Rock AFB will further reduce, if not negate any savings
  - AETC site survey indicates LRAFB Milcon grew from $103M to $292M.
- Net Present Value savings were based primarily on projected personnel savings caused by elimination of full time and drill status positions
  - Clearly deviates from GAO/DOD guidelines on personal savings since there is no concurrent end strength reduction
- When corrected to be consistent with GAO/BRAC Council position, the proposed realignment generates no savings for the government

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Conclusions

- **Programmatic change of Aircraft rather than an infrastructure move**
- **109th Capabilities**
  - Polar region force projection
  - Homeland Defense
- **Regional Capabilities**
  - Significant reduction of tactical C-130's in Northeast(Quonset Point)
  - Homeland Defense (NYC, CST)
  - Loss of full time employment
- **Operational Capabilities**
  - Ski bird life cycle
  - Proficiency of aircrews
  - Loss of missions for other federal agencies (NSF)
- **Cost**
  - Flaw in COBRA data on personnel costs will reduce savings.
  - Increase in Little Rock One-Time Costs eliminate savings.