

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$0.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Schenectady County Airport Air Guard Station, NY

Recommendation: Realign Schenectady County Airport Air Guard Station (Air Guard Station), NY. The 109th Airlift Wing (ANG) will transfer four C-130H aircraft to the 189th Airlift Wing (ANG), Little Rock Air Force Base, AR.

Justification: This recommendation distributes C-130 force structure to Little Rock (17), which has higher military value. Adding aircraft to the ANG unit at Little Rock creates a larger, more effective squadron. The LC-130 aircraft (ski-equipped) remain at Schenectady (117).

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$3.5M. The net of all costs and savings to the Department during the implementation period is a cost of \$3.3M. Annual recurring savings after implementation are \$ 0.6M with payback expected in eight years. The net present value of the cost and savings to the Department over 20 years is a savings of \$2.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 39 jobs (19 direct jobs and 20 indirect jobs) over the 2006-2011 period in the Albany-Schenectady-Troy, NY, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: Review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include

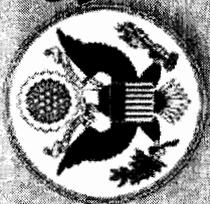
\$0.04M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

**Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA,
and Yeager Air Guard Station, WV**

Recommendation: Realign Pope Air Force Base (Air Force Base), NC. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, AR; realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, GA; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, AR, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, RI; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, CA; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), WV, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit, and by relocating flying-related expeditionary combat support (ECS) to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

Justification: Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Fort Bragg. With the disestablishment of the 43rd Medical Group, the AF will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight, and occupational medicine to support the Army active duty military members. The Army will provide ancillary



Sec. 102: Schenectady Co. Airport AGS Issues Related to Criteria 5

COBRA DATA

	DoD COBRA Run	R&A COBRA Run
One Time Cost	\$ 3.5 M	\$ 11.8 M
Net Implementation Savings/(Cost)	(\$ 3.3 M)	(\$ 12.2 M)
Annual Recurring Savings/(Cost)	\$ 0.6 M	\$ 0.44 M
Payback Period	8 years	70 Years
Net Present Value at 2025	\$ 2.4 M	\$ 7.2 M

Department : USAF
 Scenario File : A:\COBRA USAF 0067V2 (320c2) Schenectady DBCRC Site Survey.CBR
 Option Pkg Name: COBRA USAF 0067V2 (320c2) Schenectady DBCRC Site Survey
 Std Fctrs File : C:\COBRA 6.10\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2011
 Payback Year : 2081 (70 Years)

NPV in 2025(\$K): 7,245
 1-Time Cost(\$K): 11,779

cont
cont

additional MILCON

Net Costs in 2005 Constant Dollars (\$K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	727	7,634	0	0	0	0	8,361	0
Person	0	0	0	0	0	-118	-118	-604
Overhd	11	154	152	150	149	165	782	162
Moving	0	154	0	49	0	240	443	0
Missio	0	0	0	0	0	0	0	0
Other	27	2,030	29	10	0	621	2,717	0
TOTAL	765	9,972	181	209	149	908	12,185	-442

cont
annual recurring savings

	2006	2007	2008	2009	2010	2011	Total	
POSITIONS ELIMINATED								
Off	0	0	0	0	0	1	1	
Enl	0	0	0	0	0	3	3	
Civ	0	0	0	0	0	5	5	
TOT	0	0	0	0	0	9	9	

cont
div's
rehabilitate
Perennial

	2006	2007	2008	2009	2010	2011	Total	
POSITIONS REALIGNED								
Off	0	0	0	0	0	1	1	
Enl	0	0	0	0	0	5	5	
Stu	0	0	0	0	0	0	0	
Civ	0	0	0	0	0	4	4	
TOT	0	0	0	0	0	10	10	

19 Total

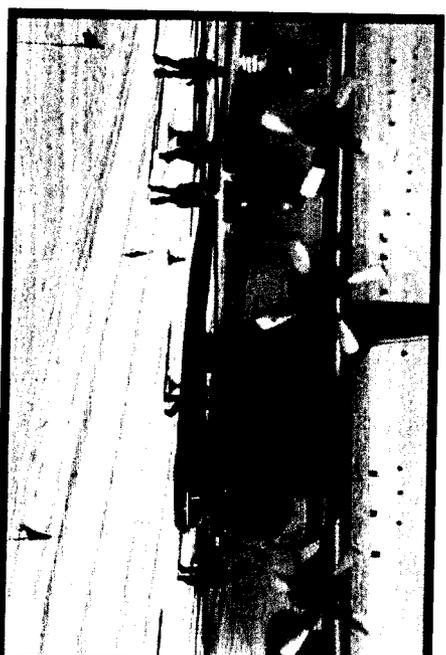
Summary:

 Per DBCRC _____

Realign Schenectady County Airport AGS. The 109th Airlift Wing (ANG) will transfer C-130H aircraft (4 PAA) to the 189th Airlift Wing, Little Rock AFB, Arkansas.

DOD Recommendation for Stratton ANGB, NY

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



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 *only 10 squad*
 - Homeland Defense Team: Airlift, ~~WMD~~ *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 *in on this kind are affected by recommendations*
 - One of only 10 Aeromedical Evacuation units in the ANG *only ones in world*

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

*Depressed
Community*

Impact of Personnel Losses

- Full Time reduction and realignment as follows:

	<u>Full Time Reduction</u>	<u>Realignment</u>	
- AGR	4	6	} will need to find another mission
- Technician	5	4	
- Part Time	20 <i>4 lost</i>		

- 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)

DoD BRAC Recommendation

8 PAA unit Guard

- Currently Schenectady has 14 C/LC 130H Aircraft

8 PAA

- 4 C-130 PAA - *Guard*
- 4 LC-130 PAA } *Guard - not recommended*
- 2 LC-130 BAI }

4 NSF

*250 full time
750 part time*

- 4 LC-130 National Science Foundation possessed

- After BRAC

- 4 LC-130 PAA } *Guard*
- 2 LC-130 BAI }

*in regard falls in
closest to
Ottawa's Quonset
becomes closer*

- 4 LC-130 National Science Foundation possessed

LC-130 Service Life Reduction Loss of 4 Aircraft

*Aeromeds
lose
currency
w/ no
C-130*

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

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

no reduction in infrastructure nominal saving

Cost of Base Realignment Action (COBRA)

- One time cost
 - Implementation period – net cost
 - Annual recurring savings after implementation
 - Net Present Value of savings over 20 years
- NSA
COBRA
estimate*
- 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

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.