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BRAC Regional Hearing
July 11, 2005
Oklahoma National Guard
Submission

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COMMITTEES:
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ENVIRONMENT AND
PUBLIC WORKS

BRAC Commission

July 29, 2005

Received

July 29, 2005

The Honorable Anthony Principi
BRAC Commission
2521 South Clark Street
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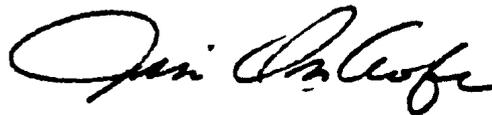
Dear Chairman Principi:

As promised from our hearing on 11 July 2005, I am forwarding the information discussed and prepared by Major General Harry M. Wyatt III, Oklahoma National Guard Adjutant General.

Enclosed please find 11 packets, one each for your Commissioners and two for your records. Please let us know if there is any additional information we can provide as you carry out your very important work.

I appreciate your continued dedication to assist our armed services and the United States Congress.

Sincerely,



James M. Inhofe
United States Senator

BRAC Regional Meeting

July 11, 2005

Aerial Port Squadron

Full time positions 5 (4 technicians, 1 AGR)

Traditional positions 94 Authorized 108 assigned

Similar States

New Castle, DE moving to Dover AFB

Mansfield-Lahm, OH moving to Louisville, KY

Nashville, TN moving to Memphis, TN

Charleston, WV moving to Eastern W. VA Regional Airport-Shepard

Reno, NV moving to Channel Islands, CA

APS Strength

Dec - 02 101%

Dec - 03 114%

Dec - 04 115%

Jul - 05 113%

Unit Awards

1986 - Governor's Outstanding Unit Award

1987 - Outstanding Reserve Component

1998 - Air Reserve Component Aerial Port of the Year

1999 - Air Reserve Component Aerial Port of the Year

2001 - Outstanding Air Force Unit Award

Aeromedical Evacuation Squadron

Full time positions: 5 total

3 funded by AES

2 funded by Operations

Traditional positions: approximately 111

(a new manning document is being worked, which may change some of the numbers)

Medical Services Corps (MSC) Officers:	7
Flight Nurses:	33
Aeromedical Evacuation Technicians:	46
Medical Administration Technicians:	8
Medical Logistics Technicians:	4
BioMedical Equipment Repair:	3
Radio Operators:	7
Communications Officer:	1
First Sgt:	1
Enlisted Training Manager:	1

Similar States

New Castle, DE moving to McGuire AFB

Nashville, TN moving to Carswell JFRB

- **BRAC Comment:** "The AE function is moved from Nashville to Carswell because the location will have an airlift unit and because of its proximity to a large recruiting population".

**BRAC Regional Meeting
July 11, 2005**

Memorandums of Understanding (MOU's) currently in place with Oklahoma City Veterans Affairs Medical Center and city Ambulance Service (EMSA) for:

- Continuing Education as required by Surgeon Generals annual Required Skills Verification (RSV's) for all medical career fields.
- Continuing Education Units as required by National Registry of Emergency Medical Technicians (required by AFCAT 36-2223).
- Core skills tasks as required by Career Field and Education Training Plan (CFETP).

Present facilities meet or exceed AE logistics requirements. No Military Construction anticipated in beginning or sustaining operations at Tinker AFB.

Unit currently resides in a five year old state-of-the-art facility specifically designed for AE Operations.

- Approximately 3000sf of secure in-house storage capability for War Readiness Material.
- Secured and monitored Narcotics storage, meeting stringent Air Force Standards.

Established relationship with Tinker AFB Communication Assets allow for seamless transition to KC-135 platform.

Relationship established with 72nd MDG (Tinker AFB), as host unit for WRM support. No man days or travel costs associated to manage WRM assets due to close proximity of host unit.

Recruiting pool of:

- 28 hospitals / medical centers within a 50 mile radius
- 31 Nursing programs in Oklahoma
- Tinker AFB and other DOD facilities in the state are an excellent source for experienced personnel transitioning from Active Duty to Guard and Reserve.
- Currently 100% manned on hard-to-recruit, Registered Nurses and Aeromedical Evacuation Technicians.
- 137th AES exceeds the national average for Baccalaureate and advanced degree Registered Nurses.
-

Based on re-activation statistics, at least a two year loss of full AE capability during transition.

- 391 mile commute from OKC to St Joseph, MO will be prohibitive to the retention of the majority of mission ready members.
- Potentially unable to meet two to three AEF cycles starting with the September 2006 AEF commitments.

AFRES currently has four A/E units flying on KC-135's as their primary MDS. 459 AES (Andrews AFB, MD), 452 AES (March ARB, Ca), 714 AES (McGuire AFB, NJ) and 349 AES (Travis AFB, Ca)

Madam Chair and Commissioners,

I am Major General Bud Wyatt, Adjutant General for the State of Oklahoma. I command the Oklahoma Air and Army National Guard and I appear today in state status as the Adjutant General.

First of all, I want to say that I am not here to complain about BRAC. I support the BRAC process, especially the BRAC recommendations as they pertain to the Oklahoma Army National Guard and the Oklahoma Air National Guard's 138th Fighter Wing, a Block 42 F-16 Wing in Tulsa, Oklahoma, my former command. I have concern, however, regarding the BRAC recommendations relating to the Oklahoma Air National Guard's 137th Airlift Wing of 8 PAA C-130 H2 aircraft at Will Rogers Air National Guard base in southwest Oklahoma City, co-located with Will Rogers World Airport. My concerns regarding the DoD's treatment of Air National Guard C-130 Wings has been ably addressed by my fellow Adjutants General who have experienced similar losses of their C-130 Wings. I will not spend my allotted briefing time in repeating those concerns, except to say that I have the same concerns as previously expressed by my fellow Adjutants General in other BRAC Commission hearings. I elect to spend my allotted time addressing BRAC recommendations affecting two squadrons within the 137th Airlift Wing.

The DoD recommendations to move the 137th Aerial Port Squadron (APS) to Ft. Worth, Texas and the 137th Aeromedical Evacuation Squadron (AES) to St. Joseph, Missouri were made on the basis of incorrect assumptions. It was assumed, since the 137th AW's aircraft were recommended to be realigned to Ft. Worth (4 tails) and St. Joseph (4 tails), that it would be necessary for the APS and AES to follow the aircraft. This is an incorrect assumption. Both of these squadrons' wartime taskings have been unrelated to wartime taskings of their parent 137th AW C-130 aircraft. Neither of these squadrons requires the presence of the C-130 aircraft to perform their duty assignments.

Aerial Port Squadron

The Aerial Port is comprised of 5 full time and 94 part time (traditional) guardsman positions. It historically has had no trouble recruiting and maintaining personnel. As a matter of fact, it was upgraded from an Aerial Port Flight to an Aerial Port Squadron as recently as 2003 because of its strength in recruiting and retaining qualified personnel. It is currently manned at 105% of authorized strength. The 137th APS has been a tremendous mobility personnel asset for the warfighters. Since 9/11, it has deployed in excess of 19,000 mandays in support of OEF/OIF/ONE and AEF rotations. It currently has 16 personnel deployed to Dover AFB, Delaware supporting OEF/OIF. All 16 of those personnel will deploy in early September to classified CENTAF locations in SWA. If the APS is moved 201 miles to Ft. Worth, it is unlikely that many of its members will make the move. This will have the immediate effect of removing a qualified pool of air transportation specialists from the beck and call of the war fighting combatant commanders. If you move the positions, the people won't necessarily (and probably won't) follow.

The APS occupies a state of the art facility at Will Rogers. It is ideally suited for training and maintaining an ANG aerial port. Even without aircraft at Will Rogers, the port would continue to serve as a passenger terminal and cargo processing facility for ANG and active duty operations which would remain at the "enclave". 90% of the port's Air Force Specialty Code (AFSC) training is conducted during summer camps and deployments. A small part of its purpose in life is to support flying training of the 137th AW. It could continue to provide affiliation training to other air force and army organizations and provide load planning support from its current location. It would have great synergism with the existing aerial port of the 507th ARW of the AFRES at Tinker, AFB, providing classroom and training facilities for both the ANG and AFRES. This concept flows nicely with the BRAC recommendations of establishing an Associate Guard/AFRES Wing with the ANG's 137th AW and the AFRES's 507th ARW. Addressing this situation involving a single squadron may seem like a small issue when compared to some of the major moves that you have considered earlier today. But please consider that it is not a small issue to the people involved and that this same scenario has been recommended at five other ANG aerial port squadrons across the country, magnifying the adverse effects of the BRAC recommendations.

Aeromedical Evacuation Squadron

The 137th Aeromedical Evacuation Squadron is comprised of 5 full time and 111 traditional guardsmen and women. The ANG aeromed community is a particularly stressed group of personnel. Since 9/11, they have been heavily tasked by the warfighters. Strength is down in the entire ANG aeromed community and the 1327th AES is no exception. However, it is fully manned in its skilled medical technician (MEDTECH) and flight nurse positions, which are in high demand by the warfighters. Since 9/11, 137th AES personnel have deployed in excess of 17,000 mandays in support of contingency operations. As with the aerial port, it is unlikely that many of its people will make the 325 mile move to St. Joseph, Missouri, immediately removing a pool of highly qualified medical professionals from the country's service. Additionally, these people are hard to replace and have long training pipelines with extensive waiting (up to 2 years) for class dates under normal conditions. This waiting period will only get worse when the effects of BRAC are felt. Consider, also, that this scenario with the aeromed squadron also appears at two other locations in the BRAC recommendations.

The Oklahoma City metro area has a population of 1.1 million, with 28 hospitals within a 50 mile radius as a recruiting pool. It is unlikely that St. Joseph, with a population of roughly 70,000 could recruit and maintain an AES.

The only tie that the 137th AES has to its sister 137th AW is two training sorties per week to support aeromed AFSC training. This training could easily be conducted on KC-135R aircraft from Tinker AFB either by a short 20 minute bus ride to Tinker or a short 10 minute block to block flight from Tinker. The AES conducts its wartime mission on a myriad of aircraft. It is required by regulation to be certified for operation out of C-130s, C-141s, C-17s, KC-135s and US and allied force helicopters to name a few. Pairing an AES squadron with the KC-135R is not a new or novel idea as the AFRES already does this at four locations in the US.

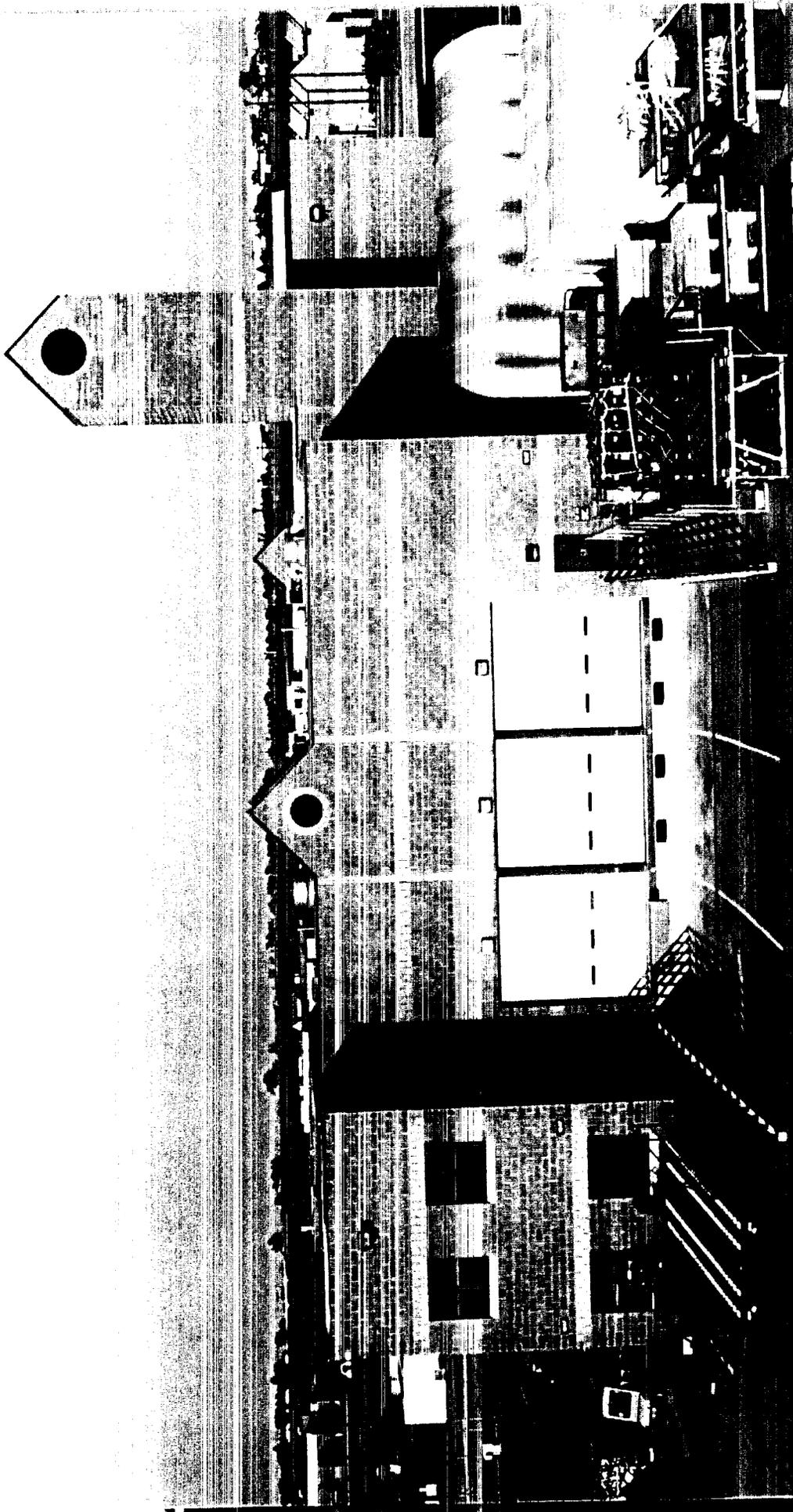
As with the APS, the 137th AES occupies a state of the art facility, specifically designed for their training and operational needs at Will Rogers ANGB. This building is less than five years old and is ideally suited to train and maintain readiness of an ANG aeromed squadron, to include drive in bays for the storage of war readiness materiel (WRM) assets.

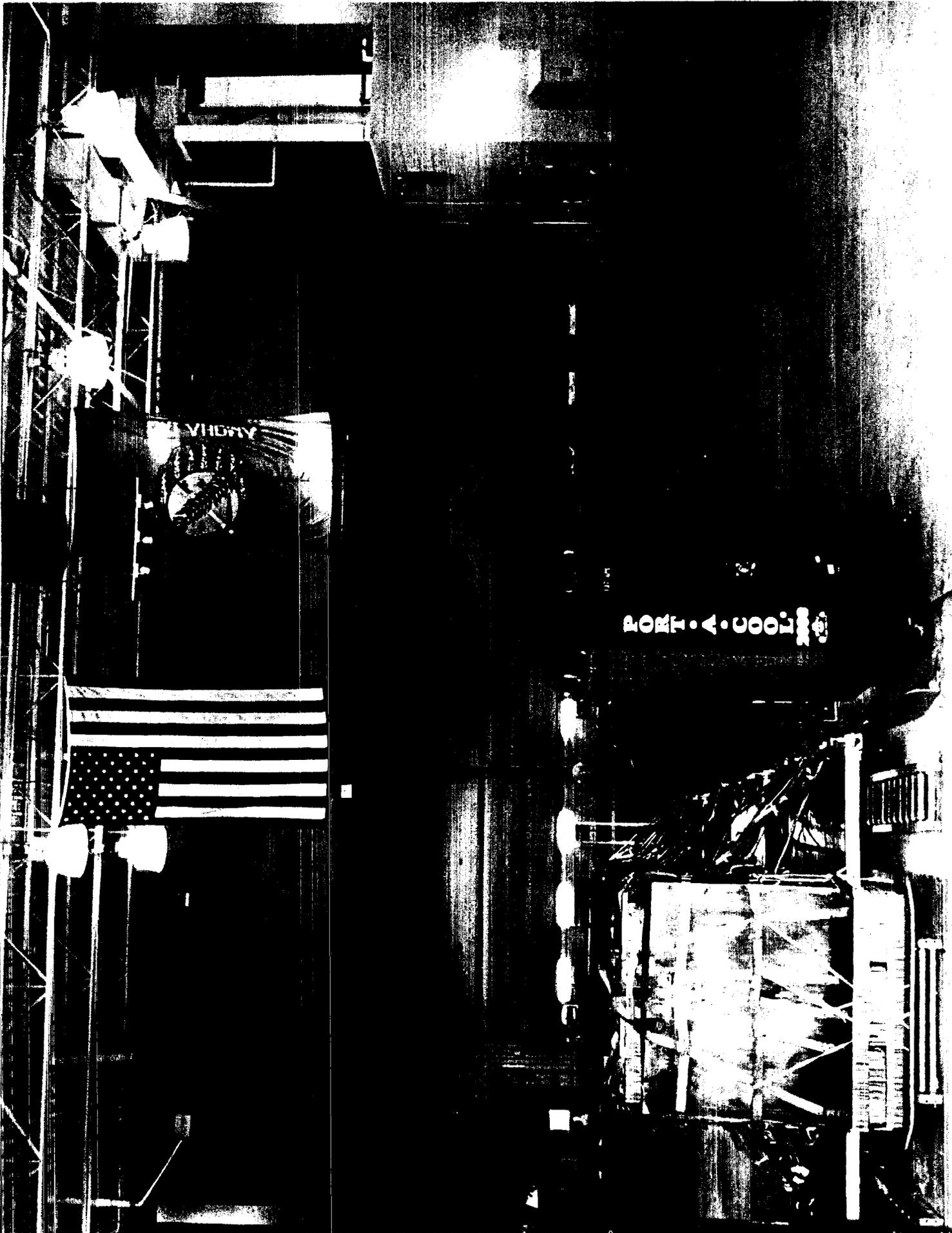
Additionally, removal of the 137th AES from Oklahoma would remove a large pool of first responders from the State of Oklahoma which are critical to the Homeland Defense, Homeland Security and natural disaster response missions.

SUMMARY

In summary, the 137th APS and 137th AES have supported the GWOT with in excess of 36,000 mandays of highly skilled personnel for America's warfighters. If left in place, they will continue to be a valuable military asset. If moved, they will become primarily authorized positions on a piece of paper for years to come, with little or no value to our nation's war on terror. Leaving these units at Will Rogers ANGB requires (1) no military construction funding as facilities are already in place, (2) is good for the nation's defense and warfighting capability, (3) supports the state and region Homeland defense and natural disaster response missions, and (4) makes good old common sense. To assist the Commission, I will forward 12 copies of a transcript of my comments, a fact sheet for both of these squadrons, photos of the state of the art facilities at WRANGB and a CD of the photos. Thank you for your time and consideration.

NOTE: Commission allotted 30 minutes to the State of Oklahoma for all presentations. Maj. Gen. Wyatt was allotted 8 minutes for his presentation to the Regional BRAC Hearings.





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PORT FLIGHT ★ 1999
BEST AERIAL PORT OF THE YEAR

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