

Congress of the United States
Washington, DC 20515

March 19, 2008

The Honorable David Obey
Chairman
House Appropriations Committee
H128 Capitol
Washington, DC 20515

The Honorable Jerry Lewis
Ranking Member
House Appropriations Committee
1016 Longworth House Office Building
Washington, DC 20515

The Honorable Chet Edwards
Chairman
Subcommittee on Military Construction,
Veterans Affairs and Related Agencies
H143 Capitol
Washington, DC 20515

The Honorable Zach Wamp
Ranking Member
Subcommittee on Military Construction,
Veterans Affairs and Related Agencies
1016 Longworth House Office Building
Washington, DC 20515

Dear Chairmen Obey and Edwards, and Ranking Members Lewis and Wamp:

As you begin to consider the Fiscal Year 2009 Military Construction and Veterans Affairs appropriations bill, we write today to respectfully request your support for providing a \$6.6 million funding level for critical engine shop upgrades for the Connecticut Air National Guard (CEKT069919).

In the final recommendations of the 2005 Base Realignment and Closure (BRAC) Commission, the 103rd Fighter Wing of the Connecticut Air National Guard at Bradley International Airport was slated to lose their A-10 flying mission and take on an expanded engine Centralized Intermediate Repair Facility (CIRF) capability. With this new mission, the Bradley CIRF will service and maintain A-10 engines from the Air National Guard as well as Active component, making full use of a core capability possessed by the men and women of the Connecticut Air National Guard.

The DOD's initial BRAC 2005 plan proposed the reuse of the existing A-10 hanger, which at that time would no longer be used to store and support aircraft, to support the CIRF engine repair mission. However, following BRAC the 103 FW was assigned a temporary C-21 "bridge mission" to be followed on by the C-27 Joint Cargo Aircraft (JCA). As a result of the new flying mission, the hanger is no longer available for use as the CIRF. This development leaves only the existing engine shop to support the mission – which is undersized and inadequate to support the BRAC directed robust CIRF mission.

The existing facility is capable of supporting work on only 24 engines, far short of the 74 required, and must be expanded to support additional work space, parts storage, engine storage, shipping and receiving, training and administrative support areas. Although \$1.1 million in BRAC funding is programmed for the project, an additional \$6.6 million is needed to alter the existing engine facility to fully support the CIRF mission – one that the Connecticut National Guard is eager and ready to take on.

While we are pleased that the current version of the Future Years Defense Program (FYDP) programs \$6.2 million for this project, we are concerned that the FY 2011 funding is misaligned with the mission need date and already programmed FY 09 BRAC dollars. With much of the near-term transformation initiatives for the Connecticut Guard dependent on CIRF advancing in the near term, waiting until 2011 for this important military construction project to move forward would hamper the mission of the Connecticut National Guard to support and maintain the TF-34 engine needs of both the Active and Air National Guard A-10 fleet.

To this end, we respectfully request your support for accelerating this important project from FY2011 to FY2009 in this year's military construction appropriations bill. We understand and appreciate the fiscal restraints you face this year, but would be grateful for any support you could provide to this important project for our state. Additionally, we collectively, and individually, certify that we nor our spouses have a financial interest in this request.

Thank you for your consideration and support to the men and women of the Connecticut National Guard and for all members of our Armed Forces.

Sincerely,



CHRISTOPHER SHAYS
Member of Congress



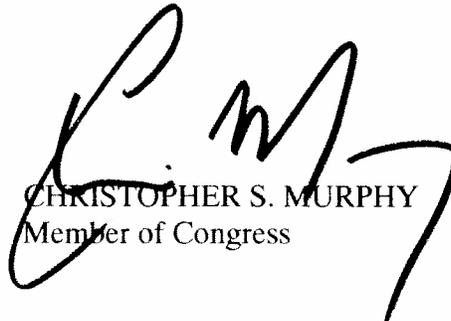
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Member of Congress



JOHN B. LARSON
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CHRISTOPHER S. MURPHY
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