



U.S. Coast Guard Fact Sheet

Fiscal Year 2011 President's Budget

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BACKGROUND: The FY 2011 President's Budget requests \$10.08 billion for the Coast Guard.

KEY POINTS:

- The FY 2011 budget request supports efforts to constrain government spending, and focuses resources on the Coast Guard's top priority – recapitalizing aging assets and infrastructure.
- The budget redirects savings from efficiencies, consolidation initiatives, the decommissioning of assets scheduled for future recapitalization, and the reallocation of capability to support the Coast Guard's highest priorities.
- Sustaining long-term Coast Guard performance ultimately depends on the pace and stability of future recapitalization – the President's Budget supports this initiative.
- The Coast Guard will continue to provide superior value and service to the American public. Operational Commanders will use risk management to allocate available resources to meet the Nation's highest order maritime safety, security, and stewardship needs.

RECAPITALIZATION: The budget requests \$1.38 billion for Acquisition, Construction and Improvements (AC&I). Highlights include:

- \$856M - Surface assets (National Security Cutter #5; four Fast Response Cutters; Offshore Patrol Cutter design; and Medium Endurance Cutter sustainment).
- \$101M - Air assets (production of one HC-144A maritime patrol aircraft; legacy asset enhancements/upgrades).
- \$42M - 10 Response Boat-Mediums.
- \$83M - Shore facilities and Aids to Navigation - includes \$14M for Coast Guard housing.
- \$156M - C4ISR, logistics, and acquisitions management.
- \$36M - Rescue 21 implementation in California, Great Lakes, Hawaii, Guam, and Puerto Rico.

OPERATING EXPENSES: The budget requests \$6.65 billion for Coast Guard operating expenses, an \$87 million increase (+1.3%) over FY 2010 enacted. The request supports the operation and maintenance of Coast Guard capability, pay and allowances, required bills, and training and recruiting. **The budget includes the following decommissionings, reallocations, and efficiencies:**

- Decommission four High Endurance Cutters and one Medium Endurance Cutter:
 - **USCGCs HAMILTON, CHASE, RUSH, JARVIS, and ACUSHNET.**
- Decommission five Maritime Safety and Security Teams (MSST):
 - **MSSTs Anchorage, San Francisco, New Orleans, New York, and Kings Bay.**
 - Reinvests savings from MSST decommissionings to create one new 12-person Law Enforcement Detachment (LEDET) and increase existing team size of remaining LEDETs from 11 to 12 members.
- Decommission the **National Strike Force Coordination Center**; absorb functions at the Deployable Operations Group (DOG) and Coast Guard Headquarters.
- Retire four HU-25 Falcon aircraft:
 - Three scheduled for HC-144A transition at **CGAS Miami**; one at **CGAS Cape Cod**.
- Reduce and realign rotary wing capacity:
 - Relocate four H-60s to **CGAS Traverse City** – two from Operation Bahamas, Turks, and Caicos (OPBAT) (**CGAS Clearwater**), two from Maritime Security Response Team (MSRT) (**CGAS Elizabeth City**); remove five HH-65s from service; close **Air Facilities (AIRFAC) Muskegon, MI and Waukegan, IL.**
- Consolidate **Maritime Intelligence Fusion Centers (MIFC)** into a single operational command.
- Reduce and realign **Coast Guard Investigative Service (CGIS)** field unit capacity.