

118th Airlift Wing
Nashville Tennessee



Welcome

MG Gus Hargett
The Adjutant General

BG Russ Cotney
Assistant Adjutant General for Air

Col Rich Harris
118th Airlift Wing Commander



Overview

- Welcome/Opening Remarks
 - MG Gus Hargett, The Adjutant General
- Unit History, Mission, Accomplishments
 - Col Rich Harris, 118th Airlift Wing Commander
- BRAC Data Analysis
 - Maj Craig Bradford, 118th Base Civil Engineer
- Summary/Conclusions
 - BG Russ Cotney, Assistant Adjutant General for Air
- Questions?



Wing History

- 1921 - Received Federal Recognition
- 3rd oldest Air Guard Unit in the Nation
- First Air Guard Unit in the South



Aircraft of the 118th Airlift Wing
(1921 to 1947)



DH-4B DEHAVILLAND, 1921



B-25, WW II



Blackwood Field, TN



Aircraft of the 118th Airlift Wing
(1961 to 1970)

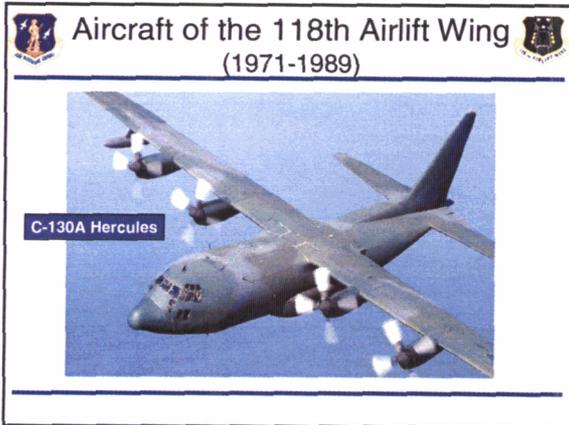


C-124C GLOBEMASTER, 1967



C-97, 1961

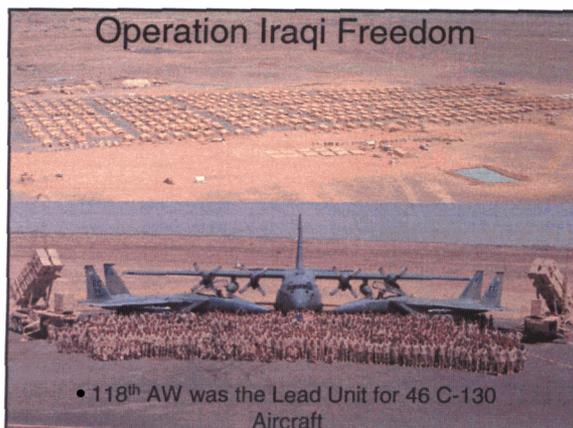




What have we done lately?

1990/91	Desert Shield / Desert Storm
1992/93	Operation Provide Relief (Somalia)
1993/94	Operation Provide Promise (Bosnia)
1994	Operation Provide Hope (Rwanda)
1996	Operation Southern Watch (SWA)
1997, 1999	Operation Joint Guard (Yugoslavia)
1997-2001	Joint Forge (Germany)
1980-2001	Coronet Oak
2001 - Present	Operation Noble Eagle/Enduring Freedom
2003 - Present	Operation Iraqi Freedom
2004 - Present	Joint Forge
2004 - Present	Coronet Oak
2004 - Present	Classified U.S. Navy Missions

- Operation Noble Eagle**
9/11 to Oct 02
- **Homeland Defense**
 - WMD First Responder Airlift Support
 - Quick Reaction Force (QRF)
 - Ready Reaction Force (RRF)
 - 118th was 1 of 3 units selected to support critical QRF/RRF mission
 - **We set the standard for QRF Support**



- OIF Statistics**
- 485 EAW, Tabuk, SA
 - 8099 flying hours (2083-118th)
 - 921 Combat Missions
 - 0.4% MX Cancellations
 - 0.0% OPS Cancellations
 - 4.1% Weather
 - 1.3% Saudi ATC
 - 5 of the 7 participating ARC units are currently recommended by DOD for realignment/closure

Experienced Personnel

Crew Position	Years of Service	Av Flying Hours
Pilots	15.2	3789
Navigators	17.1	4005
Flight Engineers	13.8	4123
Loadmasters	10.2	3036

Total Flying Time (all crewmembers): 518,700

If we lose 60% of our crewmembers, we would lose an equivalent 311,220 hours / 1158 years of experience to the military

Facilities of the 118th Airlift Wing

- Current Beddown 16 PAA C-130's
- Excellent Condition of Facilities:
 - \$55M of Facility Improvements in the last 6 years
- Long term & low cost lease: \$1 until 2045
- Low Airport Joint Use Agreement, \$36K/Yr of Federal funding
- Excellent relationship with Airport Authority
 - 6.7 additional acres available dependent on mission requirements at no cost

Location

- 24th largest metropolitan area in the US
- Central location makes Nashville ideal for Tactical Airlift and Emergency Response Missions
 - Within 2 hrs of 50% of the US population
- Located near the center-of-mass of five FEMA Regions
 - Available to support Nashville based Civil Support Team
- Near a substantial amount of Airlift Customers
 - Closest C-130 unit to Fort Campbell
 - Home of the 101st Airborne
 - 3rd largest Army installation



Unit Summary

- The 118th Airlift Wing has a viable and relevant Tactical Airlift Mission:
- Highly trained and experienced personnel
 - Combat Seasoned and Experienced Aircrews
 - Excellent Aircraft Maintenance Team
- Modern low cost facilities
 - \$55M in facility improvements in past six years
 - Capable to beddown 16 PAA at no MILCON cost

BRAC 2005

- Existing Infrastructure
- Loss of Experienced Personnel
- Unrecoverable Costs

BRAC Data Analysis

Major Craig Bradford
Base Civil Engineer

Focus Areas

- Errors in Military Value
- Flawed Military Judgment
 - Proximity to other ANG units
 - Military Judgment not Defined
 - Cost to Right-Size Units with Lower Military Value
 - Experienced Personnel not Retained
- Inaccurate Cost Accounting

Justification Evaluation

Errors in Military Value

Justification: Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation—this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

Source: Department Of Defense Base Closure And Realignment Report, Volume I, Part 2 of 2: Detailed Recommendations, May 2005

Errors in Military Value

- This installation's airlift mission compatibility index (MCI), better known as military value, is flawed and does not accurately reflect it's current condition in each of the highlighted criteria areas
 - Current / Future Mission
 - Condition of Infrastructure
 - Contingency, Mobilization, Future Forces
 - Cost of Ops / Manpower

Errors in Military Value (Current Military Value)

- Total Force BRAC actions for tactical transport airframe (C-130)
 - List shown in reported military value order
 - 61 ANG & 29 AFR C-130s transferred to AD

MI Value	MCI	Base	Impact
4	60.00	Little Rock AFB	Loss 10 C-130, Add 10 C-130 AD/AFR Assets
17	58.25	Little Rock AFB	Loss 4 C-130s
33	55.57	Charleston/Douglas IAP AGS	Loss 4 C-130, Gain 4 C-130 AD/AFR Assets
53	50.57	Crosswell AFB	Loss 4 C-130s
64	47.79	Witt Rogers World APT AGS	Loss 8 C-130s, Associate at Tinker
66	47.32	Boise Air Terminal AGS	Loss 4 C-130s, Retain 4-10s
67	47.27	Saltville ANGID	Loss 8 C-130s, Add 4 A-10s
77	45.1	Savannah IAP AGS	Loss 4 C-130s
79	44.98	Louisville IAP AGS	Loss 4 C-130s
96	41.92	Charleston IAP AGS	Loss 4 C-130s
99	41.52	Minot/St. Paul IAP AFB	Loss 8 C-130s, AFR/ANG Assoc
101	40.51	Reno-Tahoe IAP AGS	Loss 8 C-130s
104	39.74	Nashville IAP AGS	Loss 8 C-130s
110	38.93	Killebuck AFB	Loss 4 C-130s, Add 4 C-130s
114	38.22	Rosecrans Memorial APT AGS	Loss 4 C-130s
117	37.72	Schenectady County APT AGS	Loss 4 C-130s, Gain 10 C-130s
118	37.65	Cheyenne APT AGS	Loss 4 C-130s, Gain 4 C-130s
119	37.28	Mansfield Lahn MAP AGS	Loss 8 C-130s
120	36.96	New Castle County Airport AGS	Loss 8 C-130s
121	36.78	Lute Munroe Main IAP AGS	Loss 8 C-130s (Non BRAC)
125	35.29	Quonset State APT AGS	Loss 4 C-130s
127	34.56	Peoria Regional APT AGS	Loss 4 C-130s
137	31.9	Yeager APT AGS	Loss 8 C-130s
140	30.37	Martin State APT AGS	Loss 8 C-130s

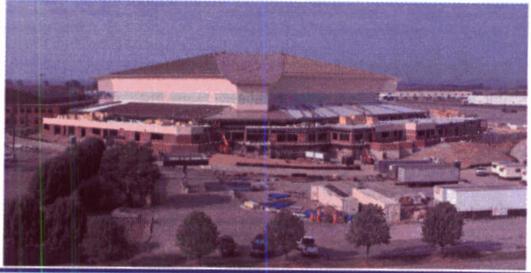
Errors in Military Value (Current Military Value – ANG Only)

- List shown in reported military value order
- 5 Units with lower Military Value gain aircraft
- Nashville realignment proposal sends 4 C-130s to a location with a lower military value

MI Value	MCI	Base	Impact
17	63.25	Little Rock AFB	Loss 10 C-130 (ANG)
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127	34.56	Peoria Regional APT AGS	Loss 4 C-130s
137	31.9	Yeager APT AGS	Loss 8 C-130s
140	30.37	Martin State APT AGS	Loss 8 C-130s

Errors in Military Value

- Hangar Capacity (Large Aircraft)



Errors in Military Value (Condition of Infrastructure)

- Hangar Capacity (Large Aircraft)
 - 118 AW is 90% complete on a \$24M new 104,300 SF aircraft maintenance facility
 - 2005 Air Force Design Award Winner
 - 48,000 SF shaped Hangar Bay (two C-130s or one C-17)
 - Combines 74 maintenance functions under one roof
 - Currently the only hangar in the entire Department of Defense to combine all these functions within one facility
 - Eliminates six separate facilities
 - **AF Snapshot taken 30 Sep 03, therefore not considered in the analysis**

REPORTED SCORE: 0.85 REVISED SCORE: 0.95 (Estimated)

Errors in Military Value (Condition of Infrastructure)

- Installation Pavements Quality
 - Installation data input lost between collection and analysis
 - PCN of 71,65,57,40
 - ACN of 52 (C-17 controlling AC)
 - The 118 AW has a signed Airport Joint Use Agreement with the Nashville Airport Authority for \$36K/yr
 - Typical ANG installation - Significant airfield capabilities with the cost burden shared with others



Tennessee ANG

Errors in Military Value (Condition of Infrastructure)

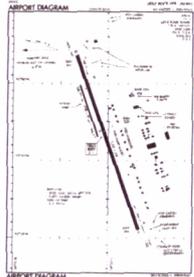
- Installation Pavements Quality (cont)
 - Access to all airport services
 - Fire Protection
 - 4 Main runways & taxiways
 - Longest Runway: 11,000'
 - 747 cargo routine
 - Tower
 - Fuel (transient AC & Surge)
 - Long term lease: \$1 until 2045
 - **Not considered in analysis**



REPORTED SCORE: 0 REVISED SCORE: 5.98

Errors in Military Value (Condition of Infrastructure)

- Little Rock Airfield Must Support 116 aircraft with ONE runway
- Operations can be shut down decisively by:
 - Aircraft accident
 - FOD Incident
 - Terrorist Attack
 - Wildlife Incident
 - Weather Emergency
- Nashville has four runways (11,000' max)



Errors in Military Value (Contingency, Mobilization, Future Forces)

- Fuel Dispensing Rate to Support Mobility and Surge
 - ANG can utilize the airports fuel storage for transient aircraft, contingency, and surge operations
 - Nashville IAP's fuel storage has a direct pipeline service & 9 million gallon capacity
 - **Not AF real property, therefore not considered in analysis**



REPORTED SCORE: 0.05 REVISED SCORE: 2.2

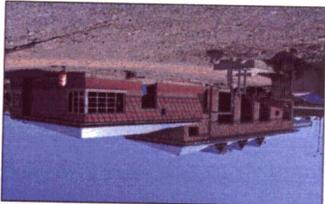
Errors in Military Value

Selection Criteria	Reported Score	Revised Score
Hangar Capacity - Large Aircraft	0.85	0.95
Installation Pavements Quality	0.0	5.98
Fuel Dispensing Rate to Support Mobility & Surge	0.05	2.2

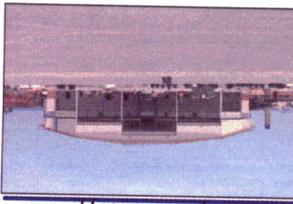
REPORTED SCORE: 38.74 REVISED SCORE: 47.97



- Wing Headquarters and Communications Facility Infrastructure (The Complete Story)
- Completed in 2005
- \$3.8M
- 45,000 SF
- Renovated a 50 year old building bringing it up to current standards.
- Exceeds current AT/FP requirements



- Aerospace Ground Equipment (AGE) Facility Infrastructure (The Complete Story)
- Complete Oct 2005
- \$2.5M
- 10,500 SF



- Hangar Maintenance Complex Infrastructure (The Complete Story)
- \$24M in two phases
- Complete Nov 2005
- State-of-the-art in hangar design
- 2005 Air Force Design Award Winner
- This single facility replaces six separate facilities that include two large hangars, a multi-use maintenance facility, and three satellite maintenance shops
- Shaped design reduced Hangar Bay volume by 60% - Lower utility costs

- Air Force did not evaluate the total capacity or condition all facilities
- 50% of Nashville facilities are new or have been completely renovated within last 2 years
- Hangar Maintenance Complex
- Aerospace Ground Equipment Facility
- Wing HQ and Communications Squadron
- Main Gate and access roads
- AF Snapshot taken 30 Sep 03, therefore not considered in the analysis
- \$55M in construction in the last six years
- 75% of facilities are less than 5 years old
- Operations
- POL
- Civil Engineering

- Air Force's formula does not project an accurate picture of military value
- Infrastructure
- Bias against ANG installations
- "There is no consistency in approach taken in military value analysis:
- USAF does military value analysis by platform rather than by installation mission or function.
- USA did not calculate military value of Guard and Reserve or perform COBRA analysis on them."

Source: BfAC Field Team, White Paper, 11 March 2005

Errors in Military Value (Adjusted List Using Revised MCI)

Unit	Value	MCI	Revised Value
88	182	1.00	182
87	182	1.00	182
86	182	1.00	182
85	182	1.00	182
84	182	1.00	182
83	182	1.00	182
82	182	1.00	182
81	182	1.00	182
80	182	1.00	182
79	182	1.00	182
78	182	1.00	182
77	182	1.00	182
76	182	1.00	182
75	182	1.00	182
74	182	1.00	182
73	182	1.00	182
72	182	1.00	182
71	182	1.00	182
70	182	1.00	182
69	182	1.00	182
68	182	1.00	182
67	182	1.00	182
66	182	1.00	182
65	182	1.00	182
64	182	1.00	182
63	182	1.00	182
62	182	1.00	182
61	182	1.00	182
60	182	1.00	182
59	182	1.00	182
58	182	1.00	182
57	182	1.00	182
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53	182	1.00	182
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50	182	1.00	182
49	182	1.00	182
48	182	1.00	182
47	182	1.00	182
46	182	1.00	182
45	182	1.00	182
44	182	1.00	182
43	182	1.00	182
42	182	1.00	182
41	182	1.00	182
40	182	1.00	182
39	182	1.00	182
38	182	1.00	182
37	182	1.00	182
36	182	1.00	182
35	182	1.00	182
34	182	1.00	182
33	182	1.00	182
32	182	1.00	182
31	182	1.00	182
30	182	1.00	182
29	182	1.00	182
28	182	1.00	182
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20	182	1.00	182
19	182	1.00	182
18	182	1.00	182
17	182	1.00	182
16	182	1.00	182
15	182	1.00	182
14	182	1.00	182
13	182	1.00	182
12	182	1.00	182
11	182	1.00	182
10	182	1.00	182
9	182	1.00	182
8	182	1.00	182
7	182	1.00	182
6	182	1.00	182
5	182	1.00	182
4	182	1.00	182
3	182	1.00	182
2	182	1.00	182
1	182	1.00	182

- 8 Units with lower military value
- Nashville realignment proposal sends 4 C-130s to Louisville (80) and 4 C-130s to Peoria (128)

Systematic Military Value Flaws
Infrastructure (The Complete Story)

- Main Gate and Access Roads
 - Completed in 2004
 - \$1.8M
 - Gatehouse meets or exceeds current force protection construction standards
 - Project relocated a road which had split the base into 3 distinct areas and required 8 access points
 - Relocation consolidated the base and provided one central access point



Systematic Military Value Flaws
Infrastructure (The Complete Story)

- Base Operations Facility
 - Completed in 2000
 - \$3.6M
 - 24,000 SF
 - **Designed for 12 PAA Squadron**



Systematic Military Value Flaws
Infrastructure (The Complete Story)

- Base POL Facility
 - Completed in 2000
 - \$2M
 - 80,000 Gallon Capacity
 - Exceeds all environmental regulations



Systematic Military Value Flaws
Infrastructure (The Complete Story)

- Base Civil Engineering Facility
 - Completed in 2000
 - \$3.6M
 - 18,700 SF



Systematic Military Value Flaws
Bias Against ANG Installations

- ANG installations are only authorized to construct facilities sized for the unit's mission
- ANG C-130 facilities are sized for 12 PAA
- Right sized ANG units with cost effective facilities do not compare to installations with grossly excess or cost ineffective infrastructure
- Fuel Hydrant System
 - No points given for installations without a system
 - Hydrant system is not authorized, only for C-17, C-5, or KC-135 aircraft
- Ramp Area and Serviceability
 - 12 PAA C-130 authorized 87,875 SY of apron - actual authorization varies depending on configuration
 - No points given in this category unless > 137,000 SY of apron
 - **Nashville has 128,000 SY and can accommodate 16 C-130s**

Systematic Military Value Flaws
Bias Against ANG Installations

- Buildable acres for Industrial and Air Operations Growth
 - ANG units typically located on leased property sized to meet mission requirements - no excess land
 - Only land under current lease was considered in analysis
 - If available, most ANG bases have capability to acquire more land with simple concurrence of the Air Force and airport authority (Generally at no cost)
 - 6.7 additional acres available dependent on mission requirements at no cost

Additional Land Available

6.7 Acres

Flawed Military Judgment (Proximity to Other ANG Units)

Is 3-4 hours nearby?

Errors in Military Value

Justification: Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation--this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

...Military judgment was the predominant factor...

Source: Department Of Defense Base Closure And Realignment Report, Volume I, Part 2 Of 2: Detailed Recommendations, May 2005

Flawed Military Judgment (Proximity to Other ANG Units)

- Nearest ANG installations to Nashville
- Is a 3-4 hour drive close?

“...I think it's going to be up to the reservists, but, he's (Gen Meyers) right, we took a very hard look at trying to make sure that they, on their choice, do not have to go more than 50 miles farther than they did before...” (Source: The Honorable Michael W. Wynne, Under Secretary of Defense for Acquisition, Technology, and Logistics, testifying before the BRAC commission, Monday, May 16, 2005)

MILITARY JUDGMENT??

Flawed Military Judgment (Military Judgment not Defined)

Is 3-4 hours nearby?

Errors in Military Value

Justification: Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. **Military judgment was the predominant factor** in this recommendation--this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

Military judgment not defined

...Military judgment was the predominant factor...

Source: Department Of Defense Base Closure And Realignment Report, Volume I, Part 2 Of 2: Detailed Recommendations, May 2005

Flawed Military Judgment (Military Judgment not Defined)

- “Military Judgment is used frequently to override military value results. However, majority of judgment factors used are economic and business related rather than military unique.” (Source: USAF Red Team, BRAC 2005 Discussion Topics, 25 Feb 05)
- “The Red Team has found it difficult to rack goals, principles, imperatives, strategies, etc. and the application of military judgment” (Source: USAF Red Team, Air Force Briefing Notes, 14 Mar 05)

MILITARY JUDGMENT??

Flawed Military Judgment (Right-Sized Squadrons)

Is 3-4 hours nearby?

Errors in Military Value

Justification: Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation--this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

Military judgment not defined

Requires MILCON to robust unit with lower military value

...Military judgment was the predominant factor...

Source: Department Of Defense Base Closure And Realignment Report, Volume I, Part 2 Of 2: Detailed Recommendations, May 2005

Flawed Military Judgment (Right-Sized Squadrons)

- Right-sized Squadrons
 - AF states
 - 16 PAA Squadrons Optimal for tactical transport
 - 12 PAA Acceptable for reserve component
- Per BRAC data, Nashville AGS can robust up to 16 PAA at no MILCON cost
 - 1978, Robusted to 16 PAA (ANG super wing)
 - 1995, Reduced to 12 PAA
 - 2003, Reduced to 8 PAA drawing down 1 AC per year
 - Currently 10 PAA

MILITARY JUDGMENT??

Flawed Military Judgment (Right-Sized Squadrons)

- Right sized Squadrons (cont)
 - Other installations require substantial MILCON to robust to 12 PAA and 16 PAA
 - Nashville can return to 16 PAA at no MILCON cost

Rank	AGS	Installation	Impact	MILCON Robust to 12 PAA	(\$M) Robust to 16 PAA
17	63 25	Little Flock AFB	Add 10 C-130 (ANG)	0	10.6*
53	50 57	Carswell AFS	Add 4 C-130s + AES	0	11.7
77	45 1	Savannah IAP AGS	Add 4 C-130s	0	11.3
79	44 95	Louisville IAP AGS	Add 4 C-130s	0	0
96	41 80	Channel Islands AGS	Add 4 C-130s	0	0
99	41 50	Blair/St Paul IAP AFS	AF/RANG Assoc	N/A	N/A
104	39 77	Nashville IAP AGS	Loss 6 C-130s	0	0
110	38 93	Kulis AGS	Relocate airB & rescue, Add 4 C-130s, ANG/AD Assoc	187	N/A
114	38 22	Rosecrans Memorial APT AGS	Add 4 C-130s	3.8	N/A
118	37 65	Cheyenne APT AGS	Add 4 C-130s, Active Assoc	0	15.3
125	36 29	Quonset State APT AGS	Add 4 C-130s	0	29.4
127	34 51	Peoria Regional APT AGS	Add 4 C-130s	4.4	43.1

* Combined numbers w/active duty (ANG not broken out)

MILITARY JUDGMENT??

Flawed Military Judgment (Retain Experienced Personnel)

Is 2-3 hours nearby?

Errors in Military Value

Justification: Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation--this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

Overwhelming Majority of Guardsmen will resign or retire

Military judgment not defined

Requires MILCON to Robust unit with lower military value

...Military judgment was the predominant factor...

Source: Department Of Defense Base Closure And Realignment Report, Volume I, Part 2 Of 2: Detailed Recommendations, May 2005

Flawed Military Judgment (Retain Experienced Personnel?)

- June 2005 Survey of Nashville Full time & Traditional Guardsmen
 - Of the 395 Operations, Maintenance, and Airlift Control Flight guardsmen
 - 58% resign or retire
 - 27% transfer to units within state*
 - 15% transfer to units outside TN*
 - 50% Louisville
 - 0% Peoria
 - 50% Other

* If positions are available

MILITARY JUDGMENT??

Flawed Military Judgment (Retain Experienced Personnel?)

- June 2005 Survey of Full time & Traditional Guardsmen (cont)
 - Of the 117 Aeromedical Evaluation guardsmen assigned, few if any members will transfer to Carswell AGS
 - Hard to recruit
 - Specialized medical experience will be lost
 - Only medical unit assigned in TN

MILITARY JUDGEMENT??

Flawed Military Judgment (Retain Experienced Personnel?)

- In 1999 when the 126 ARW relocated 293 miles from Chicago to Scott AFB (in state)
 - 57% of their members retired or resigned
 - Did not change airframe or mission

MILITARY JUDGEMENT??

Flawed Military Judgment (Retain Experienced Personnel?)

- Combat seasoned aircraft operators with over 17 years average experience
 - Over 7,000 C-130 combat hours flown throughout the CENTCOM in support of OIF/OEF
 - Awards received include: 3 Bronze Stars, 111 Air Medals, 91 Aerial Achievement Medals
- Expert maintainers with an average of 20 years experience working on various type of airframes

Inaccurate Accounting

- BRAC Report states realigning Nashville will:
 - Cost \$25.4M to implement
 - Save \$13.7M annually after 2010
 - Payback expected in two years
- BRAC does not accurately account for either the Realignment implementation cost or the lack of savings

Source: Department Of Defense Base Closure And Realignment Report, Volume 1, Part 2 Of 2: Detailed Recommendations, May 2005

Inaccurate Accounting

- BRAC math 101
 - Operational Savings + Personnel eliminated + Facilities O&M Savings = BRAC savings
- No operational savings reported in COBRA ✓ TRUE
 - Aircraft operations to be relocated
- Reported Facility Savings (\$687K) ✗ FALSE
 - Savings of \$850K/yr at Nashville
 - Costs of \$159K at gaining locations
- Reported Personnel Savings (\$13.1M/yr) ✗ FALSE
 - 191 full time positions at \$10,084M/yr
 - Traditional Guard positions at \$3,024M/yr

Source: Total COBRA Realignment Detail Report, 4/29/2005

Inaccurate Accounting

- Stated personnel savings are misleading to increase scenario payback
 - 10 Feb 05, BCEG agreed to forward S303J (Nashville) (Source: BCEG minutes, 10 Feb 05, slides 54 to 62)
 - 100+ payback period
 - Net present value, cost (not a savings) of \$20M, scenario never pays back
 - 7 Apr 05, BCEG changed scenario accounting reducing payback to 2 years (Source: BCEG minutes, 7 Apr 05, slide 41)

Inaccurate Accounting

- The Air National Guard does not lose end strength in BRAC
 - All full time and traditional guardsmen to be redistributed
 - Current missions at gaining locations
 - New missions at current or at another location
 - Until reallocated, end strength is shown at "BASE X"
- Salaries are not a BRAC savings since positions are not eliminated

Source: Page 2, BRAC 2005 Vol V, Part 1 of 2, May 2005, AF Analysis & Recommendations

Personnel & Savings?

No Reported Personnel Savings

\$13M Reported Personnel Savings (NOT ACCURATE)

BASE X - 145 (0)

End Strength to be Redistributed
- Existing Shortfalls
- New Missions
No Salary Savings

Legend: Full time (Traditional Guardsmen)

Inaccurate Accounting

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$25.4M. The net of all costs and savings to the Department during the implementation period is a cost of \$16.7M. Annual recurring savings after implementation are \$13.7M, with payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of \$120.0M.

INACCURATE

- No loss of ANG end strength means no personnel savings to BRAC
- Only facilities savings are real savings
 - Reported as \$687K and is high
 - Estimated savings as \$587K
- Net implementation cost is ~ \$24.55M

Inaccurate Accounting

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$25.4M. The net of all costs and savings to the Department during the implementation period is a cost of \$16.7M. Annual recurring savings after implementation are \$13.7M, with payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of \$120.0M.

INACCURATE

- No loss of ANG end strength means no personnel savings to BRAC
- Only facilities savings are real savings
 - Reported as \$687K and is high
 - Estimated savings as \$587K
- \$587K is the yearly savings after implementation with 44+ years payback

Inaccurate Accounting

- Understated Costs
 - Training costs understated by \$18M
 - Estimate did not include any pilot training funds
 - Costs \$3M to train and qualify one airlift pilot
 - Revised estimate conservatively only includes 4 pilots
 - Relocation costs understated by \$2M
 - COBRA did not account for traditional Guardsmen
 - Only calculated savings of salaries
 - Annual facility costs at gaining locations understated by ~\$100K
 - Infrastructure isolation costs at Nashville not considered and will exceed \$4M

Inaccurate Accounting

Summary of Implementation Costs

Category	Cost (\$K)	Revised Cost (\$K)
Construction (MILCON, Env., Prg	\$11,005	\$14,532
Personnel (RIF, Retirement, Unemployment)		
Full Time Salaries	\$3,507	\$3,507
Trad Guard Salaries	\$3,024	\$3,024
Training	\$4,397	\$22,125
Moving	\$2,188	\$4,011
Info Tech/Comm	\$1,241	\$1,241
Totals	\$25,362	\$48,440

Inaccurate Accounting

Summary of Recurring Savings

Category	Savings (\$K)	Savings (\$K)
Sustainment, Recapitalization, BOS	\$688	\$588
Personnel (Salaries)		
Full Time Salaries	\$10,084	\$0
Trad Guard Salaries	\$3,024	\$0
Totals	\$13,796	\$588

Revised Payback is 82 years

Unsupported Recommendation?

- BCEG minutes demonstrate the Candidate Recommendation for Nashville was pushed through the BRAC approval system without supporting data
- 10 Feb 05, BCEG agreed to forward S303J (Nashville) (Source: BCEG minutes, 10 Feb 05, slides 54 to 62)
 - Approval not based on data in compliance with the selection criteria
 - 100+ year payback period
 - Net present value, cost (not a savings) of \$20M, scenario never pays back
 - The justification of transformation, efficiency and consolidation was not supported with objective data

Unsupported Recommendation?

- *It appears that some additions and deletions of candidate recommendations are being done outside of the deliberative process before submission to ISG" and "Misuse of BRAC (i.e. never or 100+ years payback)"*
(Source: Air Force Red Team, BRAC Discussion Topics, 14 Mar 05)
- 7 Apr 05, BCEG approved a change to S303J (Nashville) reducing to 2 years (Source: BCEG minutes, 7 Apr 05, slide 41)

Summary

BG Russ Cotney
Assistant AG for Air

Take Aways

- DoD recommendation to realign Nashville, eliminating its flying mission substantially deviates from the Congressional criteria used to evaluate military bases
- Nashville Realignment results in:
 - Loss of experienced personnel
 - Loss of existing Infrastructure
 - Unrecoverable Costs
- Financial conclusions are not supported with accurate data or accurate assumptions
- **Based on the justification given in the BRAC documentation, this recommendation is arbitrary and should be reversed**

Bottom Line

"[Air Force] Officials merely used BRAC to implement a Future Total Force (FTF) plan that seems to view the Air Guard as more of a bill payer than a participant in future flying operations."

Robert V. Taylor, Chairman of the Board, NGAUS

REF: National Guard Magazine, Jun 2005, p.10

Military Value of Nashville 118th AW

Viable & Relevant Mission
Robust back to 18 PAA with \$0 Milcon

Modern & Award Winning Facilities
\$55M in construction, last 6 years

Highly Trained & Combat Seasoned Aircrew & Maintainers

Outstanding Runway Complex & Training airspace
4 Runways & Fire Support for 30K74ev

BEST OF THE BEST
Handpicked by the AF to be lead unit and command
46 C-130s, largest C-130 group in OIF

Team Nashville is Mission Ready to support National and State Missions with our current C-130's and is prepared to take on the challenges and opportunities of whatever the future holds.

Tennessee the Volunteer State