
AIRPORT JOINT USE AGREEMENT

BETWEEN

FORT SMITH AIRPORT COMMISSION

AND

UNITED STATES OF AMERICA

AND

STATE OF ARKANSAS

(FORT SMITH REGIONAL AIRPORT)

TABLE OF CONTENTS

1. DEFINITIONS1

2. JOINT USE.....2

3. COMMISSION RESPONSIBILITIES2

4. GOVERNMENT RESPONSIBILITIES.....3

5. PAYMENTS3

6. AIRFIELD MANAGEMENT.....4

7. GOVERNMENT RESERVED RIGHTS.....4

8. FIRE PROTECTION AND CRASH RESCUE.....5

9. RECORDS AND BOOKS OF ACCOUNT6

10. TERM6

11. TERMINATION6

12. GENERAL PROVISIONS.....7

13. MAJOR REPAIRS AND NEW CONSTRUCTION.....8

14. NOTICES.....8

AIRPORT JOINT USE AGREEMENT

THIS AGREEMENT made and entered into this 15th day of August, 2003, by and between the FORT SMITH AIRPORT COMMISSION, State of Arkansas ("Commission"); and the UNITED STATES OF AMERICA, acting by and through the Chief, National Guard Bureau, and the STATE OF ARKANSAS, acting by and through its Adjutant General (collectively, "Government").

RECITALS

A. The Commission owns and operates the Fort Smith Municipal Airport, also known as the Fort Smith Regional Airport, ("Airport"), which is located in the City of Fort Smith, County of Sebastian, State of Arkansas.

B. Title 49, United States Code, Chapter 471, "Airport Development," (49 U.S.C. Sections 47101-47129), provides that each of the Airport's facilities developed with financial assistance from the United States Government and each of the Airport's facilities usable for the landing and taking off of aircraft always will be available without charge for use by Government aircraft in common with other aircraft, except that if the use is substantial, the Government may be charged a reasonable share, proportionate to the use, of the cost of operating and maintaining the facilities used.

C. The Government requires substantial use of the flying facilities at the Airport for the Arkansas Air National Guard, as well as for other occasional transient Government aircraft.

D. The Commission is agreeable to such substantial use, in common with other users of the Airport, of the flying facilities by the Arkansas Air National Guard, as well as other occasional transient Government aircraft.

E. The Government and the Commission desire to provide for the delineation of responsibility for operation and maintenance of the flying facilities jointly used in common with others at the Airport, and to establish the Government's reasonable share, proportional to such use, of the cost of operating and maintaining such jointly used flying facilities.

AGREEMENT:

1. DEFINITIONS

For purposes of this Agreement, the jointly used flying facilities of the Airport are the runways, taxiways, lighting systems, navigational aids, markings and appurtenances owned by the Commission and open to public use and use by the Government, including all improvements and facilities pertaining thereto and situated thereon and all future additions, improvements, and facilities thereto as may be added or constructed from time to time ("Jointly Used Flying

9/16

Facilities"). The Jointly Used Flying Facilities do not include land areas used exclusively by the Government or the terminal buildings, hangars, aircraft parking aprons and ramps, or other areas or structures used exclusively by the Commission or its lessees, permittees, or licensees for civilian or commercial purposes.

2. JOINT USE

Subject to the terms and conditions of this Agreement, the Government shall have the use, in common with other users of the Airport, present and prospective, of the Jointly Used Flying Facilities, together with all necessary and convenient rights of ingress and egress to and from the Air National Guard installation and other Government facilities located on the Airport. Routes for ingress and egress for the Government's employees, agents, customers and contractors shall not unduly restrict the Government in its operations.

3. COMMISSION RESPONSIBILITIES

The Commission will be responsible for the following services and functions, to standards in accordance with paragraph 6 below:

a. Furnishing all personnel, materials and equipment required in the rendering of the services to be provided under the Agreement.

b. Performing any and all maintenance of the Jointly Used Flying Facilities, including but not limited to:

(1) Joint sealing, crack repair, surface repairs, airfield markings and repair or replacement of damaged sections of airfield pavement, except those improvements required, designed, and constructed by the Government;

(2) Runway and taxiway lighting and the regulators and controls therefor;

(3) Beacons, obstruction lights, and wind indicators;

(4) Grass cutting and grounds care, drainage, and dust and erosion control of unpaved areas, adjacent to runways and taxiways;

(5) Foreign object removal for jointly used runways and taxiways;

(6) Removing snow, ice and other hazards from runways and taxiways within a reasonable time after such runways and taxiways have been so encumbered.

(7) Rubber removal and paint re-striping.

c. Furnishing utilities necessary to operate the Jointly Used Flying Facilities.

d. Removing disabled civil aircraft as expeditiously as possible, subject to the rules and regulations of the National Transportation Safety Board, in order to minimize the time the Jointly Used Flying Facilities, or any part thereof, would be closed because of such aircraft.

4. GOVERNMENT RESPONSIBILITIES

The Government will be responsible for the following:

a. Removing disabled Government aircraft as expeditiously as possible in order to minimize the time the Jointly Used Flying Facilities, or any part thereof, would be closed because of such aircraft.

b. Removing snow and ice from all ramps, to include run-up areas used for arming and disarming weapons systems, aprons, taxiways and run-up areas used exclusively by Government aircraft.

c. Subject to availability of appropriations therefor, repairing, within a reasonable time, damage to the Jointly Used Flying Facilities to the extent that such damage is caused solely by Government aircraft operations and is in excess of the fair wear and tear resulting from the military use contemplated under this Agreement.

d. Providing any sweeping or maintenance for foreign object removal for runways and taxiways required above and beyond foreign object removal provided by the Commission in accordance with Federal Aviation Regulation ("FAR") Part 139 under Paragraphs 3b(5) and 6a.

5. PAYMENTS

a. In consideration of and for the faithful performance of this Agreement, and subject to the availability of Federal appropriations, the Government shall pay to the Commission as its proportionate share of operating and maintaining the Jointly Used Flying Facilities, the following:

(1) For the year beginning October 1, 2002, and ending September 30, 2003, the amount of One Hundred and Eighty-Two Thousand Four Hundred Dollars and 00/100 (\$182,400.00), payable within forty-five (45) days after execution of the Agreement by all parties.

(2) For each year during the remaining four (4) years of the term of the Agreement, an amount of Sixty Thousand Dollars and 00/100 (\$60,000.00), payable in equal quarterly installments of Fifteen Thousand Dollars and 00/100 (\$15,000.00) each, in advance.

b. Payments for the periods set out in paragraph 5a above shall be made upon submission of appropriate bills to the Government as designated in paragraph 5c below; provided, however, that if during the term of this Agreement, sufficient funds are not available through the annual appropriations at the beginning of any fiscal year to carry out the provisions of this Agreement, the Government will so notify the Commission in writing.

c. Bills for the payments provided hereunder shall be directed to:

188th Fighter Wing/CE
Fort Smith Municipal Airport
Fort Smith, Arkansas 72903-6096

or to such other address as the Government may from time to time provide to the Commission in writing.

d. Either party may request renegotiation if either party, at the request or with the formal concurrence of the other, as the case may be, requires services not contemplated by this Agreement, or reduces or eliminates services it undertakes to provide under this Agreement.

6. AIRFIELD MANAGEMENT

a. The Commission agrees that maintenance of the Jointly Used Flying Facilities shall, at all times, be in accordance with Federal Aviation Administration ("FAA") standards for the operation of a commercial airport.

b. The Government agrees that any markings and equipment installed by it pursuant to Paragraph 7 of the Agreement shall be coordinated with the Commission and shall not be in conflict with FAA standards.

c. The Government acknowledges that the Commission has the responsibility for orderly and efficient operation of the Airport for civil aviation purposes in accordance with established requirements. The parties will cooperate with each other, to the extent practicable, consistent with military operations as determined by the Government, to promote such orderly and efficient Airport operations.

7. GOVERNMENT RESERVED RIGHTS

a. The Government reserves the right, at its sole cost and expense and subject to Paragraph 6b above, to:

(1) Provide and maintain in the Jointly Used Flying Facilities airfield markings required solely for military aircraft operations.

99A

(2) Install, operate and maintain in the Jointly Used Flying Facilities any and all additional equipment, necessary for the safe and efficient operation of military aircraft including but not limited to the two (2) BAK 14 aircraft arresting barriers located on Runway 7/25 and other arresting systems and navigational aids.

b. The Government shall be responsible for maintaining and repairing in a safe manner all equipment heretofore or hereafter installed by it, including any adjustments thereto that may be required because of any overlay, alteration, or modification of the runway.

8. FIRE PROTECTION AND CRASH RESCUE

a. Government fire protection and crash rescue requirements for its aircraft operations are greater than that required by the FAA for commercial and general aviation activities. The Government maintains a fire fighting and crash rescue organization in support of military operations at the Airport. Within the limits of the existing capabilities of this organization, the Government agrees to respond to fire and crash rescue emergencies involving civil aircraft, subject to subparagraphs 8b, 8c, 8d and 8e below.

b. The Commission agrees to release, acquit, and forever discharge the Government, its officers, agents, and employees for all liability arising out of or connected with the use of or failure to supply in individual cases Government equipment or personnel for fire fighting and crash rescue activities at or in the vicinity of the Airport. The Commission further agrees to the extent allowed under applicable law to indemnify, defend, and hold harmless the Government, its officers, agents, and employees against any and all claims, of whatsoever description arising out of or connected with such use of or failure to supply in individual cases Government fire fighting and crash rescue equipment, or personnel, except where such claims arise out of or result from the gross negligence or willful misconduct of the officers, agents, or employees of the United States without contributory fault on the part of any person, firm, or corporation. The Commission agrees to execute and maintain in effect a hold harmless agreement as required by applicable Air Force instructions for all periods during which emergency fire fighting and crash rescue service is provided to civil aircraft by the Government.

c. The Commission will reimburse the Government for expenses incurred by the Government for fire fighting and crash rescue materials expended in connection with providing such service to civil aircraft

d. The Government's responsibility under this Paragraph 8 shall continue only so long as a fire fighting and crash rescue organization is authorized for military operations at the Airport. The Government shall have no obligation to maintain any fire fighting and crash rescue organization, or to provide any increase in fire fighting and crash rescue equipment or personnel, or to conduct any training or inspection for the purposes of this paragraph. It is further understood that the Government's fire fighting and crash rescue equipment shall not be routinely parked on the Jointly Use Flying Facilities during non-emergency landings of civil aircraft.

e. Notwithstanding the foregoing, so long as the Government operates and maintains a fire fighting and crash rescue organization for military operations at the Airport, the Government will, consistent with military operations as determined by the Government, cooperate with the Federal Government agencies having jurisdiction over civil aircraft in the conduct of periodic inspections of fire fighting and crash rescue response time.

9. RECORDS AND BOOKS OF ACCOUNT

The Commission agrees to keep records and books of account, showing the actual cost to it of all items of labor, materials, equipment, supplies, services, and other expenditures made in fulfilling the obligations of this Agreement. The Comptroller General of the United States or any of his or her duly authorized representatives shall, until the expiration of three (3) years after final payment, have access at all times to such records and books of account, or to any directly pertinent books, documents, papers, and records of any of the Commission's contractors or subcontractors engaged in the performance of and involving transactions related to this Agreement. The Commission further agrees that representatives of the Air Force Audit Agency or any other designated representative of the Government shall have the same right of access to such records, books of account, documents and papers as is available to the Comptroller General.

10. TERM

This Agreement shall be effective for a term of five (5) years beginning October 1, 2002, and ending September 30, 2007.

11. TERMINATION

a. This Agreement may be terminated by the Government at any time by giving at least thirty (30) days' notice thereof in writing to the Commission.

b. (1) The Government, by giving written notice to the Commission, may terminate the right of the Commission to proceed under this Agreement if it is found, after notice and hearing by the Secretary of the Air Force or his or her duly authorized representative, that gratuities in the form of entertainment, gifts, or otherwise, were offered or given by the Commission, or any agent or representative of the Commission, to any officer or employee of the Government with a view toward securing this Agreement or securing favorable treatment with respect to the awarding or amending, or the making of any determinations with respect to the performing of such agreement, provided that the existence of the facts upon which the Secretary of the Air Force or his or her duly authorized representative makes such findings shall be an issue and may be reviewed in any competent court.

(2) In the event this Agreement is terminated as provided in subparagraph 11b(1) above, the Government shall be entitled to pursue the same remedies against the Commission as

QA

it could pursue in the event of a breach of the Agreement by the Commission and in addition to any other damages to which it may be entitled by law, the Government shall be entitled to exemplary damages in an amount (as determined by the Secretary of the Air Force or his or her duly authorized representative) which shall be not less than three (3) or more than ten (10) times the costs incurred by the Commission in providing any such gratuities to any such officer or employee.

(3) The rights and remedies of the Government provided in subparagraph 11b(2) above shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Agreement.

12. GENERAL PROVISIONS

a. **Assignment:** The Commission shall neither transfer nor assign this Agreement without the prior written consent of the Government, which shall not be unreasonably withheld or delayed.

b. **Liability:** Except as otherwise provided in this Agreement, neither party shall be liable for damages to property or injuries to persons arising from acts of the other in the use of the Jointly Used Flying Facilities or occurring as a consequence of the performance of responsibilities under this Agreement.

c. **Third Party Benefit:** No member or delegate to Congress shall be admitted to any share or part of this Agreement or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this Agreement if made with a corporation for its general benefit.

d. **Entire Agreement:** It is expressly agreed that this written instrument embodies the entire financial arrangement and agreement of the parties regarding the use of the Jointly Used Flying Facilities by the Government, and there are no understandings or agreements, verbal or otherwise, between the parties in regard to it except as expressly set forth herein. Specifically, no landing fees or other fees not provided in this Agreement will be assessed by the Commission against the Government in the use of the Jointly Used Flying Facilities during the term of this Agreement.

e. **Modification:** This Agreement may only be modified or amended by mutual agreement of the parties in writing and signed by each of the parties hereto.

f. **Waiver:** The failure of either party to insist, in any one or more instances, upon the strict performance of any of the terms, conditions, covenants, or provisions of this Agreement shall not be construed as a waiver or relinquishment of the right to the future performance of any such terms, conditions, covenants, or provisions. No provision of this Agreement shall be deemed to have been waived by either party unless such waiver be in writing signed by such party.

g. Paragraph Headings: The brief headings or titles preceding each paragraph and subparagraph are merely for purposes of identification, convenience, and ease of reference, and will be completely disregarded in the construction of this Agreement.

13. MAJOR REPAIRS AND NEW CONSTRUCTION

Major repair projects and/or new construction projects required for the Jointly Used Flying Facilities (collectively, "Joint Use Projects") are not included under this Agreement. Any Government contribution to Joint Use Projects shall be the subject of separate negotiations and written agreement between the Commission and the Government at such time as the work is required. Any Government participation in the costs of Joint Use Projects is subject to the availability of Federal funds for such purpose at the time the work is required.

14. NOTICES

No notice, order, direction, determination, requirement, consent or approval under this Agreement shall be of any effect unless it is in writing and addressed as provided herein.

a. Written communications to the Commission shall be addressed to:

Fort Smith Airport Commission
Fort Smith Regional Airport
6700 McKennon Boulevard, Suite 200
Fort Smith, Arkansas 72903

b. Written communications to the Government shall be in duplicate with copies to the United States of America and the State of Arkansas addressed respectively, as follows:

To the United States of America:

ANG/CE
3500 Fetchet Avenue
Andrews AFB, Maryland 20762-5157

To the State of Arkansas:

The Adjutant General
Camp Robinson
North Little Rock, Arkansas 72118-2200

QA

IN WITNESS WHEREOF, the respective duly authorized representatives of the parties hereto have executed this Agreement on the date set forth opposite their respective signatures.

Dated: August 15, 2003

FORT SMITH AIRPORT COMMISSION

By: Joseph Henman
(Title) Vice chairman

Approved as to form and legal sufficiency:

John Beasley

Dated: 22 Aug 2003

STATE OF ARKANSAS

Coordinated with:

Spencer Cap
U.S. Property & Fiscal Officer

By: W.C. Johnson
The Adjutant General

Dated: 8 SEP 03

UNITED STATES OF AMERICA

By: Jim M. Stutz
For the Chief, National Guard Bureau

Handwritten initials

Fort Smith ATCT, Fort Smith Regional Airport and Arkansas Air National Guard 188th Fighter Wing

LETTER OF AGREEMENT

EFFECTIVE: December 10, 2003

SUBJECT: Operation of BAK-14 Arresting Cable

1. PURPOSE. This agreement between Fort Smith Air Traffic Control Tower, Fort Smith Regional Airport and Arkansas Air National Guard 188th Fighter Wing covers responsibilities and procedures for operation of the type BAK-14 aircraft arresting cable equipment installed on Runways 07 and 25 at the Fort Smith Regional Airport.

2. CANCELLATION. Fort Smith TRACON and Arkansas Air National Guard 188 Fighter Wing Letter of Agreement, Subject: Operation of BAK-14 Arresting Cable, dated July 15, 1996, is cancelled.

3. RESPONSIBILITIES.

a. NOTAMs covering operational or outage status of the arresting cable systems:

(1) 188th Fighter Wing is responsible to notify Fort Smith Airport Management and FSM ATCT immediately of any outages of the arresting cable system.

(2) FSM Airport Management is responsible to insure NOTAM's are issued as appropriate.

(3) FSM ATCT shall:

(a) During a NOTAMed outage for repair or maintenance, tower personnel shall operate the controls provided the outage NOTAM contains the statement "available for emergency use" and the tower is provided a copy.

(b) Otherwise, tower controls shall be de-energized by the 188 Fighter Wing and posted "OUT OF ORDER" by the Operational Supervisor/Controller-In-Charge on duty in the Fort Smith ATCT.

b. During outages because of failure of tower controls or control lines to the facility, or upon notification by tower personnel of a malfunction of the arresting system mechanism or remote control system:

(1) The 188 Fighter Wing maintenance crew at the system site shall have full and final responsibility for operating the arresting device.

(2) The arresting system crew shall maintain a listening watch on the appropriate frequency and have transmit /receive capability with the tower on ground control frequency.

c. When a malfunction of the arresting system mechanism or remote control system is noted by Fort Smith ATCT personnel, they shall notify the ANG Base Operations as soon as possible.

Fort Smith ATCT, Fort Smith Regional Airport
and 188th Fighter Wing Arkansas Air National Guard
Letter of Agreement
Subject: Operation of BAK-14 Arresting Cable
Effective: December 10, 2003

4. PROCEDURES.

a. Operation of Cable.

(1) Fort Smith ATCT shall raise the arresting cable whenever:

(a) Requested by any military aircraft.

(b) Requested by "Runway Supervisory Unit" or Base Operations.

(c) Fort Smith ATCT personnel shall raise both approach and departure end cables for known or suspected radio failure landings. Exceptions are:

1. Aircraft known to be without tail hook capability such as T-37, T-38, T-39

2. Large cargo-type aircraft such as C-130, C-141, etc.

(2) For normal operations, request to raise the cable shall be interpreted to mean the runway departure end cable.

(3) When cable is requested, Fort Smith ATCT shall advise the pilot of the indicated cable position when issuing landing or take-off clearance. Example:

"ATLAS 32, CABLE INDICATES UP/DOWN, CLEARED FOR TAKEOFF/TO LAND."

(4) The cable operating status may be requested by the pilot at any time.

b. Use of Tower Control Panel.

(1) The tower/runway function switch shall be left in the tower position at all times, except:

(a) When ANG maintenance personnel are present at the respective pit; and

(b) A specific request has been made to the tower and acknowledged; or

(c) During an emergency situation, it may be possible to lower the cable by turning the function switch to the runway position since the pit controls will be left in the down position.

(d) The cable controls shall be activated for the down position except as provided for in 4.a.(1).

Fort Smith ATCT, Fort Smith Regional Airport
and 188th Fighter Wing Arkansas Air National Guard
Letter of Agreement
Subject: Operation of BAK-14 Arresting Cable
Effective: December 10, 2003

c. Emergency Procedures.

(1) The standard emergency phraseology for the cable to be raised shall be "CABLE, CABLE, CABLE."

(2) When a landing will be made by any military jet aircraft with a declared state of emergency the departure end cable shall be raised and the pilot so advised, except:

(a) Those known to be without tail hook capability such as T-37, T-38, T-39, etc.

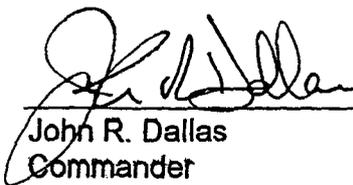
(b) Large cargo-type aircraft such as C-130, C-141, etc.

(3) When an aircraft requests an "Approach end cable", both cables shall be raised and the pilot so advised.

(4) Fort Smith ATCT shall initiate normal crash procedures when any aircraft engages the cable.



Roger C. Luck
Air Traffic Manager
Fort Smith ATCT



John R. Dallas
Commander
188 Fighter Wing
Arkansas Air National Guard



David Krutsch,
Acting Manager, Fort Smith Regional Airport

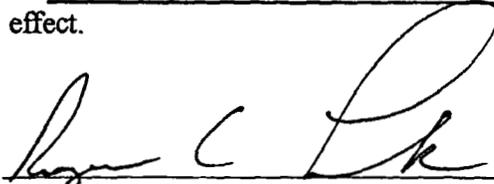
CHANGE

**U.S. Department of Transportation
Federal Aviation Administration**

Date: November 21, 2003

SUBJ: CHANGE TO LETTER OF AGREEMENT

1. **PURPOSE.** This change transmits a revised Letter of Agreement between Fort Smith ATCT Arkansas Air National Guard 188th Fighter Wing and Fort Smith Regional Airport subject: Operation of BAK-14 Arresting Cable, and the explanation of changes.
2. **DISTRIBUTION.** This change is distributed to Fort Smith ATCT, Arkansas Air National Guard 188th Fighter Wing and Fort Smith Regional Airport.
3. **CANCELLATION.** Fort Smith TRACON and Arkansas Air National Guard 188 Fighter Wing Letter of Agreement, Subject: Operation of BAK-14 Arresting Cable, dated July 15, 1996, is cancelled.
4. **EFFECTIVE DATE.** December 10, 2003
5. **EXPLANATION OF CHANGES.**
 - a. Paragraphs throughout the document have been re-formatted to make reading easier.
 - b. Fort Smith Regional Airport has been added as a party to the agreement.
 - c. References to Fort Smith TRACON have been changed to Fort Smith ATCT throughout the document.
 - d. Paragraph 3.a.(1) 188th Fighter Wing is no longer responsible to issue NOTAM's regarding arresting cable system, they shall immediately notify FSM Airport Management and FSM ATCT.
 - e. Paragraph 3.a.(2) Added to require Fort Smith Airport Management to issue NOTAM's concerning outage of the arresting gear system as appropriate.
 - f. Paragraph 3.a.(3)(b) Area Supervisor has been changed to Operational Supervisor.
 - g. Paragraph 4.c.(2) Requires FSM ATCT personnel to raise departure end cable only for emergency landings.
6. **DISPOSITION OF TRANSMITTAL.** Retain this transmittal until these procedures take effect.


Roger Luck, Manager
Fort Smith ATCT

Initiated By: FSM ATCT

RECIPROCAL CRASH RESCUE/FIRE PROTECTION AGREEMENT

This Agreement, made and entered into this 31st day of October, 1991, pursuant to the authority of the Act of _____

by and between the Secretary of the Air Force, acting through the 188th Tactical Fighter Group, Arkansas Air National Guard and USP&FO for the State of Arkansas, known hereafter as the Government; the Fort Smith, County of Sebastian, Arkansas, known hereafter as the Commission; and the State of Arkansas, known hereafter as the State.

WITNESSETH THAT:

WHEREAS, it is feasible and desirable for the parties hereto to enter into a reciprocal agreement for mutual aid in furnishing crash rescue and fire protection for property and personnel for which each party hereto is normally responsible:

NOW, THEREFORE, the Parties hereto do hereby agree that:

A. All agreements, be they expressed or implied, entered into by the parties, their agents, servants or privies heretofore, and with respect to the subject matter of the present agreement and specifically the agreements entered into on the 19 day of May 1979, pursuant to the aforementioned authority, by the Government; the Commission, by its agents, the Airport Commission and Fire Department of Fort Smith, Arkansas; and, the Fort Smith Municipal Airport Tower Facility (FAA), are hereby declared to be duly terminated in consideration of the herein described duties and obligations by the Parties upon their subscription hereto.

B. To provide for that degree of crash rescue and fire protection prescribed by applicable United States Air Force and Air National Guard Directives, with respect to military aircraft, property and personnel and, to comply with the criteria set forth in FAA Rules and Regulations pertaining to the certification and operation of land airports serving (FAA) certificated scheduled air carriers, with respect to other than military aircraft, property and personnel.

(1) THE GOVERNMENT:

(a) Shall provide for the costs of utilities, janitorial support, furniture and incidental supplies that relate to operating the ARFF facility.

(b) Shall provide and maintain aircraft rescue and fire fighting protection equipment provided by the National Guard Bureau for the 188th Tactical Fighter Group of the Arkansas Air National Guard at the Fort Smith Municipal Airport. The equipment, for use in accordance with this Agreement, shall be maintained by the Government. These vehicles are and shall remain

the property of the Government; and, the Government reserves the right to temporarily utilize, on the Airport, any of this equip-

ment for the purpose of training ANG personnel and pursuant to and in compliance with certain directives as may be issued from time to time by the Government. However, in no event, either temporarily or permanently, shall vehicle capabilities fall below that required to meet ARFF service levels mandated by FAA rules and regulations for the Airport (as such FAA rules and regulations existed on October 31, 1991) unless the Commission shall have sufficient time to replace the equipment and personnel as set forth in Paragraph I hereof."

(c) Shall provide personal clothing and various items of equipment, such as bunker clothes, air packs, and supplies, etc. required by the ARFF personnel for the performance of their

duties. Such Government furnished clothing and equipment shall remain the property of Government.

(d) Shall provide such Aircraft Rescue/Fire Fighting personnel as is currently authorized ~~by existing federal military and civilian employee manning documents~~; however, it is expressly understood and agreed that such manning documents may be changed, modified, increased, or decreased at any time by the Government at their discretion, so long as civilian employee manning levels do not fall below those existing on October 31, 1991. Civilian personnel authorizations and reimbursement procedures for all costs associated with the wages and associated benefits of the aforementioned employees shall be in accordance with the yearly ANG Facilities Operations and Maintenance Agreement by and between the Adjutant General of Arkansas and the USPFO-Arkansas.

(e) Shall provide for the training and appropriate training documentation in current Crash Rescue/Fire Protection Procedures of all personnel furnished by the parties to this Agreement.

(f) Shall supervise all the activities of all Crash Rescue/Fire Protection personnel provided by the parties to this Agreement.

(g) May provide servicing of that equipment, provided by the Commission, within the budget capabilities of the Government. This servicing may include, but is not limited to, fuels, lubrication, tune-ups and minor repairs.

(h) Shall provide fire fighting agents, within the budget capabilities of the Government, in crash rescue/fire protection incidents involving civilian aircraft and military aircraft.

(i) Shall provide such communications as are required to support Arkansas National Guard.

(2) THE COMMISSION:

(a) May provide supplemental equipment for use by ARFF personnel which will not be considered part of the equipment inventory necessary to meet FAA rules and regulations for the airport. The Commission shall also keep said equipment repaired, serviced and maintained in a condition which will enable it to provide the immediate response required of such equipment under the terms on this agreement

(b) Shall release, acquit, and forever discharge the Government, its officers, agents and employees from all liability arising out of or connected with the use of government ARFF equipment or personnel for fire control and crash rescue activities at or in the vicinity of the Airport. The FSAC further agrees to indemnify, defend and hold harmless the Government, its officers, agents and employees against any and all claims, of whatever description, arising out of or connected with such use of government ARFF equipment or personnel and to execute and maintain in effect a hold harmless agreement as required by applicable Air Force regulations for all periods during which emergency fire fighting and crash rescue service is provided to civil aircraft by the Government.

(c) Shall provide such communications as are required to support FAA/Commission requirements.

(3) THE STATE:

(a) Shall employ at least 21 Aircraft Rescue/Fire Fighting Protection personnel (composed of an appropriate mix of firefighter airfield/aircraft and supervisors airfield/aircraft), as State of Arkansas employees, plus such additional Aircraft Rescue/Fire Fighting Protection personnel as necessary to meet ARFF services mandated FAA rules and regulations for this Airport existing as of October 31, 1991

C. Upon request to a representative of the Crash Rescue/Fire Protection Organization established by this Agreement (hereinafter referred to as the "ANG Crash Rescue/Fire Protection Section") firefighting equipment and personnel of said section (to include employees of the State) may be dispatched, if available, to any point within a one (1) mile radius of the Fort Smith Municipal Airport in order to provide crash rescue/fire protection service.

D. In lieu of requests provided for in paragraph C. above, the Fort Smith Municipal Airport Tower (FAA) is requested and authorized as a representative of all Parties to notify the ANG Crash Rescue/Fire Protection Section of any actual or impending aircraft emergencies.

Upon request by the Fort Smith Airport Manager, or his designated representative, for civilian aircraft, and, the ANG Detachment Commander, or his designated representative, for military aircraft, the ANG Crash Rescue/Fire Protection Section firefighting equipment and personnel may be dispatched, if available, to afford crash rescue/fire protection service, as required by an aircraft accident, beyond the area described in paragraph C. above.

F. Upon request by the ANG Crash Rescue/Fire Protection Section to the Fort Smith Fire Department, firefighting equipment and personnel may be dispatched, if available, to assist the ANG Crash Rescue/Fire Protection Section at the scene of the aircraft accident.

G. Upon request to a representative of the Fort Smith Fire department, fire fighting equipment and personnel of the City may be dispatched, if available, for the purpose of combatting structural fires on the ANG leasehold at the Fort Smith Municipal Airport.

H. This Agreement shall remain in full force and effect, without formal renewal, unless modified or terminated by either party as herein provided.

I. Any party may, upon ninety (90) days written notice, range or terminate this agreement, provided however, that should the Government or State terminate this agreement, equipment and personnel shall not be withdrawn until the FSAC has had the necessary time to replace ARFF equipment and personnel. Requests for renegotiation or termination shall be in writing and delivered by certified or register mail, postage prepaid, to the Parties at the following addresses, or such other address as they may designate in writing.

USP&FO Arkansas
Camp Robinson
North Little Rock, Arkansas 72118-2200

Commander
188th Tactical Fighter Group
4850 Leigh Avenue
Fort Smith, Arkansas 72903-6096

Fort Smith Airport Commission
Airport Manager 5600 Airport Blvd Suite 200
Fort Smith Municipal Airport 72903

The Adjutant General of Arkansas
Camp Robinson
North Little Rock, Arkansas 72118-2200

J. When the Crash Rescue/Fire Protection personnel, established by this Agreement, are performing actual Crash Rescue or Fire Protection services under this Agreement, the ANG Crash Rescue/Fire Protection section Airfield Fire Marshall or his designated representative shall be in full charge of said operations.

K. The Fort Smith MAP Crash Rescue/Fire Protection Station shall be made available for training members of the 188th Tactical Fighter Group. The Air National Guard will provide a schedule of training activities, upon request, to the Fort Smith Airport Manager.

L. This Agreement is subject to approval by the Chief, National Guard Bureau, and is not effective until so approved.

AND FURTHERMORE the parties agree that: The original Agreement shall not be affected by such amendments, and shall continue in full force and effect, unless modified in writing by subsequent amendment by the Parties hereto, as provided for in provision H of the Agreement.

IN WITNESS WHEREOF, the duly authorized representatives of the respective parties hereunto signed these presents on the dates respectively indicated.

APPROVED:

FOR THE Fort Smith Airport Commission, Fort Smith, Arkansas

Attest: Kathcy Boze

BY: Robert Johnson
Robert Johnson

Date: October 31, 1991

FOR THE UNITED STATES OF AMERICA AND CHIEF, NATIONAL GUARD BUREAU

BY: Colonel [Signature]
Colonel, NGB
USPFO-ARK

Date: 15 NOV 91

FOR THE STATE OF ARKANSAS, State Military Department

BY: James A. [Signature]
Maj General, Arkansas ARNG
The Adjutant General

Date: 15 NOV 91

Witnesses as to signature
of State Representatives

FOR THE CHIEF, NATIONAL GUARD BUREAU

BY: _____

Date _____

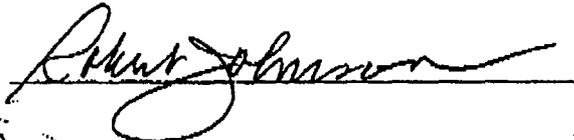
Engineering & Services Division

**Hold Harmless Agreement
Fort Smith Municipal Airport**

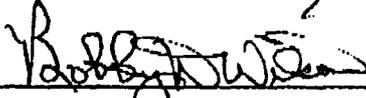
The Fort Smith Airport Commission agrees to release, acquit, and forever discharge the United States, its officers, agents, and employees from all liability arising out of or connected with the use of United States equipment or personnel for fire control, crash, and rescue activities at or in the vicinity of the Fort Smith Municipal Airport, and the City of Fort Smith further agrees to indemnify, defend, and hold harmless the United States, its officers, agents, and employees against any and all claims, of whatever description, arising out of or connected with such use of United States equipment or personnel. The agreements contained in the preceding sentence do not extend to claims arising out of or connected with services rendered solely for the protection of United States property or personnel, or to claims for damages caused solely by the negligence or willful misconduct of officers, agents or employees of the United States, without contributory fault on the part of any person, firm, or corporation: provided however, that insofar as this paragraph may be inconsistent with waiver of claims provisions contained in any reciprocal agreement for mutual aid in furnishing fire protection heretofore or hereafter entered into by the lessor with any agency of the United States pursuant to Public Law 04-46 (42 U.S.C.1856, et seq.), the rights and obligations of the parties shall be governed by said waiver of claims provision and not by this paragraph.

This Agreement signed October 31, 1991.

FOR
Chairman, Fort Smith Airport Commission



USP&FO for Arkansas



Adjutant General of Arkansas



Chief, National Guard Bureau



ARKANSAS AIR NATIONAL GUARD
 HEADQUARTERS 188TH TACTICAL FIGHTER GROUP (TAG)
 4850 LEIGH AVENUE, MUNICIPAL AIRPORT
 FORT SMITH AR 72903-6086



REPLY TO
 ATTN OF: 188TFG/DE

1 November 1991

SUBJECT: Fire Protection Agreement

TO: 188TFG/CDS
 188TFG/CA
 ANGSC/CEO
 IN TURN

Handwritten:
 4 NOV 91
 5 NOV 91

Forward is the fire protection agreement which has been reviewed by NGB/DE and ANGSC/DEE for legal sufficiency and format as directed by HQ USAF/JA. This package also contains, as requested by ANGSC/DEI, the letter of intent to lease land to the 188TFG for the same lease term at the nominal rental of one dollar per year, 16.66 acres of land, more or less, for ANG purposes. This land fits both the short-term and long-term base master plan needs. The fire agreement is to be incorporated into the current airport joint use agreement as paragraph 8 replacing the agreement for fire protection of 19 May 1979. The Airport Commission has agreed to extend the term of the Airport Joint Use Agreement. The terms have been coordinated by telephone with NGB/DE and ANGSC/DEI to reflect the most current policy and procedures.

In basic terms, the ANG gets land it needs at nominal cost instead of having to pay a lease fee at current market rate, the land is leased for the same term as land already occupied by the ANG, the joint use fee is not increased for a further five years, and the Airport gets 24-hour, 7-day per week fire protection by the professional firefighters trained in aircraft firefighting employed at the 188th TFG.

Handwritten signature:
 Phillip S. Core

PHILLIP S. CORE, Lt Col, AR ANG
 Base Civil Engine

Cy: Info HQ, AR ANG
 USPFO for AR



ARKANSAS AIR NATIONAL GUARD
HEADQUARTERS 188TH TACTICAL FIGHTER GROUP (TAG)
4860 LEIGH AVENUE, MUNICIPAL AIRPORT
FORT SMITH AR 72903-6096



REPLY TO
ATTN OF: 188TFG/DE

7 November 1991

SUBJECT: Fire Protection Agreement

to: USP&FO (Col Wilson)

The attached fire protection agreement is forwarded for the signatures of yourself and the Adjutant General prior to being sent to the National Guard Bureau. The agreement incorporates the changes driven by revision of Federal law, and was furnished to the 188th TFG/DE based on the agreement at Des Moines, IA, where the ANG furnishes fire protection in return for land and use fees at nominal costs.

Previously, Col Harrison (NER/DE) and I went over the details of the agreement and what the Air National Guard is getting in return for its Services. Control of costs in joint-use fees, and land needed for both long-range and short-range master plan requirements are the items the ANG can certainly use.

There are also the 'Hold Harmless' Agreements to be signed by yourself and the Adjutant General. We would like to get this forwarded as soon as possible since we have worked on this for over two year's in 'hashing and re-hashing' at both State-level and NGB offices. Please forward to ANGRC/CEO as soon as possible after signing because I must put together a land legal description to be added to the ANG lease hold by the Corps of Engineers.

PHILLIP S CORE, Lt Col, AR ANG
Assit USPFO for Real Property

Atch: ANG Cores Letter
Ltr of Intent FSAC
Recip Fire Prot Agreement
Hold Harmless Agreement

**THIS CONTENT IS EMBARGOED UNTIL AFTER 188TH FW
TESTIMONY IS COMPLETED MONDAY, JULY 11, 2005 IN
SAN ANTONIO, TX**

Congressman John Boozman
Testimony before the BRAC Commission
San Antonio, Texas, July 11, 2005

Chairman Principi, General Newton, General Hill and General Turner:

Thank you for the opportunity to be here today. You all are decorated veterans, and I appreciate your continuing service to our great country. You are helping us to chart the course for the future of our military. I was fortunate enough to serve on the Veterans Affairs Committee under the leadership of Chairman Principi during his time as Secretary of the Veterans Affairs and I applaud his strong bipartisan leadership.

From his previous visits to my Congressional District, Chairman Principi is familiar with my large veteran constituency. We rank in the top 8 percentile in veterans population. Its a fact that members of military predominately come from veteran families. So, it is obvious that the 188th Fighter Wing has a lot to offer in recruiting capability and military support.

In addition, Western Arkansas contains the country's 5th fastest growing Metro Area. It is a powerful economic engine for the United States, as the home of several Fortune 500 companies. These companies are proud of the 188th and are extremely supportive of

our nation's military. Their support is evident as the past 2 "Secretary of Defense's Employer Support Freedom Awards" were awarded to Tyson Foods in 2003 and Wal-Mart in 2004.

To evidence one of their greatest contributions, I would like to highlight that on Veteran's Day, November 11, 2002, Tyson Foods announced a differential pay policy for all Team Members called to active duty since September 11, 2001. This policy provides that Tyson will make up the compensation for military duty and the normal salary/wages the Team Member earned before being called to active duty. Stock purchase and 401k benefit plans also remain in effect for the length of the Team Member's deployment and/or activation. The cost of this differential pay benefit was estimated to be in excess of \$250,000.00 per year which does not include the cost of any other benefit such as continued health care, stock purchase plan, or 401k plan. It is evident that the corporations based in Northwest Arkansas not only value, but they also reward our nation's military personnel.

My father retired as a Master Sergeant after serving for 20 years in Air Force, which means I spent much of my childhood on military bases. When we returned from overseas, my family moved home to Ft. Smith. Before his retirement, my father also served as the Air Force recruiter for Northwest Arkansas. The family tradition continued with my brother who served in the Air Guard as a flight surgeon following medical school. Before leaving the Guard he had achieved the rank of Major.

My current service as an officer of the NATO Parliamentary Assembly and a Subcommittee Chairman of the VA Committee has allowed me to visit our military bases throughout the world. I recently returned from Germany with Chairman Joel Hefley of the Readiness Subcommittee on the House Armed Services Committee. Together, we saw the centralization process that our forces are experiencing overseas.

Knowing the 188th as well as I do and being familiar with our bases at home and abroad – I can truthfully say that the 188th is among the best and it would be a mistake to eliminate their mission. The 188th definitely deserves to keep their current strength because the growing region can support the mission, and their community and corporate support is unmatched in the country.

Overall, this BRAC process has been bipartisan, but as a Congressman who is involved in military and veterans issues – I am concerned that the BRAC report branches into the policy arena by greatly reorganizing the Air Guard. I would like to emphasize my concern with enclave concept. I hope Congress would be able to make these policy decisions and then allow the BRAC process to address the infrastructure issues.

Again, thank you all for your service on the Commission.

**THIS CONTENT IS EMBARGOED UNTIL AFTER 188TH FW
TESTIMONY IS COMPLETED MONDAY, JULY 11, 2005 IN
SAN ANTONIO, TX**

Governor Mike Huckabee
Testimony before the BRAC Commission
San Antonio, Texas, July 11, 2005

Mr. Chairman, commissioners, and distinguished guests thank you for consideration of the 188th's situation. I apologize that I'm unable to be with you today. I am hosting a delegation of government officials and representatives of a United Nations Non-Government Organization from India that could not be moved due to their travel schedule. Please know that, despite my absence, I am deeply committed to 188th and to the community's efforts to preserve the 188th's fighter mission in Fort Smith. As the state commander of the 188th I am delighted that Chairman Principi will see for himself this afternoon what the 188th offers our nation in terms of military value.

The 188th is strategically located in the central United States. It has flying space that is easily expandable. The Hog Military Operating Area and the Shirley Military Operating Area have proven invaluable to our nation's pilots as they train up for deployment to the combat zones around the world.

Not only is the training valuable to fighter pilots; it is also invaluable as a joint training base. The 188th is located just ten miles from the Fort Chaffee grounds, which allows Special Operations forces from all branches of the Armed Forces and other governmental

agencies to work closely with pilots just as they do in the real world combat zones.

The operators able to do face-to-face pre-mission briefs, fly the mission, and conduct face-to-face debriefs with the pilots. All three of these components can be completed in the same day.. As you know there is value in debriefing, but incorporating the lessons learned is much easier when you can do the debriefing in person while you look at the video of the training. Fort Chaffee is run by the Arkansas National Guard, so let me assure you – as Commander in Chief of the Arkansas National Guard, the 188th is unencumbered by property constraints.

Mr. Chairman, I would be remiss if I also did not point out the unlikelihood of any of my troops relocating to Fresno, California or any other base for that matter. It is simply too much of a burden to ask any traditional guardsman to take up time traveling across the country for a one weekend a month job. I simply do not believe it will happen.

Furthermore, I believe that recruiting will be substantially impacted if the DOD report is approved as is. The people in Arkansas have come to associate the Flying Razorbacks with the Arkansas Air National Guard. To many potential recruits, the Flying Razorbacks are the only reason for which they join the Air National Guard.

Without the 188th, I fear that recruiting will not only drop off for the Air Guard, but other services as well, including the Army National Guard. As our nation is at war, we as a country cannot afford any slippage in recruiting at all.

If it is the intent of the BRAC commission to overlook this fact - which I don't think it is - I feel a fundamental disservice will have been done to our fighting men and women. They deserve to know that the country is already looking out for the next generation of service members. It will also mean that thousands of potential service members write off a career that could otherwise be extremely beneficial to them and our nation. These are a group of people without whom force levels cannot be sustained.

The 188th is currently deployed and they are gaining valuable insight into the way our nation's wars are conducted. Their "battlefield" knowledge will be incorporated into everything the 188th does in the future. I fear the Department of Defense, during its complex BRAC process, failed to account for the value of in-theater experiences. I believe this knowledge base will provide an immeasurable value to future guardsmen in Arkansas.

Finally, members of the BRAC staff have asked us to address how the loss of the firefighting unit and training center will affect the Fort Smith community. The City of Fort Smith and the Fort Smith Airport estimate an initial capital outlay of \$7.5 million will be necessary to replace the firefighting equipment at the Fort Smith Airport, followed by an annual operating and maintenance expense of approximately \$2 million.

Since 1995, our regional training center has equipped more than 7,500 firefighters with lifesaving skills. The 188th Fighter Wing Civil Engineer Regional Training Site is one of

only five regional training sites in the nation, and is the only RTS that offers combat skills training. Also, Fort Smith is the only centrally-located RTS. The other four facilities are headquartered in Pennsylvania, North Carolina, North Dakota, and Southern California.

The 188th Fighter Wing and each of its components – air space, joint training, firefighter training, infrastructure, and combat skills – are immeasurably valuable to our nation's defense and against the war on terror. We are confident that, once members of the BRAC commission and your staffers have investigated, you will overturn the Department of Defense's recommendation to turn out the lights at Fort Smith.

Thank you for your consideration and I hope that we can visit with you directly soon.

**THIS CONTENT IS EMBARGOED UNTIL AFTER 188TH FW
TESTIMONY IS COMPLETED MONDAY, JULY 11, 2005 IN
SAN ANTONIO, TX**

Secretary Asa Hutchinson
Testimony before the BRAC Commission
San Antonio, Texas, July 11, 2005

Good Morning, Chairman Principi, Commissioner Hill, Commissioner Newton, and Commissioner Turner. It is a pleasure to appear before you today. I would like to thank you, the Members of the Commission, for providing this hearing for the members of the Arkansas Congressional Delegation, Col. Strom and myself. I am pleased to be here today with Senator Lincoln, Senator Pryor, Congressman Boozman, and Col. Strom.

The 188th Fighter Wing's mission should not be reassigned. While I appreciate the DoD's goal in decreasing costs and improving our military's efficiency, I respectfully disagree with the reassignment of the 188th Fighter Wing's mission in order to accomplish this task. Since 1972 the 188th have been flying high performance aircraft over the skies of Fort Smith, Arkansas. These impressive aircraft have become a staple of the community.

The military capabilities index (MCI), as calculated by the DOD, falls short of measuring the actual military value of Fort Smith. As it has been presented to you today, the 188th Fighter Wing clearly exceeds the necessary military value to support their mission in Fort Smith, Arkansas. The 188th current mission is vital to the homeland defense Air Sovereignty Alert Mission. At Homeland Security, we always envisioned the availability of National Guard Air Wings to be responsive to terrorist threats over our

homeland. By reassigning the F-16s of the 188th to another facility, our military loses a key air defense facility capable of responding to terrorist threats to the southwestern interior of the United States.

Having high performance aircraft in the southwest region clearly impacts the future mission and the operational readiness of the total force of the DoD.

The DoD, in some cases, based their military value formula on data that was two years old. The 188th Fighter Wing is one of only two civilian-based Air National Guard fighter units in the United States with 68,000 square yards of ramp space. Of five regional training sites in the Air National Guard, the 188th military installation is the only one which has a FAA and DoD-approved fire pit for civil engineer fire training.

Additionally, the combination of the ranges surrounding the 188th Fighter Wing puts its F-16 only two minutes away before the firing button can be pushed by a Flying Razorback pilot. This is the shortest flight time of any high performance aircraft to range drop capability in the DoD. The costs saved on fuel cannot be beat by any high performance aircraft facility in the United States.

Furthermore, the closeness of the range allows for the spontaneous collaboration of on the ground special forces units and the pilots of the 188th. Ground Special Forces of the 188th continually state that they have never received the training at any other military installation that compares to what they receive at the 188th Fighter Wing.

With the addition of the ramp space to the 188th tarmac, the unmatched range capabilities the availability and condition of land, facilities, airspace, range, altitude, and training areas, the 188th military value is immeasurable.

The 188th Fighter Wing traces back to October 15, 1953. The era of high technology entered the Fort Smith, Arkansas region on July 1, 1988, with the arrival of

the F-16 Fighting Falcon. The 188th has a deep dedication and pride, supported by the latest fighting technology. This dedication and pride enable the Flying Razorbacks to continue their tradition of superior combat readiness and performance on the cutting edge of national defense.

As a result of the long history of the 188th in the region of Fort Smith, Arkansas, there is pride in the hearts of Arkansans when the roar is heard of the F-16's Pratt & Whitney engine on take off. This pride leads to high recruitment and retention rates from the Fort Smith, Arkansas area. Furthermore, Fort Smith is supported by a four year university and the education level of the Fort Smith recruitment base is the highest of any mission slated by the BRAC for reassignment.

According to the full BRAC report the 188th Fighter Wing will have seven (7) F-16's reassigned to another installation. This will result in the loss of seventy-eight (78) jobs. Additionally, according to the Future Total Force section of the Department of the Air Force once the seven (7) F-16's are reassigned the remaining eight (8) F-16's will be retired concurrently. Therefore, as a result of losing all fifteen (15) F-16's the 188th Fighter Wing will lose 684 jobs between 2006 and 2011. With an approximate total workforce of 1000 jobs losing more than 50% would have a significant impact on the city of Fort Smith.

Additionally, the 188th Fighter Wing is the most cost effective F-16 squadron in the United States Air Force. The DoD will only save \$2 million over twenty years if the F-16's of the 188th Fighter Wing are reassigned. It will take sixteen years before there is any real impact monetarily to the DoD budget.

The Commission's mission is to assess whether the DoD recommendations substantially deviated from the Congressional criteria used to evaluate each military base.

While giving priority to the criteria of military value, the Commission will also take into account the human impact of the base closures and will consider the possible economic, environmental, and other effects on the surrounding communities.

Therefore, based on this mission and the presentation made before you today, I respectfully submit that DoD substantially deviated from its Congressional mandate. Just based on the additional ramp space, the range and training capabilities and the significantly low amount of monetary impact on the DoD budget the F-16 Flying Razorback should stay in Fort Smith, Arkansas. Furthermore, in this growing age of terrorism it is vital that each region of our country have the military capabilities to protect targets of interest.

Therefore, we respectfully request that the BRAC Commission reconsider reassigning the 188th Fighter Wing's F-16's.

**THIS CONTENT IS EMBARGOED UNTIL AFTER 188TH FW
TESTIMONY IS COMPLETED MONDAY, JULY 11, 2005 IN
SAN ANTONIO, TX**

Senator Blanche Lincoln
Testimony before the BRAC Commission
San Antonio, Texas, July 11, 2005

Mr. Principi, Commissioners...

On behalf of the Arkansas Congressional Delegation, I would like to thank you for the opportunity to express our concerns with the Department of Defense recommendations. Your task is daunting, and we respect your willingness to serve on this commission which, in the end, holds little reward except the self-satisfaction that you voted your conscience, based on your military and/or practical experiences. -- My comments will be brief this morning in order to allow enough time for the technical component of our presentation.

In representing the 188th Fighter Wing, based in Fort Smith, Arkansas, we are presenting a case that we are confident will compel you to exercise military judgment, practical experience, and just plain common sense. Fort Smith is uniquely positioned to offer this nation the key attributes sought by Acting Secretary of the Air Force Michael Dominguez (SECAF), and Air Force Chief of Staff Gen. John P. Jumper (CSAF).

In the words of General Jumper, "There is a 0 percent chance we have this 100 percent right." With regard to the Fort Smith unit, we believe this is one of those times where the

DOD – despite tremendous effort and dedication to the tasks – failed to get it right. We will point out areas in the MCI calculations where Military Value was either underestimated because of inaccurate data or because updated data was never captured.

The BRAC process missed the true military value of the 188th because the DOD’s MCI calculations did not properly reflect what it means to the Air Force – and all other branches of service – to have fighters based at the Fort Smith facility. We will familiarize you with the innovative joint operations training which is already being conducted just fourteen miles off the end of the runway at Fort Chaffee -- on a 24/7/365 basis.

This training is a picture perfect example of what the Secretary of Defense terms “jointness.” Yet the type of integrated joint training currently underway at the 188th is so ahead of its time that it got zero consideration when the Department of Defense calculated military value. Correcting the errors in MCI ratings would elevate the 188th Fighter Wing to a ranking much higher than originally computed using the BRAC criteria.

For just a moment, let’s assume the computed MCI rating is accurate. We still believe the Secretary of Defense substantially deviated from the BRAC criteria by realigning Fort Smith. Even when the 188th receives zero credit for some of its most valuable military components, Fort Smith should have *gained* aircraft, based on the number of lower-rated Air Guard units which increased the number of aircraft in their fleets. Instead, BRAC

recommends that the 188th lose its flying mission.

The BRAC recommendation calls for Fort Smith to transfer 7 F-16 Block 32's to Fresno, CA, and retire 8 block 32's. Fort Smith's aircraft are among the lowest average total flying time in the F-16 inventory. To borrow a phrase from Major General Mark Hamilton (retired US Army) – a witness at the Alaska hearings – the next generation of fighters is so far away from the production line that we haven't even mined the titanium we're going to build them out of.

So far, neither I, Senator Pryor, Congressman Boozman, nor Governor Mike Huckabee have received a logical explanation for the Department of Defense's recommendation, from a practical or a military perspective.

This morning, Governor Huckabee is meeting some long-standing speaking engagements. However, he has asked that his written testimony be entered into the record. The commander of the 188th and more than 300 of the unit's airmen are unable to attend today's hearing because they are deployed to Balad, Iraq.

Our time is short, so I'd like to let our military expert get right to his testimony. Col (RET) Brock Strom was the Director of Operations for the Air National Guard from July 1, 2002 through February 11, 2005. Col. Strom has no affiliation with the 188th, no particular ties to Arkansas, and is not a professional consultant. He *has* witnessed first-hand the unique value to our nation and the total force of basing fighters in Fort Smith.

Col. Strom graciously agreed to provide the BRAC Commission with his fair and objective assessment of the 188th Fighter Wing's military value.

Col. Strom...

**THIS CONTENT IS EMBARGOED UNTIL AFTER 188TH FW
TESTIMONY IS COMPLETED MONDAY, JULY 11, 2005 IN
SAN ANTONIO, TX**

Senator Mark Pryor
Testimony before the BRAC Commission
San Antonio, Texas, July 11, 2005

As a member of the Senate Armed Services Committee during the 108th Congress, I understand the responsibility on each of your shoulders as you sift through mountains of data – some of it conflicting. Ultimately, the security of our nation, and the lives of airmen, marines, soldiers, and sailors are at stake.

Numbers, no matter how detailed and accurate, are incapable of measuring certain attributes. The value of the Joint Force Training conducted on a daily basis just 10 to 15 miles off the end of Fort Smith's runway is an attribute that hasn't been adequately measured. Just how *would* you measure the value of face-to-face briefs prior to a joint training mission between the 188th's fighters and Joint Terminal Attack Controllers? Within an hour of each exercise, JTACs and pilots are debriefing – face-to-face, eyeball-to-eyeball, reviewing cockpit recordings of the mission. To our knowledge, all three of these elements – the face-to-face briefing, the exercise, and the face-to-face debriefing *all in the same day* aren't being done anywhere else – because they *can't* be done anywhere else.

JTACs, as you know, are the “tips of the spears” in the war against terror. These specialists operate in the “black” with special forces and other governmental agencies.

They *love* training in the 188th airspace – for a lot of reasons. Fort Smith is centrally-located and the terrain and targets are diverse. The range has laser capabilities, and also offers structures on the ground, which support urban scenarios.

You can't numerically quantify the value of a face-to-face debriefing, so we've enclosed a DVD in your packet. One of the things you'll find is an interview with a "tip of the spear" warrior and some footage of a mission debrief. Also, the DVD offers a clip from the urban training facility.

The JTACs on the video are from Fort Campbell, Kentucky. They can train at any air range in the nation. But they love training at Razorback Range. Because of the close proximity, the fighters get more "play time," meaning the JTACs get to practice guiding fighters to more targets during each training session – for pilots *and* forward air controllers.

The joint training concept began to come into focus after the 188th's *first* deployment to the desert and we ask the commissioners and the staff to spend a few minutes with the video themselves. Decide if this unmeasured attribute enhances military value as much as *we* believe it does.

The Secretary of Defense rightfully stresses the importance of joint training capabilities. But the DOD's BRAC process didn't account for this in the quantitative formulas, and it appears that in our case, joint training was not taken into account in the military judgment area.

Perhaps this oversight is because the process did not include DOD site visits or interaction with the states which are being affected. Or maybe the omissions occurred because the value of this training airspace and central geographic location is only a couple of years old.

Please note, the numbers also failed to accurately measure current plans for expanding our airspace. You can't tell by looking at the DOD's assessment of the 188th's military value, but the concept of this airspace expansion diagram has been well-received by Federal Aviation Administration officials and is at the National Guard Bureau level at this time, pending review.

The leadership of the 188th has organized, scheduled, and conducted integrated, joint training exercises just like this. In fact, that's how Col. Strom got involved. He came to observe an exercise last fall and was so impressed with the uniqueness of what Fort Smith had to offer, that he subsequently offered to get that message out to this Commission.

Col. Strom has briefly explained Fort Smith's proximity to various components of what the modern military mind calls the "Digital Kill Chain." Later today, Chairman Principi will see a more in-depth explanation of how this sophisticated, highly technical form of combat is used to track – and kill – terrorists and how the 188th has integrated key assets from all branches of service into their training scenarios, with the resources available to them at their Fort Smith base.

Lest you think these exercises can be replicated somewhere else, let me assure you that Fort Smith's central location, the versatility of its airspace, and close proximity to quality ranges are the key components of these joint training opportunities.

The Fort Smith airspace has *zero* encroachment issues, *zero* environmental issues, and the Hog MOA overlays sparsely populated mountainous areas, replicating a Bosnia type or perhaps a North Korea type scenario. This is NOT overwater training, this is NOT desert landscape. This is training in heavily-forested mountainous areas, mostly uninhabited national forest land, that cannot be replicated anywhere else in the United States.

Commissioners, if there's one thing I know during my time on the Senate Armed Services Committee, the Pentagon tied funding requests to the necessity of "jointness." I am convinced that jointness is, indeed, critical to winning the war against terror.

In the case of the Fort Smith installation, the DOD data failed to measure the value of sophisticated, integrated, and affordable joint training exercises that *only* the uniqueness of our base and its available assets offer to the men and women in uniform, training to fight our nation's wars.

BRAC COMMISSION BRIEFING

Fort Smith
The Natural Fit



Col (ret) Brock Strom
Former Director of Operations
National Guard Bureau

San Antonio, TX
11 July 2005



City of Fort Smith BRAC Task Force

Table Of Contents

- ▶ Executive Summary and Key Points
- ▶ BRAC MCI Criteria Overview
- ▶ Fort Smith's True Military Value
- ▶ Detailed Assessment of Fort Smith's MCI Score
- ▶ Quantifying Fort Smith's Military Value
- ▶ Fort Smith, the "Natural Fit"




City of Fort Smith BRAC Task Force

Executive Summary




City of Fort Smith BRAC Task Force

Executive Summary

- ▶ The Department of Defense (DoD) scored all Air Force (AF) bases on Military Value using the Military Capabilities Index (MCI) and used the results as the "primary consideration" to make Base Realignment and Closure (BRAC) decisions
- ▶ The MCI did not capture the true Military Value of the flying mission of the 188th FW in Fort Smith, Arkansas, due to inaccurate data, undeterminable errors, and no representation of unique strategic advantages of Fort Smith to the Total Future Force goals of the US Air Force
- ▶ The BRAC committee should revisit their decision to eliminate the flying mission of the 188th FW in Fort Smith because the DOD substantially deviated from the BRAC criteria in their decision to realign Fort Smith.



City of Fort Smith BRAC Task Force

Fort Smith is the ideal location for fighters

- ▶ Arkansas Guard has full ownership of Razorback Range
 - Range < 10 miles off runway; 24/7/365 scheduling capability
- ▶ Very close proximity to three Military Operating Areas (MOAs)
 - (Hog MOA 10mi, Rivers MOA 52mi, Shirley MOA 62mi)
- ▶ Outstanding Low Level Route structure and two divert fields within 55NM
- ▶ Excellent infrastructure, and expanded ramp-space since BRAC with additional expansion capabilities
- ▶ Number ONE most cost-effective ANG installation in the country
- ▶ Among top five fastest growing population in America (NW Arkansas)



City of Fort Smith BRAC Task Force

A closer look at Fort Smith reveals a unique, essential Air Force and Joint Forces opportunity that justifies keeping the fighter mission in Fort Smith

- ▶ Uniquely positioned to exercise and train Joint Forces for AEF deployments
- ▶ Entire spectrum of Digital Kill Chain exercised in Fort Smith's backyard



City of Fort Smith BRAC Task Force

BRAC MCI Criteria




City of Fort Smith BRAC Task Force

The DoD used the MCI to score all AF bases on Military Value in four scored categories and created four additional categories not considered in the score

- Fort Smith scored 38.63 pts, ranking it 110th of 154 bases in Military Value

Scored Criteria (% of overall score)	Non-scored Criteria
Current/Future Missions (46%)	Extent/Timing of Potential Costs/Savings
Condition of Infrastructure (41.5%)	Economic Impact on Existing Communities
Contingency, Mobilization, Future Forces (10%)	Ability of Infrastructure to Support Forces, Mission, and Personnel
Cost of Operations/Manpower (2.5%)	Environmental Impact




City of Fort Smith BRAC Task Force

Fort Smith's True Military Value




City of Fort Smith BRAC Task Force

The MCI does not capture Fort Smith's true Military Value

- Computable errors in data used for Fort Smith's calculations
- Non-computable errors in data
 - Arbitrary requirements established in key categories
- Unique characteristics of Fort Smith not considered
 - Significantly contribute to its Military Value




City of Fort Smith BRAC Task Force

Detailed Assessment of Fort Smith's MCI Score

- Criterion One – Current and Future Missions**
 - Criterion Two – Condition of Infrastructure
 - Criterion Three – Contingency, Mobilization, Future Force
 - Criterion Four – Cost Effectiveness
 - Criterion Five through Eight




City of Fort Smith BRAC Task Force

Fort Smith scored considerably low in Criterion One with only 13.42 points out of 34.51. However, these scores do not reflect many of Fort Smith's mission contributions due to a variety of errors

- Criterion One – Current and Future Missions**
 - Proximity to Airspace Supporting Mission (4.86 pts out of 22.08 pts)
 - Proximity to Low Level Routes Supporting Mission (1.85 of 7.25 pts)
 - Suitable Auxiliary Airfields Within 50NM (0 of 5.18 pts)




City of Fort Smith BRAC Task Force

Fort Smith scored only 4.86/22.08 pts in the Proximity to Airspace Supporting Mission category, yet it has full ownership of Razorback Range and three MOAs right off the runway

- ▶ Range/MOAs...
 - Razorback Range: 5-10 Miles Off Runway
 - Hog MOA: 10 Miles Off Runway
 - Shirley MOA: 62 Miles Off Runway
 - Rivers MOA: 52 Miles Off Runway
- ▶ The scored points do not reflect:
 - Range/Airspace **proximity**
 - Range/Airspace **ownership**
 - Range/Airspace **scheduling**
 - Range/Airspace **operating hours 24/7/365**



City of Fort Smith BRAC Task Force

A detailed look at the scoring for Proximity to Airspace Supporting Mission shows a disconnect between the MCI score and how Fort Smith actually measures up to the requirements of the criterion

- ▶ Formula 1245, Proximity to Airspace Supporting Mission:

15%	Airspace Volume	Adequate
15%	Operating Hours	24/7
10%	Scorable Range	Yes
11.25%	Air to Ground Weapons Delivery	Yes
.75%	Low Angle Strafe	Yes
3%	Live Ordnance	No
5%	IMC Weapon Release	Yes
5%	Electronic Combat	No
10%	Laser Use Authorization	Yes
10%	Lights Out Capability	Yes
5%	Flare Authorization	Yes
5%	Chaff Authorization	Yes
TOTAL		92%
- ▶ 4.86 of 22.08 points does not seem to match a 92% score
- ▶ Score does not reflect robust and unique training opportunities
- ▶ Score does not reflect a range owned, operated, and scheduled by the 188th for exclusive 24/7/365 use



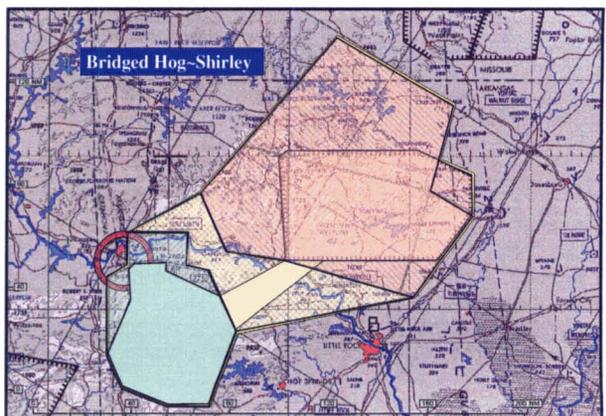
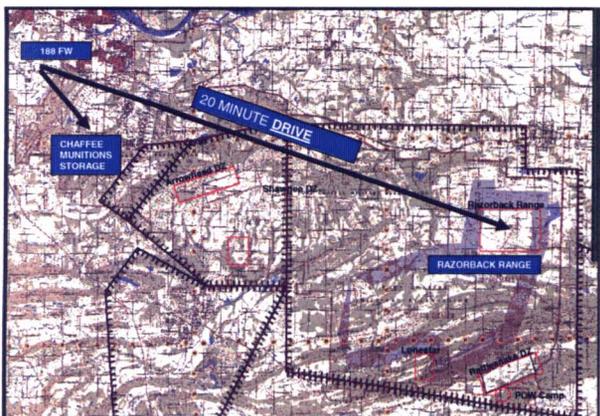
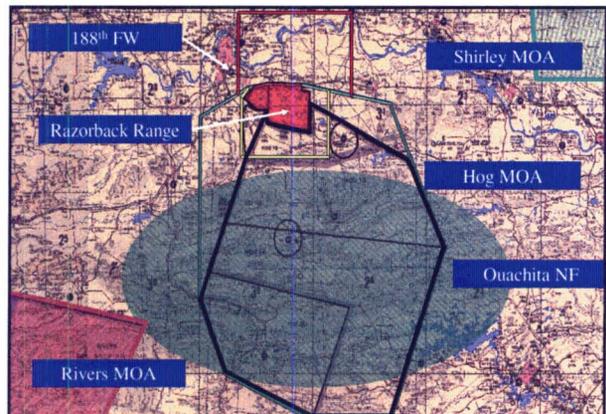
City of Fort Smith BRAC Task Force

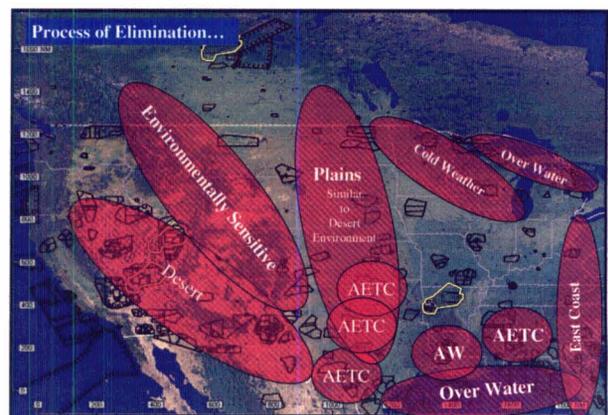
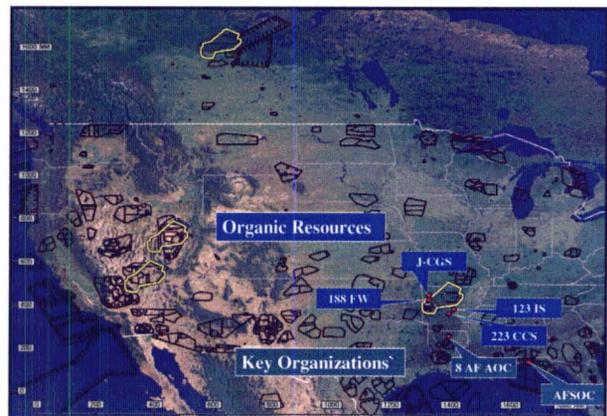
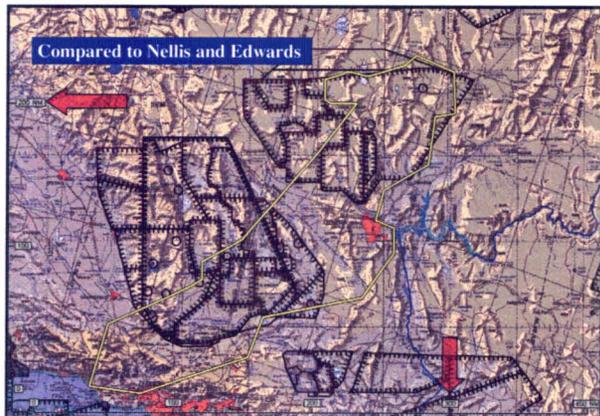
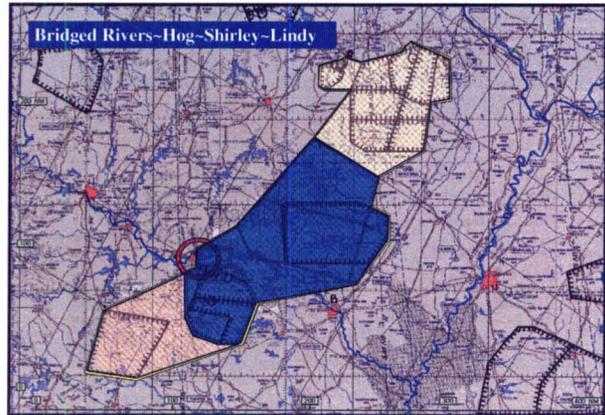
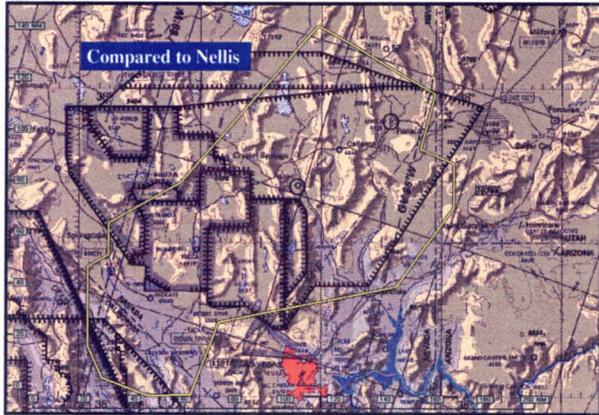
Calculating volume thresholds, geographic proximity of airspace, and airspace exclusivity for the fighter mission in Fort Smith would yield a considerably higher MCI that demonstrates impressive Military Value

- ▶ Volume thresholds appear to have unduly penalized Fort Smith
- ▶ Geographic proximity of multiple areas not factored in data
- ▶ Exclusive use and full control of closely located airspace a major value



City of Fort Smith BRAC Task Force





Fort Smith also scored low in the Low Level Routes (LLRs) Supporting Mission of Criterion One. However, Fort Smith has an outstanding LLR structure in which 7 of these LLRs feed directly into the Hog MOA

- ▶ Criterion One – Proximity to Low Level Routes Supporting Mission
 - Score 1.85 of 7.25 pts
- ▶ However...
 - 9 VR routes meet scoring criteria
 - 5 IR routes meet scoring criteria
 - 7 routes feed directly into the Hog MOA, terminating within 25NM of Fort Smith and offer transition to the Restricted Area
- ▶ This outstanding Low Level Route structure provides quality support of the mission but scored very low




City of Fort Smith BRAC Task Force

Low Level Route Structure Supporting Fort Smith




City of Fort Smith BRAC Task Force

In Criterion One, Suitable Auxiliary Airfields, arbitrary criteria that have no bearing on fighter mission requirements prevented two auxiliary airfields from being included in Fort Smith's MCI score

- ▶ Criterion One - Suitable Auxiliary Airfields
 - MCI requirement of two fields with 8000' minimum runway within 50NM
 - Fort Smith scored 0 of 5.18 pts
- ▶ Runway requirement for F-16 diverts is 7000'
- ▶ No mission or operational significance to 50NM for an F-16
- ▶ Fort Smith should have received the full 5.18 pts
 - Davis Field: 7400' Runway within 50NM
 - Northwest AR (XNA): 8500' Runway @ 54NM




City of Fort Smith BRAC Task Force

Detailed Assessment of Fort Smith's MCI Score

- ▶ Criterion One – Current and Future Missions
- ▶ **Criterion Two – Condition of Infrastructure**
- ▶ Criterion Three – Contingency, Mobilization, and Support
- ▶ Criterion Four – Cost Effectiveness
- ▶ Criterion Five through Eight




City of Fort Smith BRAC Task Force

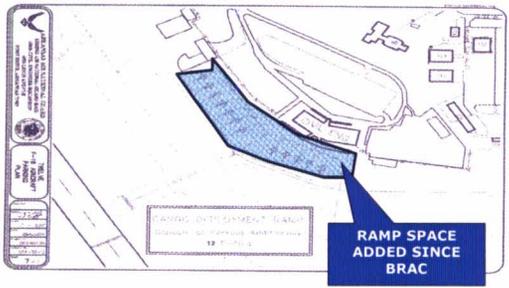
In Criterion Two, Condition of Infrastructure, Fort Smith was overlooked in several key areas that should have bolstered the MCI rating

- ▶ Ramp Area and Serviceability: 0 of 2.97 pts
 - Add .74pts for 68,000 sq yards (acquired post input)
- ▶ Sufficient Munitions Storage: 0 of 4.79 pts
 - Zero points received for Ft Chaffee (due to lack of runway)
- ▶ Access to Adequate Supersonic Airspace: 0 of 6.72 pts
 - Add 4.03pts for Lindberg above 30,000'
- ▶ Range Complex Supports Mission: 6.63 of 11.95 pts
 - Did not account for range ownership, proximity, or availability

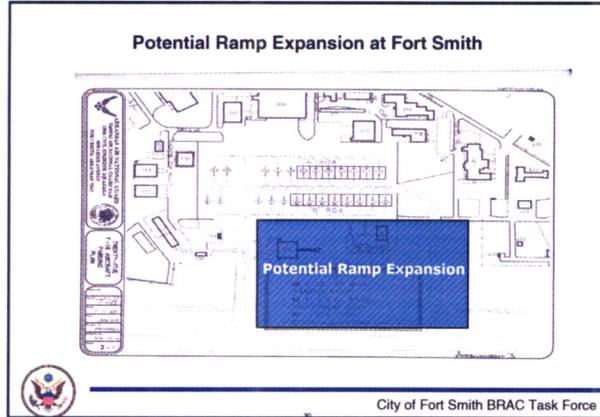



City of Fort Smith BRAC Task Force

Current Ramp Space at Fort Smith




City of Fort Smith BRAC Task Force



Detailed Assessment of Fort Smith's MCI Score

- ▶ Criterion One – Current and Future Missions
- ▶ Criterion Two – Condition of Infrastructure
- ▶ **Criterion Three – Contingency, Mobilization, Future Force**
- ▶ Criterion Four – Cost Effectiveness
- ▶ Criterion Five through Eight

City of Fort Smith BRAC Task Force

Fort Smith expanded the ramp after BRAC data was gathered, which improve its score in Criterion Three, Contingency, Mobilization, Future Forces

Fort Smith can now support 6+ C-17 equivalents

- ADD 1.32 points to Ability to Support Large-Scale Mobility Deployment

City of Fort Smith BRAC Task Force

Detailed Assessment of Fort Smith's MCI Score

- ▶ Criterion One – Current and Future Missions
- ▶ Criterion Two – Condition of Infrastructure
- ▶ Criterion Three – Contingency, Mobilization, Future Force
- ▶ **Criterion Four – Cost of Operations and Manpower**
- ▶ Criterion Five through Eight

City of Fort Smith BRAC Task Force

Fort Smith is the number one most cost effective ANG installation in the US measuring manpower and cost of operations

- ▶ Fort Smith scored...in Criterion Four, Cost of Operations and Manpower
- ▶ Fort Smith is number one most cost effective ANG installation in the US

City of Fort Smith BRAC Task Force

Detailed Assessment of Fort Smith's MCI Score

- ▶ Criterion One – Current and Future Missions
- ▶ Criterion Two – Condition of Infrastructure
- ▶ Criterion Three – Contingency, Mobilization, Future Force
- ▶ Criterion Four – Cost Effectiveness
- ▶ **Criterion Five through Eight**

City of Fort Smith BRAC Task Force

In the non-scored criteria, Fort Smith truly demonstrates Military Value, yet this did not effect the MCI rating received

- ▶ Criterion Five, Extent/Timing of Potential Costs/Savings
 - Over 20 years, BRAC reports a savings of \$2M if Fort Smith closed
- ▶ Criterion Six, Economic Impact on Existing Communities
 - BRAC report stated 78 jobs would be lost
 - 670 jobs would actually be lost
 - Significant impact on communities in both AR and OK
- ▶ Criterion Seven, Ability of Infrastructure to Support Forces, Mission, and Personnel
 - Next Slide
- ▶ Criterion Eight, Environmental Impact
 - Limited, if any




City of Fort Smith BRAC Task Force

Criterion Five did not measure the costs to other governmental agencies in moving the fire fighting support out of Ft. Smith resulting in no payback

- ▶ Criterion Five, Extent/Timing of Potential Costs/Savings
 - Over 20 years, BRAC reports a savings of \$2M if Fort Smith closed
- ▶ Cost to the FAA and City Government of replacing Fire Support is 7.5M in investment capital and recurring costs of \$2M annually
- ▶ Incorporating these costs, there would never be a payback and Net Present Value in 2025 would be a cost of \$34M



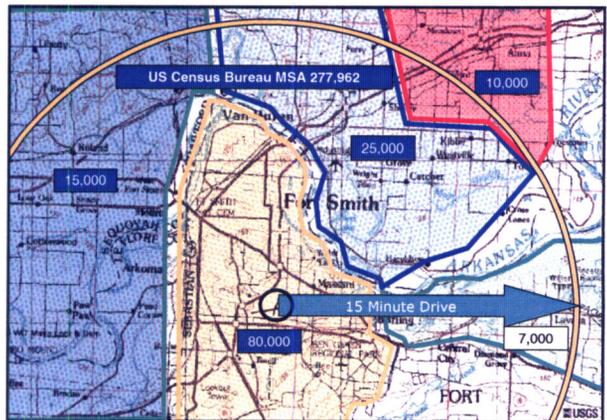

City of Fort Smith BRAC Task Force

Fort Smith is located adjacent to the fifth fastest growing area in the CONUS, currently supports a population of more than 288,000, and maintains a historical average of 98% recruiting and retention stats

- ▶ Criterion Seven, Ability of Infrastructure to Support Forces, Mission, and Personnel
 - Fort Smith and local area supports population of > 288,000
 - Adequate housing, medical care, education opportunities, child care, crime rates, jobs, and cost of living
 - Northwest AR 5th fastest growing area in CONUS (45 min drive from Fort Smith)
 - Two premier ESGR support companies (Walmart, Tyson Foods)
 - Multiple publications rank NW AR top 10 communities to live
 - Excellent Recruiting and Retention Stats
 - Historical Average of 98% End Strength




City of Fort Smith BRAC Task Force



Quantifying Fort Smith's Military Value




City of Fort Smith BRAC Task Force

Correcting the known computable errors in the MCI, Fort Smith would climb 26 rankings at 84th out of 154 installations

- ▶ Corrections for known computable errors in the MCI:
 - Supersonic Airspace...ADD 4.03 pts
 - MOG...ADD 1.32 pts
 - Ramp Space...ADD .74 pts
 - TOTAL Added to MCI...6.09 pts
- ▶ New MCI: 38.63pts + 6.09pts = 44.72pts
- ▶ New Military Value ranking = 84th of 154 installations




City of Fort Smith BRAC Task Force

Adjusting the MCI to account for the non-computable errors in the MCI, Fort Smith ranks 23rd of 154 installations

- ▶ MCI failed to capture Fort Smith's true Military Value
- ▶ "Reasonable man" approach taken to account for non-computable errors
- ▶ New MCI: 38.63+6.09+18.94= 63.66pts
- ▶ New Military Value Ranking:
23rd of 154 installations

Non-Computable Error Adjustments		
	Score	Avail
▶ Proximity to Airspace	4.86	22.08
▶ LL Routes Supporting Mission	1.88	7.25
▶ Suitable AUX Field	0	5.18
▶ Range Complex Supports	6.63	11.95
▶ Sufficient Munitions Storage	0	4.79
▶ SubTotals	13.37	51.25
▶ Differential	51.25 - 13.37=	37.88
▶ Meet Halfway	18.94	



City of Fort Smith BRAC Task Force

Military Value is the primary BRAC consideration for determining base and mission viability and Fort Smith's flying mission provides significant Military Value to the fighter arsenal of the USAF

- ▶ Fort Smith meets concept and strategies advocated by Mr. Dominquez and General Jumper in Commissions' May 17th hearing
- ▶ Fort Smith meets Senior Leadership vision relative to training, surge capability, access to ranges, quality of life concerns, and expansion capabilities
- ▶ Fort Smith should have significantly higher MCI/Military Value that should compel retention of fighters
- ▶ Basing fighters permanently in Fort Smith in the best interest of Future Total Force
- ▶ Fort Smith requests Commission visit and see first hand unique attributes that make Fort Smith.



City of Fort Smith BRAC Task Force



City of Fort Smith BRAC Task Force

314th Airlift Wing, Little Rock Air Force Base Arkansas
and
Fort Smith Regional Airport, Fort Smith Arkansas

LETTER OF AGREEMENT

EFFECTIVE 24 Feb 03

SUBJECT: Operations at Fort Smith Regional Airport

1. PURPOSE: To provide operating procedures for the 314th Airlift Wing (AW) and assigned tenant units to operate at Fort Smith Regional Airport.

2. SCOPE: The procedures outlined herein allow 314 AW and assigned tenant aircraft to use Fort Smith Regional Airport and navigational facilities for instrument approach training, landing, option clearances, taxi operations, windmill taxi starts, and takcoff.

NOTE: A windmill taxi (high-speed taxi) uses a landing surface to accelerate, windmill the propeller until engine start, and then taxi off the landing surface.

3. CANCELLATION: Parties to this agreement shall provide 30 days notice prior to cancellation or revision of this agreement. Points of contact are:

314 OSS/OSA (Mr. Rick Simmons)
380 Second St.
Little Rock AFB, AR 72099-4976
(501) 988-3986

Mr. Bob Johnson
Fort Smith Regional Airport
Fort Smith, Arkansas 72903
~~(501) 646-1681~~
(479) 425-7000 EXT 50
452

4. PROCEDURES:

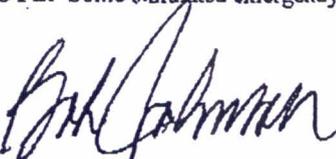
a. The 314 AW and assigned tenant units shall:

- (1) Follow procedures and guidelines published in DOD Flight Information Publications, appropriate flight manuals, and Federal Aviation Regulations.
- (2) Conduct all operations to Runway 7/25.
- (3) Request south VFR traffic pattern. Exccute air traffic control clearances and control instructions without delay.
- (4) Comply with noise abatement procedures as published.
- (5) Terminate all Fort Smith flight operations NLT 2200L.

b. Fort Smith Regional Airport shall:

- (1) Not require fees for the use of Fort Smith Regional Airport as outlined in 2 above.
- (2) Allow 314 AW and assigned tenant aircraft to practice emergency procedures while in the traffic pattern.
- (3) Inform Little Rock AFB point of contact of any changes to noise abatement procedures.

NOTE: Some simulated emergency procedures may require higher than normal airspeeds on final approach.


BOB JOHNSON
Fort Smith Regional Airport Manager


DOUGLAS E. KREULEN, Colonel, USAF
Commander, 314 Operations Group