

*Commissioner
Base Visit Book*



*Ellsworth Air Force Base, SD
Closure Recommendation*

The Honorable Samuel K. Skinner

21 June 2005

**ELLSWORTH AIR FORCE BASE, SD
21 JUNE 2005**

TABLE OF CONTENTS

TAB

- A. ITINERARY**
- B. BASE SUMMARY SHEET**
- C. SECRETARY OF DEFENSE RECOMMENDATION**
- D. MILITARY VALUE CHART**
- E. INSTALLATION REVIEW**
- F. STATE MAP AND STATISTICAL DATA**
- G. STATE CLOSURE HISTORY LIST**
- H. PRESS ARTICLES AND CORRESPONDENCE**
- I. ADDITIONAL INFORMATION**



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ITINERARY FOR BRAC Commissioner Visit

1. BRAC will visit Ellsworth Air Force Base on 21 June 05.
2. Purpose: Base Visit
3. Accompanied by: Samuel K. Skinner, Commissioner
Philip Coyle, Commissioner
James H. Bilbray, Commissioner
Tim Johnson, US Senator, State of South Dakota
John Thune, US Senator, State of South Dakota
Stephanie Herseth, US Congresswoman, State of South Dakota
Michael Rounds, South Dakota State Governor
Mr. Bob Cook, Deputy Director BRAC Review and Analyst Team
Ms Tanya Cruz, BRAC Analyst, Air Force Team
Mr. Art Beauchamp, BRAC Commission Analyst
Ms Christine Hill, Director Legislative Affairs
4. Arrive: 0730L, Tuesday, 21 June, Radisson Hotel, 445 Mt Rushmore Road, Rapid City, SD
Depart: 1215L, Tuesday, 21 June, Visitors Center, Ellsworth AFB, SD
5. Transportation: Primary Bus, Contracted with Contracted Driver
Alternate Bus, Services Bus with SSgt David Thurston driver
6. Project Officers: Lt Col David Garrett
Capt Jennifer Rollins
Mark Wheeler
Arliss Sakos
7. Dress: Service Dress for Base Visit
Casual attire for Downtown Event
8. Helpful Numbers: Col Smith - DSN 675-2801
Protocol Office - DSN 675-1205
Command Post - DSN 675-3800
Radisson Hotel - COM 605-348-8300

9. Itinerary:

Current as of: 06/17/05 9:06 AM

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Tuesday, 21 June

0730 Pick up Commissioners at Radisson Hotel

Vehicle: Contracted Bus

Escorted by: Colonel Smith

Passengers: Commissioner Skinner, Commissioner Coyle, Commissioner Bilbray, Senator Johnson, Senator Thune, Congresswoman Herseth, Governor Rounds, Mr Art Beauchamp, and staffers

0750 Arrive at Bomb Wing Headquarters, Office Call

Greeted by: Col Smith, 28 Bomb Wing Commander

Attendees: Commissioner Skinner and Commissioner Coyle

0750 Pre-Unit Mission Brief Reception in Executive Conference Room

Greeted by: 28th Bomb Wing Group Commanders

Attendees: Sen Johnson, Sen Thune, and Congresswoman Herseth, Gov Rounds,

0815 Arrive Wing Conference Room for Unit Mission Brief

Greeted by: Colonel Smith, 28th Bomb Wing Commander

28th Bomb Wing Group Commanders

Lt Col Garrett, Lt Col Singh, Lt Mark Wheeler

0900 Depart Bomb Wing Headquarters via Services Bus

POC: Mr. Mark Wheeler

Guests: Commissioner Skinner, Commissioner Coyle, Commissioner Bilbray, Sen. Tim Johnson, Sen. John Thune, Congresswoman Stephanie Herseth, Gov Michael Rounds, Col Jeffry Smith, Lt Col David Garrett, Mr. Art Beauchamp

0910 Arrive at the Munitions Storage Area

Greeted by: Lt Col Deborah Black, MUNS/CC

Chief Bill Stampert, MUNS/MXW

0930 Depart Weapons Storage Area windshield tour

0935 Arrive at the 37th Squad Ops

Greeted by: Mr. Larry Herges, Base Architect

Lt Col Timothy Shepherd, 37BS/DO

Lt Col Joseph Seufzer, 28 AMXS/CC

1005 Depart 37th Squad Ops

1010 Arrive Pride Hanger

Greeted by: Lt Col Nav Singh, CES/CC and Maj Chris Knutson, CES/CEO

1030 Depart Pride Hanger

Current as of: 06/17/05 9:06 AM

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- 1035 Depart through Bismarck Gate (stop and discuss encroachment?)
- 1040 Enter through Bismarck Gate
- 1050 Arrive at 316 Birch, Prairie View Housing
Greeted by: Mr. Larry Herges, Lt Col Nav Singh, Mr. Bob Allman
- 1105 Depart MFH, 316 Birch
- 1115 Arrive Phase 3 MFH
- 1125 Arrive at Education Center
- 1130 Arrive at Dakotas for Lunch
Greeted by: Col Gerald Plourde
Group Commanders

(NOTE: Lunch served in the Eagles Nest... **Group CC's will join Colonel Smith for Lunch**)
Comfort Break

- 1215 Depart Dakota's

Departure Arrangements: 5 Suburban will be staged in front of Dakota's for departure.
Once the lunch is over, police escorted motorcade will depart for Rapid City Civic Center

- 1215 Depart for Rapid City Civic Center

DRAFT

COMMISSIONER SKINNER

Travel Itinerary from June 20 – June 24, 2005

Chicago, IL

June 20, Monday:

**PRIVATE JET FROM CHICAGO TO SPRINGFIELD AND
BACK TO CHICAGO**

AM visit **SPRINGFIELD AGS**

Flight from Chicago to Rapid City, SD

**18:45-20:17 Northwest Flight 3610 from Chicago to
Minneapolis**

**21:14-21:46 Northwest Flight 1203 from Minneapolis to
Rapid City**

Hotel: (Radisson Mt. Rushmore)

June 21, Tuesday:

AM visit **ELLSWORTH AFB, SD (Art Beauchamp)**

PM Hearing **RAPID CITY, SD**

Mil Air Fly to Grand Forks

Hotel: Hilton Garden Inn, Grand Forks

June 22, Wednesday:

PM visit **GRAND FORKS AFB, ND (Tim McGregor)**

Hotel: Hilton Garden Inn, Grand Forks

June 23, Thursday:

AM visit **GRAND FORKS Hearing**

Flight from GRAND FORKS to Chicago IL

COMMISSIONER PHILIP COYLE
Travel Itinerary from June 20 – June 24, 2005

CONFIRMATION # GOXWAF

Los Angeles, CA

June 20, Monday:

12:45-16:05 **United Flight 872 from Los Angeles to Denver**
16:50-18:20 **United Flight 7088 from Denver to Rapid City**

Hotel: Radisson Mt Rushmore (605) 348-8300

June 21, Tuesday:

AM visit ELLSWORTH AFB, SD (Art Beauchamp)

PM Hearing RAPID CITY, SD

15:30-18:01 **Northwest Flight 1209 form Rapid City to Minneapolis**
21:02-22:08 **Northwest Flight 141 Minneapolis to Grand Forks**

Hotel: Hilton Garden Inn (701) 775-6000

June 22, Wednesday:

PM visit GRAND FORKS AFB, ND (Tim McGregor)

Hotel: Hilton Garden Inn (701) 775-6000

June 23, Thursday:

AM visit GRAND FORKS Hearing

(Mil Air) GRAND FORKS Hearing to CLOVIS, NM

Hotel: La Quinta Inn (505) 763-8777

June 24, Friday:

16:21-17:26 **American Flight 3620 from Lubbock to Dallas**
18:51-19:53 **American Flight 1203 from Dallas to Los Angeles**

COMMISSIONER JAMES H. BILBRAY

Travel Itinerary from June 20 – June 24, 2005
CONFIRMATION #GKCOFS

Las Vegas, NV

June 20, Monday:

12:55-15:46 United Flight/ TED 1424 from Vegas to Denver
16:50-18:20 United Flight 7088 from Denver to Rapid City

Hotel: Radisson Mt. Rushmore (605) 348-8300

June 21, Tuesday:

AM visit ELLSWORTH AFB, SD (Art Beauchamp)

PM Hearing RAPID CITY, SD

15:30-18:01 Northwest Flight 1209 form Rapid City to Minneapolis
21:02-22:08 Northwest Flight 141 Minneapolis to Grand Forks

Hotel: Hilton Garden Inn, Grand Forks (701) 775-6000

June 22, Wednesday:

PM visit GRAND FORKS AFB, ND (Tim McGregor)

Hotel: Hilton Garden Inn, Grand Forks

June 23, Thursday:

AM visit GRAND FORKS Hearing

Hotel: La Quinta Inn & Suites, Clovis

(Mil Air) GRAND FORKS Hearing to CLOVIS, NM

June 24, Friday:

AM visit CLOVIS Hearing

16:21-17:26 American Flight 3620 from Lubbock to Dallas
18:38-19:23 American Flight 387 from Dallas to Las Vegas

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

(Ellsworth AFB, SD)

INSTALLATION MISSION

- The 28th Bomber Wing, Ellsworth AFB, SD is home of the B1 Bomber. It's one of only two B1 bomber wings in the Air Force. The other bomber wing is located at Dyess AFB, TX. There are 24 B1 bomber aircraft located at Ellsworth. The bombers are assigned to two squadrons (the 34th Bomber Sq; 37th Bomber Sq).
- The 28th BW is commanded by Colonel Joseph Brown. Organizationally, the wing consists of four groups: The 28th Operations Group, 28th Medical Group and 28th Mission Support Group and 28th Maintenance Group, as well as a number of tenant/associated organizations.
- The mission of the 28th BW is global attack--putting bombs on target. The wing's mission statement reads "Provide rapid, decisive and sustainable combat air power and expeditionary combat support; Anytime, Anywhere."

DOD RECOMMENDATION

- Close Ellsworth Air Force Base, SD. All 24 B-1 aircraft assigned to the 28th Bomb Wing will be distributed to the 7th Bomb Wing, Dyess Air Force Base, TX. Realign Dyess Air Force Base, TX. The C-130 aircraft assigned to the 317th Airlift Group will be distributed to the active duty 314th Airlift Wing (22 aircraft) and Air National Guard 189th Airlift Wing (two aircraft), Little Rock Air Force Base, AR; the 176th Wing (ANG), Elmendorf Air Force Base, AK (four aircraft); and the 302d Airlift Wing, AFR, Peterson Air Force Base, CO (four aircraft). Peterson Air Force Base will have an active duty/Air Force Reserve association in the C-130 mission. Elmendorf Air Force Base will have an active duty/Air National Guard association in the C-130 mission.

DOD JUSTIFICATION

- This recommendation consolidates the B-1 fleet at one installation to achieve operational efficiencies. Ellsworth (39) ranked lower in military value for the bomber mission than Dyess (20). To create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s from Dyess to other Air Force installations. The majority of those aircraft went to Little Rock (17-airlift), which enables consolidation of the active duty C-130 fleet into one stateside location at Little Rock, and robust the Air National Guard squadron to facilitate an active duty association with the Guard unit. The other C-130s at Dyess were distributed to Elmendorf (51-airlift) and Peterson (30-airlift) to facilitate active duty associations with the Guard and Reserve units at these installations.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$299.1 million
- Net Savings (Cost) during Implementation: \$316.4 million
- Annual Recurring Savings: \$161.3 million
- Return on Investment Year: Expected in 1 yr
- Net Present Value over 20 Years: \$1,853.3 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

Baseline	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Reductions	(3,315)	(438)	None
Realignments			
Total	(3,315)	(438)	None

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	(3,315)	(438)	0	0	(3,315)	(438)
Other Recommendation(s)						
Total	(3,315)	(438)	0	0	(3,315)	(438)

ENVIRONMENTAL CONSIDERATIONS

- There are potential impacts to the air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include \$3.2M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregated environmental impact of all recommended BRAC actions affecting the installations in this recommendations have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

REPRESENTATION

Governor: Mike Rounds (R)
Senators: John Thune (R); Timothy (Tim) Johnson (D)
Representative: Stephanie Herseth (D)

ECONOMIC IMPACT

- **Potential Employment Loss:** 6,768 jobs (3,852 direct; 2,916 indirect)
- **MSA Job Base:** 799,970
- **Percentage:** 8.5 percent decrease
- **Cumulative Economic Impact (Year-Year):** TBD

MILITARY ISSUES

- TBD

COMMUNITY CONCERNS/ISSUES

- *Community is waging a vociferous campaign, led by Senator John Thune to save the base*
 - *Their Key Points:*
 - *Consolidating B1 Bomber fleet at one location increases risk to fleet from singular attack; "putting all the eggs in one basket" argument. This concern was raised in the 1995 BRAC round in a GAO report to Congress in discussions regarding Ellsworth*
 - *Two points that counter this argument:*
 - *In 1995 this was a concern when the B1s had a SIOP (i.e. nuclear mission); since then, B1s have been converted to a conventional mission profile.*
 - *Placing key weapons platforms at one installation isn't new for the Air Force (for example: B2 Bombers at Whiteman, F-117 Fighter/Bombers at Holloman).*
 - *The Air Force delay in releasing all BRAC selection data puts the community at a significant disadvantage in reviewing the Air Force's selection process*
 - *Valid concern: important selection information isn't available to the public due to the Air Force's classification of it (i.e. secret). Air Force is working the issue and hopes to declassify it as soon as possible for public review*
 - *Release of data to Ellsworth task force is important, particularly given the fact that Dyess Air Force Base nudged out Ellsworth 56.7 to 50.8 in the overall Military Value scoring for Bomber bases*
 - *Principle reason for the lower scorer:*
 - *Ellsworth scored lower than Dyess in Current/Future Mission criteria (31.52 vs. 51.2)*
 - *Ellsworth scored higher in all other categories:*
 - *Condition of Infrastructure (63.44 vs. 58.78)*
 - *Contingency, Mobilization, Future Forces (74.92 vs. 68.18)*
 - *Cost of Ops/Manpower (81.32 vs. 77.64)*

ITEMS OF SPECIAL EMPHASIS

- Ellsworth is second largest employer in South Dakota.
 - Economic impact on Rapid City (Ellsworth is just outside city) and State: \$278M per yr
- ***Keeping the base open has become a political issue.***
 - Senator Thune strongly voiced his advocacy for keeping Ellsworth open during his election campaign. He told voters throughout his 2004 campaign that his ties to President Bush would help save Ellsworth from closure” (Source: Inside the Air Force, June 3, 2005); “a GOP senator on friendly terms with the President Bush would be in a better position to keep the base open” (Source: Nation Review, June 7, 2005).
- ***Senator Thune is attempting to delay the entire BRAC process to save the base through several pieces of legislation.***
 - One bill cancels the process entirely in DoD doesn't submit to Congress all documentations related to its BRAC recommendations.
 - Another delays the BRAC process until Congress considers various reviews, including the work of the Commission on Review of Overseas Military Facility Structure and the 2005 Quadrennial Defense Review (QDR)
 - Senator Thune also introduced legislation that would permit any member of the military to testify before the BRAC Commission about the value of a military installation

Airspace/Operational Environment Comments: (FAA Assessment); Ellsworth AFB, SD; Dyess AFB, TX.

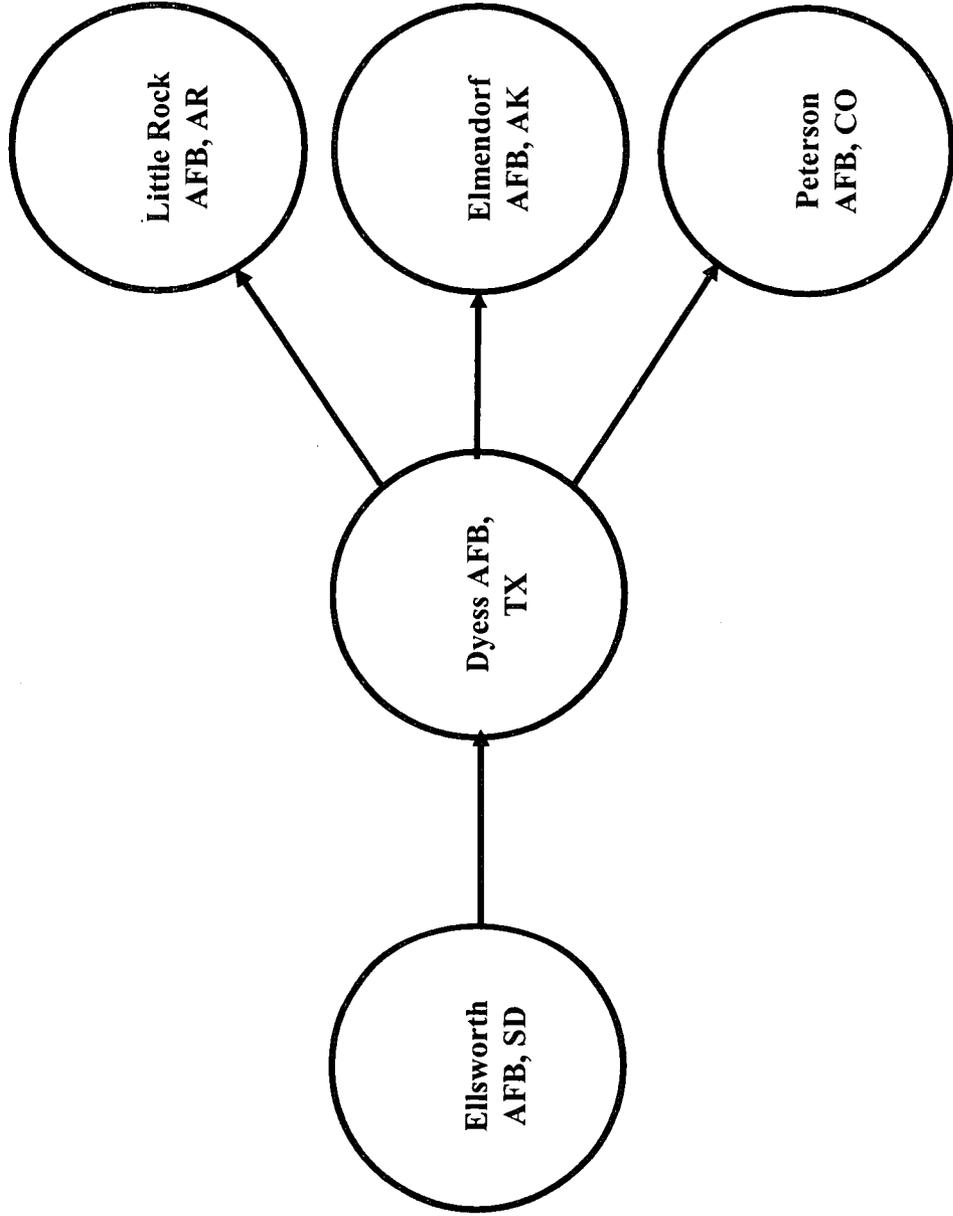
Range Impact on Domestic Air Traffic:

- There is no significant difference attributed to existing range use impact on the domestic Air Traffic System; although Dyess operations are conducted in an area where there exists higher per capita traffic flows in and out of major hubs and for overflights.
- There are no current airspace proposals in an informal or formal process status at either location for new or expanded range capabilities.

Airspace range availability:

- Ellsworth and Dyess both have significant range availability.
- Dyess exhibits more capability to transition to and from more Military Operating Areas (MOA's) and Air Traffic Control Assigned Airspace (ATCAA's) seamlessly (*Analyst Add: this is consist with Air Force Scoring*)
- FAA Central Enroute Service Area advises the advent of recent additional electronic training and scoring ranges easily accessible to Dyess based aircraft.

ELLSWORTH AIR FORCE BASE, SD AND DYESS AIR FORCE BASE, TX



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Bomber

Rank	Base	Bomber	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
1	Seymour Johnson AFB	78.41	80.55	75.14	80.45	85.03
2	Eglin AFB	70.16	62.88	69.82	100	90.39
3	Nellis AFB	68.33	70.74	70.39	54.77	43.94
4	Edwards AFB	68.23	65.51	71.06	75.87	40.87
5	Robins AFB	66.62	62.78	67.36	76	87.45
6	Pope AFB	66.54	75.85	60.66	43.27	86.08
7	Shaw AFB	62.97	67.99	53.19	74.79	85.64
8	Moody AFB	62.36	69.98	48.06	79.47	91.37
9	Langley AFB	62.02	76.3	42.84	72.12	77.2
10	MacDill AFB	61.87	66.44	50.18	85.77	76.56
11	Charleston AFB	61.01	64.68	50.88	82.49	75.49
12	Tyndall AFB	60.8	67.54	49.79	68	90.98
13	Barksdale AFB	60.74	42.61	70.82	97.29	80.79
14	Tinker AFB	60.4	65.22	49.77	75.96	85.8
15	March ARB	58.79	64.12	61.12	27.89	45.41
16	Hill AFB	58.73	45.5	66.3	83.39	77.82
17	Mountain Home AFB	58.44	49.99	62.13	79.54	68.58
18	Andrews AFB	57.19	62.12	50.65	65.5	41.74
19	Hurlburt Field	56.79	63.33	49.8	48.05	87.18
20	Dyess AFB	56.7	51.2	58.78	68.18	77.64
20	Indian Springs AFS	56.7	69.99	47.03	38.84	43.94
22	Holloman AFB	56.57	56.48	54.1	62.59	75.23
23	McConnell AFB	56.28	52.88	61.83	44	75.83
24	Whiteman AFB	56.03	40.12	66.54	80.97	74.42
25	Little Rock AFB	55.78	45.87	59.48	78.03	88.12
26	Kirtland AFB	55.27	54.99	51.65	67.96	69.56
27	Davis-Monthan AFB	54.24	46.78	60.73	57.21	71.89
28	Altus AFB	53.79	56.06	41.75	86.47	80.99
29	McEntire AGS	53.76	66.96	41.86	34.56	85.19
30	Beale AFB	53.29	41.7	63.42	67.18	42.78
31	Luke AFB	52.87	57.37	49.63	41.64	68.92
32	Fairchild AFB	52.78	42.42	56.94	77.86	73.99
33	Jacksonville IAP AGS	52.71	68.04	39.34	31.25	77.87
34	Dover AFB	52.25	56.13	49.91	40.99	64.93
35	Eielson AFB	52.12	52.76	46.54	81.32	16.54
36	Columbus AFB	51.5	51.47	46.44	61.78	94.97
37	Homestead ARS	51.44	46.37	58.47	44.96	53.65
38	Richmond IAP AGS	51	72.78	34.31	13.98	75.18
39	Ellsworth AFB	50.81	32.52	63.44	74.92	81.32
40	Patrick AFB	50.47	63.35	35.27	50.22	66.83
41	Savannah IAP AGS	49.22	66.38	33.66	26	84.65
42	Maxwell AFB	47.77	66.39	30.85	22.86	85.68
43	McGuire AFB	47.61	38.54	54.18	64.69	37.26
44	Dannelly Field AGS	47.39	65.89	30.85	21.36	85.51
45	Sheppard AFB	47.32	53.91	40.52	37.03	80.04
46	Travis AFB	46.72	39.57	58	38.42	24.22
47	Wright-Patterson AFB	46.06	34.29	51.12	72.32	74.09
48	Charlotte/Douglas IAP AGS	46.03	64.45	31.32	13.38	81.48

Bomber

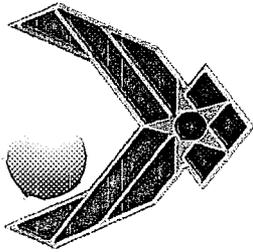
Rank	Base	Bomber	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
49	Minot AFB	45.72	31.04	54.97	67.9	73.42
50	Cannon AFB	45.7	53.46	36.06	43.06	73.61
51	Dobbins ARB	44.89	53.32	39.07	24.63	67.58
52	Elmendorf AFB	44.49	32.65	50.14	84.41	8.86
53	Lackland AFB	44.03	41.87	40.27	60.98	78.33
54	McChord AFB	43.63	43.14	44.2	40.23	57.08
55	Martin State APT AGS	43.55	55.68	35.65	16.83	58.71
56	Forbes Field AGS	43.47	46.3	39.62	38.02	77.32
57	Key Field AGS	43.24	56.67	27.07	40.48	75.4
58	Vandenberg AFB	43.19	38.2	44.64	62.81	32.48
59	Phoenix Sky Harbor IAP AGS	41.64	56.6	26.51	28.91	68.42
60	Offutt AFB	41.43	40.26	39.61	46.36	73.2
61	Tulsa IAP AGS	41.3	52.04	31.42	22.9	81.03
62	Ewvra Sheppard AGS	41.26	54.12	29.44	23.11	73.39
63	Birmingham IAP AGS	41.19	53.21	26.47	37.65	77.96
64	Carswell ARS, NAS Fort Worth Joint Reserve	41.01	50.68	31.59	27.68	72.7
65	Andersen AFB	40.98	28.05	52.58	62.55	0
66	Fresno Air Terminal AGS	40.71	56.35	29.95	11.93	46.99
67	Laughlin AFB	40.64	43.85	29.09	62.97	84.09
68	Channel Islands AGS	40.56	46.53	36.99	32.3	23.21
69	Will Rogers World APT AGS	40.43	55.77	21.34	38.01	84.8
70	Keesler AFB	40.31	57.31	22.17	26.19	85.3
71	Harrisburg IAP AGS	39.87	44.67	39.41	12.19	69.5
72	Hickam AFB	39.79	29.71	48.33	60.32	1.12
73	Boise Air Terminal AGS	39.7	46.08	30.03	40.75	78.4
74	Reno-Tahoe IAP AGS	39.43	52.59	28.06	24.11	47.47
75	Grissom ARB	39.39	33.88	39.67	55.24	73.25
76	Atlantic City IAP AGS	39.38	48.73	29.29	37.74	41.33
77	Jackson IAP AGS	39.1	50.85	24.34	34.93	84.66
78	Tucson IAP AGS	38.53	46.72	29.26	30.82	72.7
79	Grand Forks AFB	38.48	30.2	39.12	63.79	79.09
80	Westover ARB	38.4	32.95	36.88	66.96	49.23
81	Vance AFB	38.35	55.09	20.38	23.57	87.75
82	McGee Tyson APT AGS	37.15	47.95	24.42	28.11	86.02
83	New Castle County Airport AGS	36.34	49.8	25.67	15.9	47.53
84	Salt Lake City IAP AGS	36.05	46.05	24.49	29.21	71.72
85	Lincoln MAP AGS	36	41.96	29.69	25.95	71.2
86	Randolph AFB	35.93	41	23.55	53.43	78.51
87	Pittsburgh IAP AGS	35.7	31.56	39.2	31.81	69.3

Bomber

Rank	Base	Bomber	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
88	Fort Smith Regional APT AGS	35.67	44.09	24.25	31.14	88.84
89	NAS New Orleans ARS	35.59	44.81	27.56	17.2	72.63
90	Willow Grove ARS, NAS Willow Grove Joint Reserve	35.58	41.57	34.08	13.27	39.74
91	Nashville IAP AGS	35.06	40.91	25.95	35.03	78.64
92	Memphis IAP AGS	35.01	45.52	21.31	33.43	75.57
93	Arnold AFS	34.53	36.99	22.91	57.62	89.61
94	Rickenbacker IAP AGS	34.52	33.03	37.5	19.92	71.11
95	Selfridge ANGB	33.86	31.6	34.23	40.5	42.51
96	Scott AFB	33.83	40.51	24.91	35.09	53.95
97	Rosecrans Memorial APT AGS	33.71	40.09	22.68	38.2	81.65
98	Ellington Field AGS	33.67	36.97	22.9	56.27	61.2
99	Portland IAP AGS	33.4	42.65	20.87	36.22	60.13
100	Pittsburgh IAP ARS	32.61	31.56	31.58	32.36	69.59
101	Yeager APT AGS	31.91	39.61	21.58	27.03	81.12
102	Bangor IAP AGS	31.45	29.03	28.42	47.2	63.61
103	Klamath Falls IAP AGS	31.24	35.89	25.85	22.71	69.01
104	Moffett Federal Field AGS	31.14	40	26.93	11.68	15.79
105	Sioux Gateway APT AGS	31	34.88	22.65	35.58	79.98
106	Hancock Field AGS	30.97	30.67	24.52	50.23	66.32
107	Capital APT AGS	30.83	36.13	24.12	27.74	57.09
108	Peterson AFB	30.31	39	17.26	36.55	61.91
109	Buckley AFB	30.16	36.49	16.11	53.35	53.78
110	Lambert - St. Louis IAP AGS	29.78	30.67	30.76	14.14	59.7
111	Burlington IAP AGS	29.72	36.12	21.97	25.52	57.07
112	Barnes MPT AGS	29.69	33.02	24.81	30.19	47.17
113	Stewart IAP AGS	29.57	36.84	21.05	37.85	3.65
114	Luis Munoz Marin IAP AGS	29.31	38.4	24.6	10.87	14.06
115	Toledo Express APT AGS	28.79	31.04	20.86	40.29	72.76
116	Hulman Regional APT AGS	28.72	33.66	23.13	15.84	82.24
117	Greater Peoria Regional APT AGS	28.26	34.06	19.13	32.89	54.24
118	Otis AGB	28.25	23.68	25.82	55.91	42.04
119	Pease International Trade Port AGS	27.84	33	19.58	36.8	33.8
120	W. K. Kellogg APT AGS	27.47	27.89	21.72	40.73	62.57
121	Bradley IAP AGS	27.43	32.69	23.2	16.75	43.06

Bomber

Rank	Base	Bomber	Current / Future Mission	Condition of Infrastructure	Contingency, Mobilization, Future Forces	Cost of Ops / Manpower
122	Joe Foss Field AGS	27.41	30.59	18.56	36.91	77.92
123	Schenectady County APT AGS	27.35	35.02	16.72	27.95	60.05
124	Springfield-Beckley MPT AGS	27.16	29.66	21.8	26.8	71.74
125	Gen Mitchell IAP ARS	26.84	30.56	20.23	28.83	59.94
126	Des Moines IAP AGS	26.79	32.12	18.7	23.34	76.75
127	Dane County Regional - Truax Field AGS	26.74	30.39	22.59	18.5	61.55
128	Kulis AGS	26.28	36.53	19.38	12.36	8.01
129	Louisville IAP AGS	25.96	34.56	13.33	25.76	78.1
130	Gen Mitchell IAP AGS	25.93	30.56	17.44	31.48	59.38
131	Hector IAP AGS	25.57	29.32	19.22	22.75	72.6
132	Great Falls IAP AGS	25.48	28.14	17.92	35.35	62.23
133	F. S. Gabreski APT AGS	25.28	31.8	20.01	16.07	29.52
134	Cheyenne APT AGS	25.2	32.14	11.54	39.11	68.7
135	Fort Wayne IAP AGS	25.12	31.09	17.21	16.99	79.17
136	Niagara Falls IAP ARS	25.07	25.77	19.09	39.09	55.66
137	Youngstown-Warren Regional APT ARS	24.84	27.24	17.68	31.21	73.97
138	Quonset State APT AGS	24.32	28.94	16.98	29.47	40.59
139	Duluth IAP AGS	23.75	26.13	16.76	31.03	66.75
140	Hanscom AFB	23.06	30.8	17.34	10.54	25.42
141	Minn/St Paul IAP ARS	22.84	20.07	21.91	33.25	47.69
142	Mansfield Lahm MAP AGS	22.42	27.42	14.02	21.36	74.01
143	Goodfellow AFB	7.74	0	4.9	36.4	82.66
144	Brooks City-Base	7.61	0	4.9	36.4	77.48
145	Malmstrom AFB	7.24	0	4.9	36.4	62.67
146	Francis E. Warren AFB	6.53	0	4.9	27.41	70.53
147	Schriever AFB	6.15	0	4.9	27.31	55.46
148	Rome Laboratory	5.29	0	4.9	16.8	63.1
149	Air Reserve Personnel Center (ARPC)	5.06	0	4.9	16.8	53.84
150	United States Air Force Academy	4.96	0	4.9	13.92	61.68
151	Cheyenne Mountain AFS	4.61	0	4.9	11.89	55.61
152	Bolling AFB	3.96	0	4.9	9.07	40.62
153	Onizuka AFS	3.46	0	4.9	10.08	16.85
154	Los Angeles AFB	2.82	0	4.9	1.94	23.81



Ellsworth AFB Overview

As of	30 Sep 2005	30 Sep 2011
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Assigned Weapon System Type(s) (MDS)	B-1	B-1	
Total PAA	29	29	
# Flying Squadrons	2	2	
Total Available Aircraft Parking spaces	71	71	
Unused Aircraft Parking Spaces	42	42	

Template used	B-1
Standard PAA per squadron	12

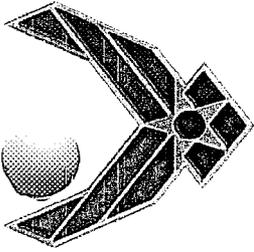


Ellsworth AFB

Estimated Capacity After 2011

Weapon System Type (MDS)	F/A-22	JSF	UCAS	ABL	E-10
Maximum Capacity	N/A	N/A	56	7	18

Template MDS not projected to change through 2025 (max out at 71 without adding apron), however, potential bomber consolidation to another location could open base for other large aircraft mission; ABL or E-10



Ellsworth AFB Estimated Costs

Template used	B-1
Add One Squadron	
Precluding Factor	None
Major Construction	12.1
Minor Construction	0.0
Natural Infrastructure	2.8
Other procurement	0.3
Planning & Design	1.2
Subtotal	16.4
Add Second Squadron	
Precluding Factor	None
Major Construction	45.3
Minor Construction	0.0
Natural Infrastructure	2.8
Other procurement	0.5
Planning & Design	4.5
Subtotal	53.1



Ellsworth AFB

Estimated Costs One Squadron

Add One Squadron	
Major Construction	
Squadron Ops Facility	7.0
AMU facilities	5.1
Subtotal	12.1
Minor Construction	
None	0.0
Subtotal	0.0
Communications	0.3
Other procurement	0.3
Planning & Design	1.2
TOTAL	13.6



Ellsworth AFB

Estimated Costs 2nd Squadron

Add One Squadron	
Major Construction	
Large Maintenance Dock	26.6
Squadron Ops Facility	7.0
AMU Facilities	5.1
Acft Maintenance Facilities	3.3
Avionics	3.3
Subtotal	45.3
Minor Construction	
None	0.0
Subtotal	0.0
Communications	0.5
Other procurement	0.5
Planning & Design	4.5
TOTAL	50.3



Ellsworth AFB Natural Infrastructure

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y		0.0
AICUZ	A	Increased local noise exposure	0.0
Surface Land Access	A	ERPs: site cleanup, contamination, LUCs/RODs	2.48
Water Access	Y		0.0
Water Discharge	Y		0.0
Planning	A	EA, SPCC update	0.32
Total Natural Infrastructure Capacity Cost			2.80
Capacity Requirements to add second unit:			
Air	Y		0.0
AICUZ	A	Increased local noise exposure	0.0
Surface Land Access	A	ERPs: site cleanup, contamination, LUCs/RODs	2.48
Water Access	Y		0.0
Water Discharge	Y		0.0
Planning	A	EA, SPCC update	0.32
Total Natural Infrastructure Capacity Cost			2.80

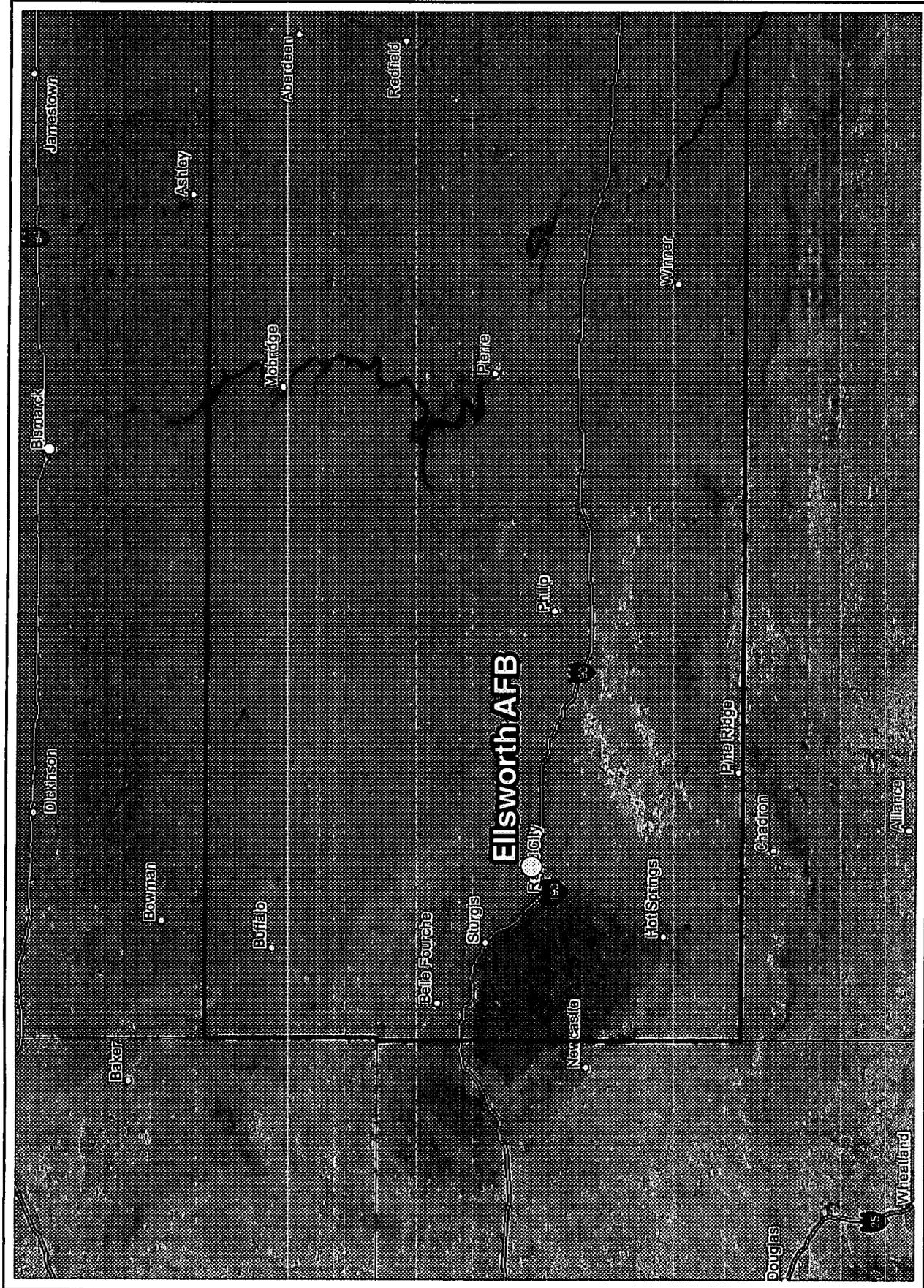


1 Miles

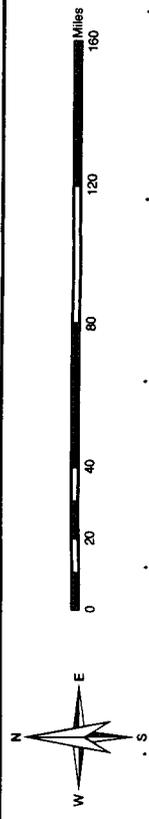
Ellsworth AFB, SD

 Installation Boundary

Recommended South Dakota Base Realignments and Closures



Ellsworth AFB Statistics
Total Acres: 6,407 Total Personnel: 3,785
Acres Owned: 5,408 Mil: 3,402
 Civ: 383
 Other: 0



Rapid City, SD MSA	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Unemployment Rates	3.4	3.6	3.1	2.8	2.5	2.4	2.9	3.1	3.3	3.4
Unemployment	1919	2080	1814	1660	1547	1495	1815	1964	2122	2270
Employment	54818	55905	56725	58372	59532	60109	61202	62048	63101	64827
Labor Force	56737	57985	58539	60032	61079	61604	63017	64012	65223	67097

South Dakota	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Unemployment Rates	3.3	3.4	3.1	3.0	2.8	2.7	3.1	3.3	3.5	3.5
Unemployment	12573	13332	12060	11929	11430	10898	12828	13841	14855	15048
Employment	373515	379222	383216	389748	394898	398208	400574	404090	408805	413121
Labor Force	386088	392554	395276	401677	406328	409106	413402	417931	423660	428169

Economic Factors	Meade County	Percent of Total	Pennington County	Percent of Total
EMPLOYMENT STATUS				
Population 16 years and over	18,138	100.0	67,712	100.0
In labor force	13,150	72.5	47,739	70.5
Civilian labor force	11,625	64.1	46,493	68.7
Employed	11,172	61.6	44,384	65.5
Unemployed	453	2.5	2,109	3.1
Percent of civilian labor force	3.9	(X)	4.5	(X)
Armed Forces	1,525	8.4	1,246	1.8
Not in labor force	4,988	27.5	19,973	29.5
Females 16 years and over				
Population 16 years and over	9,052	100.0	34,496	100.0
In labor force	5,955	65.8	22,802	66.1
Civilian labor force	5,716	63.1	22,602	65.5
Employed	5,502	60.8	21,605	62.6
Own children under 6 years				
Population 16 years and over	2,108	100.0	7,236	100.0
All parents in family in labor force	1,287	61.1	5,086	70.3
COMMUTING TO WORK				
Workers 16 years and over				
Population 16 years and over	12,440	100.0	44,988	100.0
Car, truck, or van -- drove alone	9,852	79.2	37,312	82.9
Car, truck, or van -- carpooled	1,446	11.6	4,699	10.4
Public transportation (including taxicab)	5	0.0	248	0.6
Walked	345	2.8	1,013	2.3
Other means	64	0.5	316	0.7
Worked at home	728	5.9	1,400	3.1
Mean travel time to work (minutes)	18	(X)	17.3	(X)
Employed civilian population 16 years and over				
Population 16 years and over	11,172	100.0	44,384	100.0
OCCUPATION				
Management, professional, and related occupations	3,060	27.4	14,110	31.8
Service occupations	1,905	17.1	7,450	16.8
Sales and office occupations	3,072	27.5	12,687	28.6
Farming, fishing, and forestry occupations	206	1.8	388	0.9
Construction, extraction, and maintenance occupations	1,276	11.4	4,390	9.9
Production, transportation, and material moving occupations	1,653	14.8	5,359	12.1
INDUSTRY				
Agriculture, forestry, fishing and hunting, and mining	860	7.7	1,023	2.3
Construction	807	7.2	3,275	7.4
Manufacturing	810	7.3	4,077	9.2
Wholesale trade	253	2.3	1,377	3.1
Retail trade	1,582	14.2	6,346	14.3
Transportation and warehousing, and utilities	798	7.1	1,857	4.2
Information	176	1.6	998	2.2
Finance, insurance, real estate, and rental and leasing	683	6.1	3,306	7.4
Professional, scientific, management, administrative, and waste management services	447	4.0	3,011	6.8
Educational, health and social services	2,270	20.3	9,677	21.8
Arts, entertainment, recreation, accommodation and food services	1,060	9.5	4,534	10.2
Other services (except public administration)	669	6.0	2,656	6.0
Public administration	757	6.8	2,247	5.1
CLASS OF WORKER				

DCN 11671 Economic Factors	Meado County	Percent of Total	Pennington County	Percent of Total
Private wage and salary workers	7,598	68.0	34,551	77.8
Government workers	2,079	18.6	6,543	14.7
Self-employed workers in own not incorporated business	1,388	12.4	3,167	7.1
Unpaid family workers	107	1.0	123	0.3
INCOME IN 1999				
Households	8,837	100.0	34,662	100.0
Less than \$10,000	704	8.0	2,864	8.3
\$10,000 to \$14,999	486	5.5	2,280	6.6
\$15,000 to \$24,999	1,376	15.6	5,570	16.1
\$25,000 to \$34,999	1,564	17.7	5,447	15.7
\$35,000 to \$49,999	1,976	22.4	6,995	20.2
\$50,000 to \$74,999	1,612	18.2	6,346	18.3
\$75,000 to \$99,999	675	7.6	2,691	7.8
\$100,000 to \$149,999	253	2.9	1,539	4.4
\$150,000 to \$199,999	64	0.7	439	1.3
\$200,000 or more	127	1.4	491	1.4
Median household income (dollars)	36,992	(X)	37,485	(X)
With earnings	7,530	85.2	29,021	83.7
<i>Mean earnings (dollars)</i>	43,079	(X)	45,106	(X)
With Social Security income	2,066	23.4	8,672	25.0
<i>Mean Social Security income (dollars)</i>	10,268	(X)	11,021	(X)
With Supplemental Security Income	286	3.2	1,165	3.4
<i>Mean Supplemental Security Income (dollars)</i>	5,566	(X)	6,294	(X)
With public assistance income	225	2.5	1,107	3.2
<i>Mean public assistance income (dollars)</i>	1,809	(X)	1,852	(X)
With retirement income	1,287	14.6	5,587	16.1
<i>Mean retirement income (dollars)</i>	13,545	(X)	14,951	(X)
Families	6,697	100.0	23,490	100.0
Less than \$10,000	336	5.0	1,171	5.0
\$10,000 to \$14,999	247	3.7	1,093	4.7
\$15,000 to \$24,999	837	12.5	2,834	12.1
\$25,000 to \$34,999	1,138	17.0	3,239	13.8
\$35,000 to \$49,999	1,752	26.2	5,222	22.2
\$50,000 to \$74,999	1,428	21.3	5,247	22.3
\$75,000 to \$99,999	579	8.6	2,505	10.7
\$100,000 to \$149,999	228	3.4	1,342	5.7
\$150,000 to \$199,999	64	1.0	383	1.6
\$200,000 or more	88	1.3	454	1.9
Median family income (dollars)	40,537	(X)	44,796	(X)
Per capita income (dollars)	17,680	(X)	18,938	(X)
Median earnings (dollars):				
Male full-time, year-round workers	26,572	(X)	30,608	(X)
Female full-time, year-round workers	20,517	(X)	21,540	(X)
POVERTY STATUS IN 1999 (below poverty level)				
Families	526	(X)	2,025	(X)
Percent below poverty level	(X)	7.9	(X)	8.6
With related children under 18 years	416	(X)	1,786	(X)
Percent below poverty level	(X)	11.1	(X)	14.3
With related children under 5 years	222	(X)	1,023	(X)
Percent below poverty level	(X)	15.6	(X)	20.7

DCN: 11671 Economic Factors	Moade County	Percent of Total	Pennington County	Percent of Total
Families with female householder, no husband present	214	(X)	1,134	(X)
Percent below poverty level	(X)	30.2	(X)	29.6
With related children under 18 years	190	(X)	1,086	(X)
Percent below poverty level	(X)	37.3	(X)	36.7
With related children under 5 years	91	(X)	666	(X)
Percent below poverty level	(X)	58.0	(X)	53.4
Individuals	2,195	(X)	9,967	(X)
Percent below poverty level	(X)	9.4	(X)	11.5
18 years and over	1,347	(X)	6,198	(X)
Percent below poverty level	(X)	8.1	(X)	9.8
65 years and over	143	(X)	647	(X)
Percent below poverty level	(X)	6.1	(X)	6.5
Related children under 18 years	799	(X)	3,594	(X)
Percent below poverty level	(X)	11.8	(X)	15.6
Related children 5 to 17 years	538	(X)	2,273	(X)
Percent below poverty level	(X)	10.9	(X)	13.5
Unrelated individuals 15 years and over	577	(X)	3,431	(X)
Percent below poverty level	(X)	19.6	(X)	21.6

THERE WERE NO BRAC CLOSURES AND REALIGNMENTS IN SOUTH DAKOTA IN 1988, 1991, AND 1993.

BRAC 2005 CLOSURES AND REALIGNMENT RECOMMENDATIONS ARE:

- **CLOSE ELLSWORTH AIR FORCE BASE**
 - *Move all B1 Bombers to Dyess AFB, TX*
 - *Total manpower loss: 3,315 military; 438 civilians*
- **REALIGN JOE FIELD AIR GUARD STATION**
 - *Receive F-16s (3) from Cannon*
 - *Move F-110 Intermediate Maintenance to Capital Airport AGS, IL to establish a Centralized Intermediate Repair Facility (CIRF) at Capital for F-110 engines*
 - *Total manpower gain: 32 military; 27 civilians*

ELLSWORTH AIR FORCE BASE SOUTH DAKOTA

National News Articles

Not Another Maverick

Pentagon Classifies Brac Data To 'Segregate Out' Sensitive Material

BRAC Changes To DOD Medicine Focus On Care, Training, Research

Communities Show How To Fight After Military Bases Go: Pentagon Plans To Shut 180 Installations Across The US Need Not Sound The Death Knells Of The Towns Left Behind

Thune And Fellow Lawmakers Try To Slow, Terminate Brac Round

Thune Threatens Legal Action If Closing Details Aren't Released

A Town Prepares (Again) to Lose its Air Force Base

Community Leaders Mull Possible Uses For Ellsworth

Local News Articles

Throwing A Fit Will Not Slow The BRAC Process

Delayed Ellsworth Data Irks Senators

Thune Threatens Legal Action On Ellsworth;

Wants Closing Details Released

Opinion/Editorial Articles

Plan For Worst - Go For \$1M In Case Base Closes

National News Articles

Not Another Maverick

National Review

R. Andrew Newman

June 7, 2005

As a game of political chicken shapes up between freshman U.S. Sen. John Thune and the White House, the biggest casualty could be President Bush's agenda.

With strong backing from the national GOP and the president, Thune defeated Tom Daschle, the Democrat's number-one man in the Senate, in a race that saw South Dakota become one of the nation's most contentious political battlegrounds.

Thune and his supporters were able to out Daschle as the liberal obstructionist he really was--as opposed to the moderate he played on the county-fair circuit. Daschle's charade didn't always work, but he could at least trumpet his seniority and position as minority leader to voters concerned about preserving **Ellsworth** Air Force Base in Rapid City. Thune countered that a GOP senator on friendly terms with President Bush would be in a better position to keep the base--South Dakota's second-largest employer--from closing its gates permanently.



Not one year from the election, Thune finds himself in the worst position he could imagine. Those friendly ties didn't stay the Pentagon's hand, and **Ellsworth** has been marked for closure. Democrats are saying that the Thune couldn't deliver the goods when it mattered.

Although it is natural for a state to want to hang on to a military installation with an estimated economic impact of \$278 million and an annual payroll of \$161 million, local politics cannot stand in the way if national security dictates that the base must close. But, in this case, the Base **Realignment** and Closure Commission has some legitimate reasons to consider a reprieve for **Ellsworth**.

The Department of Defense scored bases on a set of criteria that included current and future mission capabilities, geography, cost of operation, environmental impact, and economic impact on surrounding communities. According to the Pentagon report, Dyess Air Force Base in Texas nudged out **Ellsworth** 56.7 to 50.8 in the scoring.

Thankfully, for **Ellsworth** supporters, this doesn't appear to be a clear-cut victory for Dyess. Are there really sufficient "operational efficiencies" to warrant moving the 24 B-1Bs south? Cost should be an issue, but not at the sake of national security. The B-1B fleet is currently split between the South Dakota and Texas bases. Do we really want to have the B1-B's at one base? Thune has also questioned why the domestic list of base closures was made before the Quadrennial Defense Review and the restructuring of overseas bases were completed.



Politics is about more than helping friends, but without friends, battles can't be won and principles can't be defended. An angry Thune has reversed course and said he'll vote against John Bolton's nomination as U.N. ambassador. Bolton's vote was already going to be close, and it's one the White House can't afford to lose, given that, for better or worse, it has now been styled a referendum on the president's foreign policy. Thune has also refrained from showing his hand on another major component of Bush's second term agenda, the Central American Free Trade Agreement.

Thune need only look one state south to see Chuck Hagel, proof that a Republican senator can buck party and president and face no consequences. The maverick club isn't so exclusive that it wouldn't make room for another member, especially a bright newcomer fresh from a public falling-out with the president.

Such a turn of events would be a defeat for Republicans around the country, as well as for those in South Dakota who defeated Tom Daschle and helped the party and the president secure a legislative majority. The White House and the GOP leadership in Congress had best figure out a way to help their friend from South Dakota.

Pentagon Classifies Brac Data To 'Segregate Out' Sensitive Material

Inside the Army
June 6, 2005

The Defense Department is temporarily classifying databases containing base **realignment** and closure background data, while offering a secure room where BRAC commission members and congressional staff with security clearances can review the information.



DOD officials made the decision to classify the BRAC material following a May 24 security review meeting because such information could cause "serious damage to national security if known by U.S. adversaries," acting Deputy Defense Secretary Gordon England writes in a May

27 memo obtained by Inside the Pentagon.

Because separating sensitive and non-sensitive items in the databases will be difficult, England writes, "I am temporarily classifying all of the subject databases and information contained therein, less the BRAC questions themselves, at the Secret Formerly Restricted Data Level."

The memo instructed defense officials to set up a secure room near the offices of the 2005 Base **Realignment** and Closure Commission in the Crystal City area of Arlington, VA, last week. More secure BRAC reading rooms could be set up on Capitol Hill, the document states.

For the Crystal City room, the services must each provide five computers, loaded with their "searchable BRAC databases," according to the memo. The services also must provide personnel who can help congressional staffers access information.

Meanwhile, each military department must establish in its BRAC office spaces an operational security team "to review and assess all BRAC-related information residing in their databases," England writes.

Going through the material, the services are to "segregate out" sensitive or classified data, he adds. The National Security Agency will provide an OPSEC technical adviser to the teams.

Once all sensitive and classified information is removed, the service secretaries will certify to England by June 3 that their remaining BRAC databases are unclassified and without "any OPSEC vulnerabilities," according to the memo.

Since the Pentagon released its base closure recommendations May 13, lawmakers have repeatedly pressed the department to release the information that led to the recommendations.

On May 28, Sens. Susan Collins (R-ME) and Joseph Lieberman (D-CT) sent a letter to Defense Secretary Donald Rumsfeld demanding the release of the BRAC justification data.

"The integrity of the base closure and **realignment** process depends upon openness and transparency," they wrote. "The absence of these qualities due to the department's failure to abide by its statutory obligation to disclose information undermines our confidence in the department's decision-making process and undoubtedly raises similar concerns across the American public."

Reviewing the data under the restrictions imposed by the Pentagon likely will be unsatisfactory for lawmakers, sources on Capitol Hill said last week.

"For example, if you can't even take notes -- essentially not use that data -- it is useless in the public defense of a base," a spokesman for Sen. Olympia Snowe (R-ME) said June 1.

Collins, Lieberman and Snowe represent states where DOD proposes to close the following two installations: Portsmouth Naval Shipyard in Kittery, ME, and the New London submarine base in Groton, CT.

In this year's BRAC round, DOD recommends shutting down 33 major bases and realigning 29 others. The moves would save the Pentagon an estimated \$50 billion over the next two decades, according to a May 13 Pentagon statement.

The Pentagon's BRAC proposals have stirred controversy on Capitol Hill since they were

announced last month.

Some lawmakers are turning their attention on the whole base-closure process. For example, a group led by Sen. John Thune (R-SD) is backing a bill that would delay BRAC decisions.

"I said last week that the Pentagon was dead wrong to recommend closing **Ellsworth** Air Force Base in South Dakota," Thune said May 19. "And today I'm here to say that I think the Pentagon is dead wrong for recommending we close a single domestic base while we're at war and before the completion of the overseas BRAC commission and the Pentagon's QDR."

The QDR is short for the Quadrennial Defense Review, a congressionally mandated sweeping Pentagon assessment of military strategy, force structure and organizations.

Over the next few months, the BRAC commission will validate -- or counter -- the Pentagon's base closure and **realignment** proposals and deliver a final report to President Bush by Sept. 8. The panel will hold hearings and visit bases until mid-July before members begin crafting their report in August.

The Government Accountability Office is tasked with delivering its analysis of the Pentagon's BRAC recommendations by July 1.

BRAC Changes To DOD Medicine Focus On Care, Training, Research

US Department of Defense Information

June 6, 2005

WASHINGTON -- Airmen bound for a career in the Air Force Medical Service will start off by training in a joint environment if all Base **Realignment** and Closure recommendations are approved.

The changes will not completely homogenize training for enlisted medical specialists, but they will allow all the services to share resources, said the chairman for the medical joint cross service group for BRAC 2005.

"The recommendation is to move all Air Force medical training out of Shepherd Air Force Base, Texas, to Fort Sam Houston, Texas," said Air Force Surgeon General Lt. Gen. (Dr.) George Peach Taylor Jr. "That's where the Army school house is."

Part of that recommendation is that Navy officials also move their enlisted medical training to San Antonio.

"Think of it as a university campus, with a Navy college, an Air Force college and an Army college for enlisted training," Dr. Taylor said. "They will be able to share resources, lab and class space, and teaching and administrative staff. They will work together, like we do in wartime."

The general also said each service, while working together to train its medics, would still maintain unique training tracks for its people. Airmen will still train to the Air Force's unique mission.

"The challenge is to put the curriculums together, look for the common areas, and not lose the

fact these are still Airmen in training," he said. "They will not be purple medics; they will be Airmen medics."

Besides its focus on military medical training facilities, the joint cross service group also looked for ways to optimize how the services provide medical care and conduct biomedical research.

All services conduct various forms of biomedical research. The general said the group felt it best to merge much of that research into joint activities.

"We recommended the creation of joint centers of excellence," the general said. "This means bringing together the best research and development, and acquisition professionals from the Army, Navy and Air Force and putting them in a location that makes the best possible sense."

The general said the group suggested the creation of six joint centers of excellence to conduct biomedical research. Those centers include an aerospace medicine center at Wright-Patterson AFB, Ohio; a chemical defense center at Aberdeen Proving Ground, Md.; a biological defense center at Fort Detrick, Md.; and center for battlefield health and trauma at Fort Sam Houston.

The group also recommended realigning the availability of medical care at facilities nationwide. This included recommendations to realign Walter Reed Army Medical Center in Washington, D.C., and medical facilities in San Antonio.

"In the National Capitol Region, our group felt we didn't need four hospitals," the general said. "A wise investment would be to have two military hospitals in the nation's capital. Our recommendation is to have a 165-bed hospital at Fort Belvoir, Va., and create the new Walter Reed National Military Medical Center by building up the Bethesda campus. We expect these to all be jointly staffed."

Currently, the four hospitals in the Washington, D.C. metropolitan area are Walter Reed Army Medical Center, the National Naval Medical Center at Bethesda, Md., Malcolm Grow Medical Center at Andrews AFB, Md., and the DeWitt Army Community Hospital at Fort Belvoir.

The general said infrastructure already in place at the Bethesda Naval facility, and the age of infrastructure at Walter Reed make the Bethesda site an ideal location for development of a larger, more modern joint medical facility. Recommendations by other BRAC joint cross service groups will increase the size of Fort Belvoir, an already busy military community just south of Washington, D.C., making that location ideal for the region's second military hospital.

The group also recommended **realignment** of medical care facilities in the San Antonio region. Most notably, the group suggested inpatient care at Wilford Hall Medical Center at Lackland AFB, Texas, be moved to Brooke Army Medical Center at Fort Sam Houston.

"We suggested that instead of running another hospital at Lackland, we install a new, almost 500,000 square foot ambulatory surgery center and outpatient facility," he said. "Combined with new construction at Brooke Army Medical Center, this will rebuild the medical infrastructure in San Antonio and make it ready for the 21st century military."

Despite the suggested **realignments** to improve the DOD's medical infrastructure, Dr. Taylor said what matters most has not changed.

"Nothing in the basic recommendations that came out of our group changed the level of care we

can provide," he said. "It is the same care, but maybe in a new location. In many places, we recommended closing inpatient care, but we wanted simply to move that care to a neighboring facility or a civilian facility."

Even in the communities outside Cannon AFB, N.M. and Ellsworth AFB, S.D., where there is a recommendation to close the entire base, plans are in the works to ensure military retirees in the area are taken care of.

"In those places where the BRAC commission recommends closing, we are working with Tricare contractors to ensure there is a good transition plan for retirees," he said.

Dr. Taylor also said that none of the recommendations of his joint cross service group are final until BRAC recommendations are approved by the president and Congress this fall.

Communities Show How To Fight After Military Bases Go: Pentagon Plans To Shut 180 Installations Across The US Need Not Sound The Death Knells Of The Towns Left Behind

Financial Times (London, England)

ANDREW WARD

June 3, 2005

When Steve Hiott became an apprentice pipe fitter at the US Navy shipyard in Charleston, South Carolina, in 1989, he thought he would stay until retirement. But within months his job was under threat as the fall of the Berlin Wall allowed the US to scale back its cold war military infrastructure.

Mr Hiott lost his job in 1991. Two years later the shipyard was closed. Some 22,000 jobs were lost - equivalent to nearly 5 per cent of Charleston's population.

The closure was a shattering blow to a city with a proud naval heritage stretching back through the maritime battles of the civil war and war of independence.

But Mr Hiott's experience since leaving the navy symbolises the city's recovery.

He enrolled on an accounting course and set up his own business after graduating. Last year, he sold it and became chief financial officer of a local technology start-up called Navigational Sciences.

"If it hadn't been for the force reduction I would still be a pipe fitter," he says.

Mr Hiott's story offers hope to the thousands of people whose jobs were put under threat last month, when the US defence department announced provisional plans to shut 180 installations across the country as part of its Base **Realignment** and Closure programme.

The proposals mark the start of a fifth round of closures since 1988 as the US seeks to make its armed forces more flexible and efficient.

Many of the affected communities are now waging vociferous campaigns to save their bases before the final closure list is submitted to President George W. Bush in September.

But Charleston's resurgence shows that the loss of military jobs need not always be something to fear.

"The town fathers believed it would be the death of Charleston," says Eric Dobson, chief executive of Navigational Sciences. "In retrospect, closure may have been the best thing that ever happened."

Navigational Sciences, which develops maritime navigation and tracking technology, is part of a thriving cluster of science and technology-based companies that has transformed Charleston's economy over the past decade.

"Base closure was a catalyst for change," says David Ginn, chief executive of Charleston Regional Development Alliance, which has spearheaded the drive to attract investment.

Businesses have invested more than Dollars 5bn (Pounds 2.8bn) in the region since 1995, creating 50,000 jobs - more than twice the number lost in the base closure. The latest arrivals include a Dollars 500m joint venture between Alenia Aeronautica and Vought Aircraft Industries to build part of the Boeing 787 aircraft.

Charleston is not the only town to have bounced back from base closure. According to the US Government Accountability Office, 85 per cent of the nearly 130,000 military jobs lost since 1988 have been recovered through the redevelopment of former military land. Of the 62 affected communities, fewer than a third had an unemployment rate above the national average last year.

However, few military towns have as much to fall back on as Charleston. The historic city, founded by English settlers in 1670, draws millions of tourists each year to its elegant centre and nearby Atlantic beaches. Businesses are attracted by an idyllic quality of life coupled with below-average wages and living costs.

Charleston was also fortunate that the base closure came at a time when its commercial container port was entering a period of rapid expansion, fuelled by global trade growth.

The port, which supports a thriving regional logistics industry, has won approval to build an additional terminal at the former naval base. Plans are under way to build residential and commercial properties on another part of the derelict site.

Perhaps the most surprising factor in Charleston's recovery has been the quiet return of the military. Since the base closure 12 years ago, it has gained some new, smaller facilities. These included a naval technology research centre, which employs 11,000 people and grants more than Dollars 500m of contracts to local companies each year.

"Back in the 90s, Charleston had the military of the cold war. Now we have the military of the future - and that makes us less vulnerable," says Tom Mikolajcik, a retired air force general who advises Charleston chamber of commerce.

He concedes that, while the communities cast adrift in the 1990s were cushioned by a surging domestic economy, the latest closures come at a time of more fragile business confidence.

"It's going to be tough for places like **Ellsworth**," he says, highlighting an air force base in rural South Dakota, where nearly 4,000 jobs are threatened.

"Not everyone is going to be able to do what Charleston has done."

Thune And Fellow Lawmakers Try To Slow, Terminate Brac Round

Inside the Air Force

June 3, 2005

In an effort to save South Dakota's **Ellsworth** Air Force Base from closure, the state's freshman Republican senator, John Thune, is pushing several pieces of legislation that would delay the Defense Department's entire 2005 base **realignment** and closure round. One of the bills cancels the process entirely if the Pentagon does not submit to Congress all documentation related to its BRAC recommendations.

Thune is one of several lawmakers with a major base closure proposed for their state focusing attacks on the entire base-closure process.

However, the pressure is even more acute for Thune, who told voters throughout his 2004 campaign that his ties to President Bush would help save **Ellsworth** from closure. The base is South Dakota's second largest employer with 3,797 military and civilian jobs.

Established in 1942, the base has served as home to the 28th Bomb Wing since 1947. If eventually closed, the base's 24 B-1 Bomber aircraft would be sent to Dyess AFB, TX, home to the 7th Bomb Wing. The move is intended to consolidate the service's entire B-1 fleet at one installation in order to be more efficient.

BRAC commissioners are set to visit **Ellsworth** on June 21 but Thune is not sitting idle until then.

He made his first move May 18 when, with bipartisan support, he offered a bill that would delay the BRAC process until Congress considers various reviews, including the work of the Commission on Review of Overseas Military Facility Structure of the United States-- a separate study that reviews U.S. facilities-- and the ongoing 2005 Quadrennial Defense Review.

Thune also recently introduced legislation that would permit any member of the armed services to testify before the BRAC Commission about the value of a military installation with an added clause that any member who does testify has protection from retaliation including demotion or harassment.

"The men and women who work and live at **Ellsworth** want to save their base and they want to be allowed to talk to the BRAC commissioners about the value of their base and why they think the Pentagon is wrong to close it," Alex Conant, Thune's press secretary, told Inside the Air Force May 31.

DOD spokeswoman Cheryl Irwin told ITAF in a June 2 e-mail it is up to the BRAC Commission as to who they call to testify. Robert McCreary, deputy director of communications for the BRAC Commission, said in a June 2 interview that the commissioners have had no trouble speaking to whomever they want.

In addition, Thune also is co-sponsoring legislation introduced by Sen. Olympia Snowe (R-ME) that would require the defense secretary to submit all documentation related to the Pentagon's BRAC recommendations to Congress no later than seven days after the bill's passage. If those

documents which the bill defines as "related to the application by the Secretary of Defense of the military value criteria" and others is not provided, the base-closure round is terminated.

Snowe's bill has passed through committee and is awaiting the full consideration of the senate, which Conant hopes will come as early as next week.

While he admires Thune's efforts, Paul Taibl, director for policy for Business Executives for National Security, said he was surprised by the bill protecting service members who testify before the BRAC Commission.

"I don't know why they would need a special bill to do that," Taibl told ITAF in a June 1 interview. "I'm sure the people who give sworn testimony probably have protections under the law and I don't know why this has become an issue."

The senator may just be making a case that all parties must be heard in open and free hearings and there is no harm in that, he added.

The other piece of legislation Thune introduced, which has received the most amount of attention on Capitol Hill, also can be refuted, according to Taibl. The counter to BRAC being delayed until other reviews are concluded "would be the fact that the Pentagon did not set the date for any of these studies. The QDR was directed by Congress, as was the timing of the BRAC round, so that kind of comes back in your face if you're in Congress because Congress was the one that set the dates to begin with," Taibl said.

Conant said the measure delaying BRAC is gaining momentum but still may face an uphill climb as there are some senators who benefit from the BRAC process because it brings more jobs to their states. That list includes Sen. John Warner (R-VA), chairman of the Senate Armed Services Committee, which Thune's bill would have to go through before the full Senate votes.

If the base-closure process continues as planned, DOD's recommendations will be reviewed in the coming months by the BRAC commission. The panel will decide which recommendations to approve and whether to make any changes to the list. Based on that review, the commission will send the White House a report by Sept. 8.

By law, the president must approve or reject the commission's list by late September. The recommendations will become final if the president approves the commission's proposals and Congress does not object within 45 legislative days.

Thune Threatens Legal Action If Closing Details Aren't Released

The Associated Press
June 2, 2005

The fight over the future of **Ellsworth** Air Force Base, which already is a political issue, could become a legal battle.

The Pentagon says unclassified documents will be released Friday that may offer details on why **Ellsworth**, just east of Rapid City, is on its proposed closure list.

According to Republican Sen. John Thune, if that doesn't happen, he and other congressional leaders might take the Defense Department to court or start an investigation.

The Pentagon's failure to release information may have violated the Base **Realignment** and Closure law passed in 2001, Thune said.

Thune met with reporters Wednesday in Rapid City and said the local task force needs more information to make its case before the Base Closure and **Realignment** Commission. Several BRAC members are scheduled to be in Rapid City June 21.

Thune and Sen. Tim Johnson said they can see the documents but can't share their contents with the public.

Although the Pentagon claims the documents contain classified information, the delay is inexcusable, Thune said.

The senator likened withholding the information to trying to prepare for a major exam without being allowed to read the textbook.

The way the information is being released is "manifestly unfair," Thune said. The delay hurts communities affected by the BRAC recommendations in preparing their cases, he said.

Asked if he felt betrayed by the Bush administration's support of the recommendation to close **Ellsworth** Air Force Base, Thune would say only that he is upset. The Republican said he will do whatever he can legislatively and politically to elevate the issue, which he called one of national security.

A "boil" is festering in Congress over the delay in providing information, he said.

Johnson, D-S.D., said he also is frustrated. "You have to have security clearance to access it. Members of Congress do, some staff do, but you can't communicate it to anyone else. That would be illegal."

Johnson said it's "very complex, sophisticated material and it takes people with great background and knowledge to properly interpret what it all means.

"I think this whole process has broken down to some degree. They should have had that material ready to go at the time they made an announcement."

Johnson said he thinks much of the material is classified for no particularly good reason. "I don't think there's any great state secrets here."

He said he wouldn't rule out delaying **Ellsworth's** hearing but that he hopes it can go on as scheduled.

A Town Prepares (Again) to Lose its Air Force Base

Voice of America News

Jim Kent

May 31, 2005

The Defense Department's list of 62 major military bases to be closed or scaled back includes South Dakota's **Ellsworth** Air Force base. Located just outside Rapid City, it's one of 2 bases housing the country's B-1 bombers. South Dakota's Congressional delegation has vowed to fight **Ellsworth's** closure, from both a national security standpoint and because of the impact it would

have on the state's economy.

The state's senior senator, Tim Johnson, is determined to do everything in his power to ensure that it is taken off the Base **Realignment** and Closure Commission's list of recommended base closures. "While we've got to be realistic about the difficulty of the challenge we have to get it off the list," he admits, "our fight to save **Ellsworth** isn't over by a long shot."

He and South Dakota's other senator, John Thune, have demanded to see the criteria that placed **Ellsworth** on the Defense Department's defunct list. And they are supporting legislation that calls for a delay in this round of base closures. Senator Johnson insists, "We shouldn't be closing bases at home during a time of war and while thousands of soldiers will be returning from overseas deployments."

He also has concerns about consolidating the nation's B-1 bomber fleet into one place, Dyess Air Force Base, in Texas. "Given the security ramifications that that has, it seems to me to be much wiser to keep our fleet divided in at least 2 places...as we currently have it."

While the military rationale for closing **Ellsworth** escapes him, Rapid City area Chamber of Commerce president Jim McKeon is most disturbed by the impact losing the base will have on his city. "The troops that are stationed at **Ellsworth** are involved in our community," he says. "Soccer coaches, bible school teachers, referees...they're just incorporated in the Rapid City / Black Hills community. Fifty-three percent of them live off base in our community. The economic impact in Rapid City and, again, throughout South Dakota, is about \$278 million per year."

In a state with a population of just over 700,000, that's a huge amount of money. Surprisingly, though, local business owners are not overly concerned about the possibility that **Ellsworth** will close. As local realtor Dave Mortimer points out, "this is something that's been going on since the late '60s. **Ellsworth** is gonna be closing, gonna be closing, gonna be closing. And of course they (the Air Force) shifted out their Minuteman Missile thing and changed over there. They also changed over the B-52 program to the B-1 program and have over, you know, a 30-plus year period taken and gone from being an extremely huge financial resource and economic resource to this region, to being one of just another bunch of things."

That 'bunch' includes the city's medical and retail community, as well as the area's housing industry. It also includes restaurants like the Firehouse Brewing Company, a mainstay in downtown Rapid City for 14 years.

Owner Bob Fuchs says he expects the economic impact of **Ellsworth's** closure - if and when it happens - will be substantial. But he's confident that the Firehouse, and other area businesses, will survive - particularly if the federal government offers financial assistance to the community. "If we can bring in new, attractive businesses, then we're going to be far better off in the long run and we can quit worrying about whether we're going to lose our Air Force base or whatever military installation it might be."

Even business owners new to the community are confident in their ability to survive without their Air Force base. Tracey Scott opened Gizzi's Coffee Shop last July, just down the road from **Ellsworth's** main gate, to give her friends in the military someplace nice to meet.



She says it seemed like a no-brainer that the business would succeed with 95% of her clientele either military personnel or their families. Now, she's not so sure. "I guess I'll know in October," she laughs ruefully. But she has no regrets. "I made awesome friendships and that can't be replaced. As far as the business side of it...well, I'm looking to see for another spot in Rapid City. I have to move. I mean, if they close, I'm gonna have to relocate."

Relocate but, like restaurateur Bob Fuchs, not give up. After all, as Senator John Thune points out, South Dakotans are known for their tenacity. "We will deal with whatever is dealt us. But, right now, we are going to do whatever we can to get this decision reversed and to get **Ellsworth** off the list."

No matter what the outcome, the general consensus seems to be that the Rapid City community is much better prepared to absorb the impact of **Ellsworth's** closure than it was 20 years ago.

Community Leaders Mull Possible Uses For Ellsworth

The Associated Press

May 30, 2005

Among the options for **Ellsworth** Air Force Base if the Pentagon follows through on plans to shut it down is to use the base as a hub for a large aircraft-based delivery business, community leaders say.

The base has a 13,500-foot concrete runway, 4.4 million square feet of office, warehouse and residential building space, and 5,400 acres of land.



Locally, some have speculated that Federal Express, United Parcel Service or a similar company might want the base.

Bob DeMersseman, head of the Rapid City Economic Development Partnership, said his office contacted Federal Express and other firms during the last base-closure round to gauge interest in **Ellsworth** facilities. They didn't have any interest at the time, but he plans to try again.

"We'll contact anybody that moves freight or people," DeMersseman said. "No stone will go unturned."

Spokesmen for both Federal Express and United Parcel Service told the Rapid City Journal it was doubtful they would need **Ellsworth**.

"We've been in business for a long time, and we have a mature network at this point," FedEx spokesman Ryan Furby said. "We operate out of many established airports, and we have strong relationships with those airports."

However, Furby did not completely reject the idea, saying it was too soon to tell whether **Ellsworth** could offer such an opportunity.

UPS spokesman Mark Giuffre said UPS would have no interest in the base.



"First and foremost is the fact that our hubs are strategically located and already well established," Giuffre said in an e-mail.



The company has regional hubs in Ontario, Calif.; Rockford, Ill.; Dallas; Louisville, Ky.; Columbia, S.C.; Philadelphia and Hartford, Conn. All are within driving distance of large population centers.

The Pentagon released its recommendations on May 13. The Base Closure and **Realignment** Commission is now reviewing the list, and may make changes. The list then goes to President Bush before it is sent to Congress for approval.

Members of BRAC are scheduled to visit Rapid City and **Ellsworth** on June 21.

If save-the-base effort fails, the first step in the Pentagon's recovery process is to offer the facility to other federal agencies, DeMersseman said.

Local News Articles

Throwing A Fit Will Not Slow The BRAC Process

The Macon Telegraph

June 5, 2005

Back in 2002, John Thune was a good loser. Falling just 528 votes short of winning a U.S. Senate seat from South Dakota Democrat Tim Johnson, he refused to challenge the results. But today, a freshman senator after his upset win in 2004, he's feeling betrayed by his leaders. There's a lot of kicking and screaming going on.



The Pentagon recommendation to close **Ellsworth** Air Force Base, his state's second largest employer, was not only embarrassing but humiliating. But Thune's so far futile efforts to hold up and obstruct the BRAC process by throwing handfuls of sand into the machinery of national defense and government are not becoming.

Thune asked for it, in a way, when he upset Senate Minority Leader Tom Daschle last November. When Democrat Daschle claimed to have kept **Ellsworth** (a \$278 million economic engine for the lightly populated state) off the BRAC list under President Bill Clinton, Republican Thune countered that his close ties to the Bush White House would enable him to protect the base now.

His record in three House terms had identified him as a party loyalist and a good soldier. He'd been urged to run for the Senate by the White House. Heavy personal and financial backing in both 2002 and 2004 brought Bush to the state to campaign for him personally. And he campaigned hard for Bush. Thune had been given a seat on the Armed Services Committee. And he'd worked hard with the **Ellsworth** Task Force, lobbying Vice President Cheney even before Thune was sworn in back in January.

But on May 13, when Defense Secretary Donald Rumsfeld presented his list of bases slated for closure, there was **Ellsworth** - home to half the Air Force's 58 B-1 bombers (some assigned there from Robins a few years ago).



Thune went into orbit. Joined by other wounded politicians, such as Maine's two senators, he sponsored bills to delay the BRAC process until studies are completed. To hold it up until major combat units come back from Iraq. Another nuisance bill demanded that uniformed service members testify to the BRAC commission. The bills failed, but Thune's pugnacious posture continues.

Now he has announced he will withhold his support for Bush's controversial nominee for the post of U.N. Ambassador, John Bolton - apparently for no reason other than to send a message to the White House that it can't mess over John Thune with impunity.

The Base **Realignment** and Closure process was set up specifically to insulate the commission from that kind of political pressure. It has already begun hearings and base visits.

We trust Thune's efforts will fail as the nonproductive posturing they are. And we applaud Defense Secretary Rumsfeld's political independence in making his closure decisions seemingly without fear or partisan favor.

Delayed Ellsworth Data Irks Senators

Argus Leader (Sioux Falls, South Dakota)

Peter Harriman

June 4, 2005

Technical difficulties have indefinitely delayed today's scheduled release of data explaining why defense officials recommended closing **Ellsworth** Air Force Base and 32 other major U.S. military installations.

"One of the problems we've been having is, we've been dealing with hundreds of thousands of pages of information," said Pentagon spokeswoman Cheryl Irwin. "Not a couple thousand - I mean hundreds of thousands of pages."

Irwin said the agency will make the data available for public review "as soon as we can."

But the Pentagon did begin posting other base-closure information on its Web site Friday night. That includes what the Pentagon told bases about how it planned to collect relevant data, along with minutes of Pentagon meetings about the base-closure process.

Sen. John Thune, R-S.D., said Air Force officials have told him the slow pace of releasing information is because it might be possible to extrapolate from some of its shortcomings in the nation's defense.

"It's an analysis of our greatest vulnerabilities," Thune said Friday during a meeting with the Argus Leader editorial board.

Members of Congress and their staff members with security clearance were given the go-ahead early this week to look at information that is still classified. Neither Thune nor Sen. Tim Johnson, D-S.D., has done so yet.

Both senators say that, because they wouldn't be able to share what they have seen with anyone who lacks security clearance, reviewing the data would be useless in the effort to save **Ellsworth**.

Johnson said the Defense Department needs to follow through on its promise to make the remaining information available.

"The delays to this point have been unreasonable," he said. "We need this data to prepare for June 21."



The federal Base **Realignment** and Closure Commission, which will review the Pentagon recommendations, has scheduled a field hearing in Rapid City that day.

The **Ellsworth** Task Force will try to convince commissioners that the Defense Department deviated from its criteria for deciding which bases to close.

But without the classified information to give insight into Pentagon officials' thinking about base closures, "we do not have enough data to put together our arguments," Thune said. "We really do need to know the top-line numbers."

He said supporters will focus their arguments on the base's military value.

"We have to convince BRAC there's a reason to keep that base," Thune said.

The economic hardship the Rapid City area might suffer if the base closes "is part of the argument, but it's not the first point."

On Friday, Thune wrote to Comptroller General David Walker and asked the General Accounting Office to reconcile an apparent discrepancy between the Pentagon's decision to close **Ellsworth** and consolidate the nation's B-1 bomber fleet at a Texas Air Force base and the discussion surrounding the 1995 round of base closures.

In that round, Air Force officials said there would be problems with moving the bomber fleet to Dyess Air Force Base in Abilene, Texas.



The GAO has responsibility for reviewing the Pentagon's base-closure recommendations and reporting to Congress.

In his letter, Thune noted that in 1995, the GAO had reported to Congress that in discussions regarding **Ellsworth**, concerns were raised about overloading Dyess and placing all B-1s at a single location.

"You may wish to explore whether the concerns brought up by the Air Force in 1995 were adequately addressed in this BRAC round and why they would not be just as valid today," Thune wrote.

He told the Argus Leader board, though, that Air Force officials have told him the concerns about grouping the entire B-1 fleet on one base were greater 10 years ago when the Air Force feared a nuclear attack from a superpower.

Thune acknowledged that **Ellsworth** proponents face a steep challenge as they fight to save the base.

"It's fair to say, based on history, you'll see 15 percent, maybe less, come off the (base-closure) list," he said. "No more than four of the 33."

**Thune Threatens Legal Action On Ellsworth;
Wants Closing Details Released**

Aberdeen American News (South Dakota)

June 3, 2005





The fight over the future of **Ellsworth** Air Force Base, which already is a political issue, could become a legal battle.

The Pentagon said unclassified documents will be released today that may offer details on why **Ellsworth**, just east of Rapid City, is on its proposed closure list.

According to Sen. John Thune, R-S.D., if that doesn't happen, he and other congressional leaders might take the Defense Department to court or start an investigation.

The Pentagon's failure to release information may have violated the Base **Realignment** and Closure law passed in 2001, Thune said.

Thune met with reporters Wednesday in Rapid City and said the local task force needs more information to make its case before the Base Closure and **Realignment** Commission. Several BRAC members are scheduled to be in Rapid City June 21.

Restricted information: Thune and Sen. Tim Johnson, D-S.D., said they can see the documents but can't share their contents with the public. Johnson said he has not met with legal counsel on the issue and the primary effort needs to be on making a strong case to the BRAC commission.

"I want the hearing in Rapid City to be a meaningful hearing rather than just a showpiece," said Johnson, who was in Aberdeen on Thursday.



Although the Pentagon claims the documents contain classified information, the delay is inexcusable, Thune said.

The senator likened withholding the information to trying to prepare for a major exam without being allowed to read the textbook.

The way the information is being released is "manifestly unfair," Thune said. The delay hurts communities affected by the BRAC recommendations in preparing their cases, he said.

Thune upset: Asked if he felt betrayed by the Bush administration's support of the recommendation to close **Ellsworth** Air Force Base, Thune would say only that he is upset. The Republican said he will do whatever he can legislatively and politically to elevate the issue, which he called one of national security.

A "boil" is festering in Congress over the delay in providing information, he said.

Johnson frustrated: Johnson said he also is frustrated. "You have to have security clearance to access it. Members of Congress do, some staff do, but you can't communicate it to anyone else. That would be illegal."

Johnson said it's "very complex, sophisticated material and it takes people with great background and knowledge to properly interpret what it all means.



"I think this whole process has broken down to some degree. They should have had that material ready to go at the time they made an announcement."

Johnson said he thinks much of the material is classified for no particularly good reason. "I don't

think there's any great state secrets here."

Delay not ruled out: He said he wouldn't rule out delaying **Ellsworth's** hearing but that he hopes it can go on as scheduled.

"It would be a great missed opportunity if the hearing date came and went without the **Ellsworth** task force having an opportunity to present a detailed rebuttal of the Air Force's decision," Johnson said.

Opinion/Editorial Articles

Plan For Worst - Go For \$1M In Case Base Closes

Argus Leader (Sioux Falls, South Dakota)

May 29, 2005

The U.S. Labor Department says up to \$1 million is available for communities facing closure of military bases.

We need to jump on that. Now is the time to start planning for the worst that might happen, and that money is available for worker training, hiring consultants and developing long-range plans for economic development.

Yes, we still ought to work to keep **Ellsworth** Air Force Base open. But let's be realistic - the cards are stacked against us:

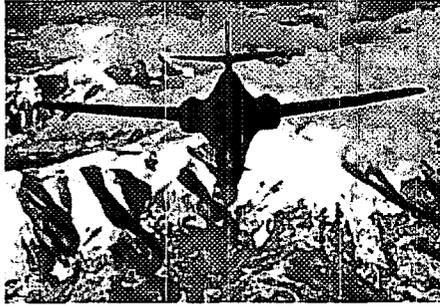
§ A bill still survives in the Senate to delay all base closings, but in the House a similar bill offered as an amendment failed, 316-112.

§ A hearing will be held with the Base **Realignment** and Closure Commission - June 21, but only three members of the commission will be here. Only two will visit **Ellsworth**. And the hearing only is for two hours. It's clear the commission isn't interested in a whole lot of comment.

§ And we can't even prepare well for the hearing, because the Defense Department is dragging its feet on releasing information about how various bases ended up on its list of proposed closings. Details come out only in dribs and drabs, and only after congressional threats.

It would be great if we could keep **Ellsworth** open.

But we'd be foolish not to plan for the worst. Let's take the money and start putting it to good use - planning for the future.

B-1B Lancer

Function: The B-1B is a long-range strategic bomber, capable of flying intercontinental missions without refueling, then penetrating present and future sophisticated enemy defenses. It can perform a variety of missions, including that of a conventional weapons carrier for theater operations.

History: The first B-1B was delivered to the Air Force at Dyess Air Force Base, Texas, in June 1985, with initial operational capability on Oct. 1, 1986. The final B-1B was delivered May 2, 1988.

The B-1B holds several world records for speed, payload and distance. The National Aeronautic Association recognized the B-1B for completing one of the 10 most memorable record flights for 1994.

Description: The B-1B's electronic jamming equipment, infrared countermeasures, radar location and warning systems complement its low-radar cross-section and form an integrated defense system for the aircraft.

The swing-wing design and turbofan engines not only provide greater range and high speed at low levels but they also enhance the bomber's survivability. Wing sweep at the full-forward position allows a short takeoff roll and a fast base-escape profile for airfields under attack. Once airborne, the wings are positioned for maximum cruise distance or high-speed penetration.

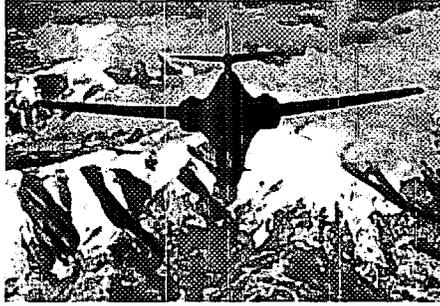
The B-1B uses radar and inertial navigation equipment enabling aircrews to globally navigate, update mission profiles and target coordinates in-flight, and precision bomb without the need for ground-based navigation aids. Included in the B-1B offensive avionics are modular electronics that allow maintenance personnel to precisely identify technical difficulties and replace avionics components in a fast, efficient manner on the ground.

The aircraft's AN/ALQ 161A defensive avionics is a comprehensive electronic counter-measures package that detects and counters enemy radar threats. It also has the capability to detect and counter missiles attacking from the rear. It defends the aircraft by applying the appropriate counter-measures, such as electronic jamming or dispensing expendable chaff and flares. Similar to the offensive avionics, the defensive suite has a re-programmable design that allows in-flight changes to be made to counter new or changing threats.

Numerous sustainment and upgrade modifications are ongoing or under study for the B-1B aircraft. Large portions of these modifications that are designed to increase the combat capability are known as the conventional mission upgrade program. This three-phase program will increase the lethality, survivability and supportability of the B-1B fleet. Phase I of the program added the capability to release cluster bomb unit weapons. Phases II and III will further upgrade the B-1B capability, to include the ability to deliver joint direct attack munitions and standoff weapons, and greatly improve its electronic counter-measures capability.

General Characteristics, B-1B Lancer

<p>Builder: Rockwell International, North American Aircraft</p>	<p>Maximum Take-off Weight: 477,000 pounds (216,634 kilograms)</p>
<p>Unit Cost: \$200-plus million per aircraft</p>	<p>Speed: 900-plus mph (Mach 1.2 at sea level)</p>
<p>Operations Air Frame and Integration: Offensive avionics, Boeing Military Airplane Defensive avionics, AIL Division</p>	<p>Ceiling: Above 30,000 feet (9,144 meters)</p> <p>Range: Intercontinental, unrefueled</p>
<p>Power Plant: Four General Electric F-101-GE-102 turbofan engine with afterburner.</p>	<p>Crew: Four (aircraft commander, pilot, offensive systems officer and defensive systems officer)</p>
<p>Thrust: 30,000-plus pounds with afterburner, per engine</p>	<p>Armament: Up to 84 Mark 82 conventional 500-pound bombs and 30 CBU-87/89/95</p>
<p>Length: 146 feet (44.5 meters)</p>	<p>Also can be reconfigured to carry a wide range of nuclear weapons</p>
<p>Height: 34 feet (10.4 meters)</p>	<p>Inventory: Active force, 51 primary mission aircraft inventory (PMAI), 72 (actual), 2 (test)</p>
<p>Wingspan: 137 feet (41.8 meters) extended forward 79 feet (24.1 meters) swept aft</p>	<p>ANG, 18 PAA (20 actual) Reserve, 0</p>
<p>Weight: Empty, approximately 190,000 pounds (86,183 kilograms)</p>	<p>Date Deployed: June 1985</p>

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Ellsworth AFB
44° 08'N 103°06'W

Ellsworth AFB, located about 7 miles east of Rapid City, South Dakota, is home to the B-1B Lancer. Ellsworth was known as "The Showplace of Strategic Air Command" as it continued to fight the Cold War by maintaining two legs of America's strategic triad: strategic bombardment and land-based ICBMs. Originally named the Rapid City Army Air Base, this World War II-era installation served as a bomber base then and throughout the Cold War. As a Strategic Air Command installation, Ellsworth hosted two generations of ICBMs and provides an outstanding case study for understanding the difficulties and costs associated with constructing a first-generation missile complex and how the experience was applied to constructing a second-generation complex.

On Jan. 2, 1942, the U.S. War Department established Rapid City Army Air Base as a training location for Flying Fortress crews. From September 1942 -- when its military runways first opened -- until mission needs changed in July 1945, the field's instructors taught thousands of pilots, navigators, radio operators and gunners from nine heavy bombardment groups and numerous smaller units. All training focused on the Allied drive to overthrow the Axis powers in Europe. After World War II, the base briefly trained weather reconnaissance and combat squadrons using P-61 Black Widow, P-38 Lightning, P-51 Mustang, and B-25 Mitchell aircraft. Those missions soon ended, however, and Rapid City Army Air Field temporarily shut down from September 1946 until March 1947.

When operations resumed in 1947 the base was a new United States Air Force asset. The primary unit assigned to Rapid City Air Force Base was the new 28th Bombardment Wing flying the B-29 Superfortress. Shortly after additional runway improvements in July 1949, the 28th Bombardment Wing began conversion from, to the huge B-36 Peacemaker. In April 1950 the Air Staff reassigned the base from 15th Air Force to 8th Air Force.

The base experienced one of its worst peacetime tragedies in March 1953 when an RB-36 and its entire crew of 25, crashed in Newfoundland while returning from an exercise in Europe. On June 13, 1953, President Dwight D. Eisenhower made a personal visit to dedicate the base in memory of Brig. Gen. Richard E. Ellsworth, commander of the 28th Strategic Reconnaissance Wing, who lost his life in that accident. The base has been especially honored to bear the commander's name ever since.

The Strategic Air Command set plans in motion to replace the 28th's B-36s with the new all-jet B-52 Stratofortress, and the last B-36 left Ellsworth on May 29, 1957 and the first B-52 arrived 16 days later.

In October 1960, Ellsworth entered the "Space Age," with the activation of the 850th Strategic Missile Squadron, initially assigned to the 28th Bombardment Wing. For more than a year, this squadron prepared for the emplacement of Titan I intercontinental ballistic missiles, which finally arrived in 1962, shortly after the

activation of the 44th Strategic Missile Wing in January. At that time Headquarters Strategic Air Command also named the 44th Strategic Missile Wing as the host wing at Ellsworth.

The contractors for the Titan I project, Leavell-Scott & Associates, represented a consortium of eight partners. On December 8, 1959, this consortium was awarded the contract to build the three missile complexes of three missiles each at New Underwood, Hermosa, and Sturgis. Army Corps of Engineers oversight initially came from the Omaha Engineer District. Ten months into the project, this responsibility was transferred to the Corps of Engineers Ballistic Missile Construction Office based out of Los Angeles.

The initial estimate of the contract was \$47.2 million. By March 1962, this number had grown to \$64 million, an increase of 31 percent as a result of 265 modifications to the original contract. Frequently, changes required demolishing previous work. Finding skilled labor proved to be a challenge. Eventually, many workers had to be brought to the area and the project suffered high worker turn-over rates. Labor-management relations were amicable. At the peak of construction, some 2,500 workers worked at the three launch complexes. There were 15 short work stoppages, most lasting less than a day. A strike at General Electric in October 1960, delayed receipt of terminals that also set back the completion date.

As at other first-generation missile sites, the installation of the propellant loading system proved to be an expensive undertaking. Excessive groundwater at complex 1C required \$500,000 in additional costs to control seepage.

Difficulties between the site engineer and the Site Activation Task Force (SATAF) arose upon site completion. Because the SATAF refused to assume responsibility for the site until practically every item was in full working order, contractors often spent months maintaining equipment long after it had been installed. With construction under way, the Air Force activated the 850th Strategic Missile Squadron on December 1, 1960.

On May 16, 1964, Secretary of Defense McNamara directed an accelerated phaseout of Titan I and Atlas ICBMs. Consequently, the Titan Is of the 850th Strategic Missile Squadron were removed from alert status on January 4, 1965. The Air Force subsequently deactivated the squadron on March 25th.

Titan's lifespan was short in western South Dakota. In July 1962, Strategic Air Command had effectively rendered it obsolete by activating the 66th Strategic Missile Squadron, the first of three such units slated to operate 150 Minuteman I ICBMs under the 44th Strategic Missile Wing. The 67th Strategic Missile Squadron joined the 44th in August, followed by the 68th Strategic Missile Squadron in September 1962.

On August 21, 1961, construction began on the Minuteman IB facilities-The contract to build the 150 silos and associated launch control facilities was executed

by Peter Kiewit Sons' Company of Omaha, Nebraska, using designs developed by Parsons-Stavens, Architect Engineer, in Los Angeles.

Activation of the 44th Strategic Missile Wing on January 1, 1962, marked the initiation of SAC's first Minuteman "IB" wing. Seven months later, the activation of the 66th Strategic Missile Squadron marked the beginning of SAC's first Minuteman IB squadron.

As men trained for their new duties, progress continued on the silos being constructed on the South Dakota prairie. The work force peaked in September 1962 as the Peter Kiewit work force reached 2,915 workers. While these men worked out on the prairie, construction proceeded at Ellsworth AFB on converting a hanger for a missile support facility. In April 1963, the first missile was emplaced into a prepared silo. Two months later, SAC accepted the first flight of 10 Minuteman IB ICBMs and in July, some of these missiles were placed on alert status.

The final cost of Minuteman construction around Ellsworth came to just over \$75.7 million. This figure for 150 silos is remarkable when contrasted to the \$64 million cost of nine Titan I silos. Fewer modifications, simpler design, and improved management all contributed to lower construction costs. During construction there were 62 lost time injuries, including two fatalities. Overall, labor-management relations on this project were good: a total of 244 man-days were lost due to work stoppages. Weather conditions ranging from severe cold to heavy rains also hindered construction.

President Bush's order of September 28, 1991 to remove Minuteman II missiles from alert status profoundly affected Ellsworth. To comply with the pending START I treaty, the Air Force immediately began removing missiles from their silos. Missile removal continued through 1994 when the Air Force began imploding and grading the vacated silos.

In 1986 the base and the 28th Bombardment Wing made extensive preparations to phase out the aging B-52 fleet and become the new home for the advanced B-1B. Contractors gave Ellsworth's 13,497 foot runway a much-needed facelift. In addition, they completed new aircraft maintenance facilities to accommodate the complex new bird. The last 28th Bombardment Wing B-52H left in early 1986. In January 1987, the wing received the first of 35 B-1B bombers.

The 12th Air Division moved to Ellsworth on July 15, 1988. This organization was responsible for training B-1B, transient B-52, and the 28th's KC-135 Stratotanker aircrews. Headquarters Strategic Air Command activated a third wing, the 99th Strategic Weapons Wing, at Ellsworth on Aug. 10, 1989. This wing assumed primary responsibility for B-1B and B-52 advanced aircrew training.

On June 1, 1992, as part of the first major reorganization since the creation of the U.S. Air Force, the Air Force inactivated Strategic Air Command and assigned Ellsworth's organizations (including a renamed 28th Bomb Wing) to the newly-activated Air Combat Command. After less than a year under the new command

the 28th's mission changed from that of strategic bombardment to one of worldwide conventional munitions delivery.

During 1994, the Air Force selected Ellsworth as the exclusive location from which to conduct a Congressionally-mandated operational readiness assessment of the B-1B, known locally as "Dakota Challenge." After six months of hard work, under both peacetime and simulated wartime conditions, the 28 BW and Ellsworth proved the B-1 to be a reliable and capable weapons system.

One of the most recognized buildings on Ellsworth AFB is the PRIDE hangar. This landmark embraces the spirit of the base personnel, as the acronym PRIDE stands for Professional Results In Daily Efforts. Construction on the hangar started on 6 July 1947 in preparation for the huge B-36 Peacemaker bombers assignment to then Rapid City Air Force Base. Completed on 24 October 1949, it was reputed to be one of the world's largest monolithic (having no visible internal supports) structures. Its exterior appearance is historic, a reminder of the early cold war era and a period of significant growth for Ellsworth AFB. It was the first hangar constructed away from the base's original North - South operational apron. A new operational apron and flight line developed around the hangar, paralleling the base's Northwest - Southeast runway. The concrete framework that was poured over the skeletal structure is 7 inches thick at the base and 5 inches at the center. There are 13 ribs, each 5 feet high and spaced about 20 feet apart. The ribs, which support the roof, are supported by pedestals that are buried about 2 feet underground. The buildings floor space is 125,649 square feet, large enough for two B-36s or six B-29 Superfortress'.

The PRIDE hangar quickly became the home of the 44th Strategic Missile Wing when they stood-up at Ellsworth AFB on 1 January 1962. The interior resembled a mini-mall; with offices, missile repair area, snack bar, and much more. It served as the "hub" of missile activity until 1994 when the 44th was inactivated.

The 77th Bomb Squadron operates from the hangar now. It is also used for mobility exercises as a staging and processing area. Although its function has changed over the years, this historic structure reminds us of Ellsworth AFB's role as one of America's premier bomber bases.