

KOVIN
301-227-
MARTY SCHER
215-443-1775

PREPARED BY	
DATE	①

6/24/05

Bill Lynch (Gen)
Ed Cherbach - co-chair
Dan McCaffery
Bill Lynch -
The Puzon (Retired Navy Captain)
Country Kapla - Sen. Santorum Staff
Chris Bradish - Sen. Specter Staff

Ed. - all forces (less Coast Guard)

- unhappy, inappropriate analysis, undervalued.
- joint force not accounted
- found 7 deviations

② - one of 3 joint bases - wasn't analyzed.

- failed to look at whole picture

③ - location, just outside of Philadelphia. (Homeland defense)

④ - circumstances in process

⑤ - only place in which air wing de-activated

⑥ - Loss of skill set.

⑦

⑧ - Discrepancy DoD look at impact on community.

really 10,000 jobs

Sen Lynch.

Complex base.

- Why is BRAC closing down force

#2 - NOT done as an entity.

#4 - penalized for being "joint"

Why MCI number instead of military value

DoN 0069? (see page 8 of 72)

- #5 BRAC should not used to Decimate 111th ADV: Gov. not committed
- Jim Hornum - how many will travel? - Col Contain - none
 - Col Combs - re-training will be immense.

Military Capabilities Index (MCI)

Cobra-

Jim Hornum - Air National Guard - 30th ^{June} July in Atlanta.

★ Title 10:32 issue

- work will follow TAG.

Air Guard - big issue

Gen - of Navy leave, why not keep Air force there?

★ Penalty for jointness?

- Lack of AF interest in Homeland Security.
- future capabilities
- W.C. have 5 ranges immediately available

Homeland Defense vs Homeland Security

SEARCHED BY	
DATE	

Federal

Title 10 - not at liberty to speak out about higher chain of command.

Title 32 State

PREPARED BY	
DATE	

GOV. RONDINI 2ND GREATEST LOSS IN PA (1ST IS CB)

SON SANATORIUM

PITTSBURG - BIG FACTUAL ERROR - 911 TH NOT SCORED - NO ADAQUET LAND TO EXPAND.

NOT CONSIDERED 99TH

HOMELAND SECURITY - (OPERATION) MAKES MORE SENSE THAN CLOSURE - SUR. RIDGE

SON SANATORIUM - U.S. AIRWAYS PULLED OUT OF PITTSBURG

- UFA WANTS MORE PRESENCE.

- DOES PX: COMMISSARY CLOSE? WHAT HAPPENS TO VETS

MIKE LANGLEY -

WILLOW GROVE

GOV - one of 3 Joint Base, NAVY PULLS OUT, SO AF PULLS OUT... BUT WHY?

GOV WRIGHT (AF)

CON - WILLING TO OPERATE w/o NAVY

- TREMENDOUS HOMELAND SECURITY FACTOR

- SURGE CAPACITY

OPTION #1 - PA ANG TAKE OVER FLYING OPS

#2 - DoD over seeing flying ops

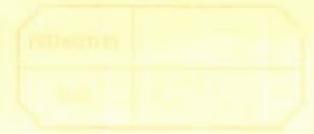
#3 - airport converted to civilian airport

GOV WRIGHT - WILLOW GROVE OPERATES NOW AS THEY OP. IN AFGHANISTAN

GOV LYNCH - TOOK 10-YRS TO GET FROM CO-LOCATE TO JOINT OPS

- LESS ENCHILMMENT THAN McQUIRK

- ED. (CHAMBER OF COM) - ZONING SET AS 1977.



COMMUNITY DOESN'T WANT GROWTH.

- NAVY DIDN'T SUBMIT AIR RESERVE DATA

WASN'T LOOKED AS JOINT BASE.

NAVY EVALUATED NAVY SIDE & AF DID AF BUT NO ONE DID JOINT BASE.

1.2 MIL VETS IN PA

↳ PX in WILLOW GROVE (NAVY) & COMMISSARY COMING.

QUESTIONS TO GEN. WRIGHT.

- WHY DEACTIVATING AIR NATIONAL GUARD. 75% VOTE OF OUR F ACTION.

- W.C. WAS SCHEDULED TO GET MORE A-10.

- DEACTIVATION IN NAVY PROPOSAL

911th AIRLIFT WING - KEY ECONOMIC CONSIDERATIONS

- DoD's recommendation with respect to the 911th is based on the false finding of capacity limitations and an inability to expand. This "Showstopper" finding resulted in the Air Force doing little to no analysis, economic or otherwise, of the 911th and its facilities.
- The reality is that not only does the 911th have adequate land and facilities, but closing the airlift wing will have an *adverse economic impact* on the Air Force, including:

\$45.1 million in demolition and environmental remediation costs at Pittsburgh.

\$208.5 million is needed to upgrade Pope AFB in order to meet minimally acceptable "go-to-war" requirements.

\$10 million is needed to upgrade Pope AFB's firehouse to meet minimum standards. By comparison, the 911th Airlift Wing's \$20,000 a year lease includes fire department services that cost AFRC bases \$3.8 million a year to simply maintain.

**TOTAL COST TO CLOSE THE 911TH AIRLIFT WING UNDER
DOD PLAN IS AT LEAST \$253.6 MILLION DOLLARS**

Congressional Inquiry

Office of Budget and Appropriations Liaison (SAF/FML)

Action OPR: AF/REI

Suspense Date: 10 Sep 1998 14:00

Inquiry No: RE-027

Action OCR:

OPR Tasked Date: 09 Sep 1998 12:22

Required Coordination:

Subject: Pittsburgh IAP/ARS PA

ACTION REQUIRED:

1. Mr. Carmen Scialabba, Appropriations Associate Staff for Rep John P. Murtha requests the status of the following issues at the 911 TAG:

- a. Air Force review of land allocation options. Told that options have been sent to 22nd AF.
- b. Proposed air cargo air terminal at the old Pittsburgh Airport.

2. Please respond with a fully coordinated response via e-mail in fact sheet to SAF/FMBL (inquire.fnl@saffmb.hq.af.mil). I can be contacted at 614-8113 if you require assistance.

SUSAN E. LUKAS, Capt, USAF
Assistant for Congressional Matters

FML
Office: Captain Lukas, Susan E
Room: 9117
Phone: (703) 614-8113 Fax: (703) 614-3043
Information Distribution:

FACT SHEET

SUBJECT: Pittsburgh LAP/ARS PA

Date: 11 Sep 98

QUESTION: Status of Air Force review of land allocation options:

ANSWER: The Air Force Reserve is currently reviewing the options provided by Allegheny County and will participate in a 17 Sep 98 public hearing for the airport. The Air Force Reserve has no need for additional land at Pittsburgh LAP. The existing property is adequate to support the existing mission of the 911th AW and no additional missions are planned in the foreseeable future. If future development or expansion impacts the Air Force Reserve mission and installation security, all agencies must re-evaluate the proposal.

QUESTION: Status of proposed air cargo air terminal at the old Pittsburgh Airport:

ANSWER: The Air Force Reserve has no requirement for the old air cargo terminal. If there is any potential commercial or private use or development of this area, the Air Force Reserve must be represented to ensure any development does not impact the Air Force Reserve mission and installation security at Pittsburgh LAP.

Coordination Table

<u>Action Officer Information</u>					
<u>Action Officer's Name and Phone</u>					<u>Office Symbol</u>
Lt Col Mike Coats, 695-5057					AF/REXR
<u>Coordination</u>					
<u>Office Symbol</u>	<u>Action</u>	<u>Name</u>	<u>Phone</u>	<u>Date</u>	<u>Comments</u>
AFRC/XPX	Coord	Mr W. Manning	DSN 497-1962	11 Sep 98	
AFRC/XPP	Coord	Lt Col Esola	DSN 497-1917	11 Sep 98	
AFRC/JAV	Coord	Mr Epperson	DSN 497-1590	11 Sep 98	
AFRC/CEO	Coord	Mr Hovey	DSN 497-1040	11 Sep 98	
S/REX	Coord	Col Samples	695-3889	11 Sep 98	

Attachments

None

Baker

July 29, 2005

Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

(412) 269-4600
FAX (412) 375-3990

*Office Location:
Airside Business Park
100 Airside Drive
Moon Township, Pennsylvania 15108*

Mr. Charles Holsworth
PIT-BRAC Task Force
1550 Coraopolis Heights Road
Coraopolis, PA 15108

Subject: 911th Airlift Wing
Base Demolition and Environmental Remediation Cost Estimate

Dear Mr. Holsworth:

Michael Baker Jr., Inc. was asked by the PIT-BRAC Task Force to prepare cost estimates for demolition of all buildings located at the 911th Airlift Wing and for remediation of environmentally contaminated areas. Michael Baker Jr., Inc. has been providing Engineering and Architectural services to both public and private section clients for over 60 years. The demolition cost estimates were prepared by professionals that have over 20 years of experience in all aspects of construction. The environmental remediation cost estimates were prepared by a Professional Geologists with over 21 years of experience in the hazardous waste environmental consulting business including site investigations, remedial approach/technology evaluations, UST/AST assessment, UST closures/replacements, remedial technology applications and regulatory consulting.

Cost estimates for building demolition were prepared solely based on information provided by the 911th Airlift Wing. This information consisted of a general site layout of the base showing the location of all buildings, the type, use and age of each of the buildings and also information as to which buildings may have environmentally sensitive materials such as asbestos and lead paint on the interior. The estimate was generated utilizing PACES (tm) modeling software program first developed by the US Military and now operated by a private company called Earth Tech Inc. PACES is a data depository of thousands of past and current US Military projects performed over several years. For the 911th Airlift buildings and site utilities we input into PACES several different parameters. i.e. gross square feet, linear feet, tons of steel, etc. Afterward, PACES, based on the input quantities and parameters, calculated the total direct cost of labor, material, equipment and disposal fees. We then calculated reasonable and expected "mark-ups" for the project, which include: contractor's overhead and profit, general conditions, state sales tax and contingency. We also verified portions of the PACES output against our own historical data as well as RS Means' data.

ChallengeUs.

Baker

July 29, 2005
Mr. Charles Holsworth
Page 2

Baker was also provided with environmental documents that provided information as to what the ground contamination consists of, what sort of clean-up, if any, has already occurred and recommendations for further work, if any. The source for the specific unit costs for the environmental expenditures are listed on the attached tables and include standard references (Means Site Work, 2004) and project specific cost estimates prepared for similar projects with similar conditions. These cost estimates were prepared on the basis of the experience, qualifications and best judgment of the Cost Estimator and specific assumptions listed in the cost estimates using the available information. The estimates are as follows:

Building Demolition	\$43,000,000
Environmental Remediation	\$2,150,000
Total Cost	\$45,135,693

Sincerely;

MICHAEL BAKER JR., INC.



J. Brad Homan, P.E.
Project Manager

JBH/sam

911th Base (BRAC) Demolition Estimate

Opinion Of Probable Cost

The basis for this Opinion Of Probable Cost was established using the attached assumptions to provide the estimate for demolition of 911th Tactical Airlift Base.

The quantity surveyed for this project was as detailed as possible and indicative of the levels of design and documentation available, along with one site visit and site drawings showing outline of building structures and some utility locations which does not indicate a higher degree of accuracy than is actually possible. Where quantities are not available, assumptions have been made based on the historical information from a similar type or other recently estimated project(s).

The pricing used reflects the probable construction costs for the scheduled time period of the Project (mid 2007). This estimate assumes a competitive bid situation, and is an opinion of probable costs based on fair market value, and is not a prediction of the anticipated low bid. This estimate assumes no control over the cost of labor and materials, the General Contractor's or any subcontractor's method of determining price or competitive bidding and market conditions. This opinion of probable costs of construction is made on the basis of the experience, qualifications and best judgment of the Cost Estimator. There can be no guarantee that proposals, bid or actual construction costs will not vary from this or subsequent estimates. This estimate was prepared in accordance with generally accepted cost estimating practices and standards.

Estimate. 1. A prediction of the cost of performing work; compute; calculate cost of a job. 2. A value judgment based on experience. 3. An approximation of construction costs.

911th Airlift Wing Air Force Reserve Command

Contractor Budget

Building Demo	\$10,750,000
Site Demo/Remed/Restore	\$13,000,000
Asbestos Abatement Structures	\$250,000
Sub Total	\$24,000,000

Engineering Budget

Engineering Design 8%	\$1,920,000
Consultant Fee 7%	\$1,680,000
Sub Total	\$3,600,000

Mark-ups

Sales Tax 7%	\$1,932,000
Overhead 10%	\$2,760,000
General Conditions 5%	\$1,380,000
Contractor Profit 10%	\$2,760,000
Contingency 10%	\$2,760,000
SIOH 5%	\$1,380,000
Sub Total	\$12,972,000

Owner's Indirect Budget

Owner's Indirect Cost 10%	\$2,400,000
Sub Total	\$2,400,000

Budget Total \$42,972,000

This budget estimate was generated utilizing PACES™ modeling software program developed by US Military and now operated by a private company called Earth Tech Inc. All cost were escalated calendar year 2007.

911th Airlift Wing

Air Force Reserve Command

Facility Number	Facility Name	Floor	GSF	Report Foot Print (SF)	Scaled Foot Print (SF)	Budget Bldg Demo (\$)	Budget ACM Abatement (\$)	Budget Demo (\$)
102	Petroleum Ops	1	1,915	1,915	1,925	\$45,122		\$45,122
103	Pump House	1	2,253	2,253	2,262	\$53,021		\$53,021
104	POL Tank					\$0		\$0
105	POL Tank					\$0		\$0
109	Traffic CHK HSE	1	240	240	240	\$5,626		\$5,626
110	Consolidated Club	1	9,568	9,568	10,625	\$249,050		\$249,050
111	Mail Receiving	1	832	832	1,050	\$24,612		\$24,612
119	Gas Meter House	1				\$0		\$0
120	Gymnasium	2	9,444	4,722	14,664	\$343,724		\$343,724
125	Avionics	2	12,146	6,073	7,820	\$183,301		\$183,301
126	Vacant	1	240	240	240	\$5,626		\$5,626
127	SHP A/M ORGL	1	1,200	1,200	1,200	\$28,128		\$28,128
129	Hangar	1	20,138	20,138	25,990	\$609,206		\$609,206
130	Aerial/Port Training	2	12,171	6,086	18,432	\$432,046	\$6,572	\$438,618
206	VOQ (01-010)	3	12,095	4,032	5,120	\$120,013		\$120,013
208	Res Forces OPL	3	12,967	4,322	5,760	\$135,014	\$21,592	\$156,606
209	Dorm, VAQ	3	12,967	4,322	5,760	\$135,014	\$17,923	\$152,937
210	Barracks Offices	3	12,967	4,322	5,760	\$135,014	\$17,923	\$152,937
213	Dining Hall	2	21,426	10,713	16,100	\$377,384	\$12,328	\$389,712
216	Dorm, VAQ	3	12,967	4,322	5,760	\$135,014	\$17,923	\$152,937
217	Dorm, VAQ	3	12,967	4,322	5,760	\$135,014	\$21,592	\$156,606
218	RES Forces CE	3	12,967	4,322	5,760	\$135,014	\$17,923	\$152,937
219	Dorm, VAQ	3	12,967	4,322	5,760	\$135,014	\$17,923	\$152,937
220	Medical Facility	1	10,598	10,598	10,000	\$234,400		\$234,400
221	SFS Office Bldg.	3	6,173	2,058	12,800	\$300,032		\$300,032
222	Test Facility Mask	1	200	200	200	\$4,688		\$4,688
300	Base Exchange	1	8,000	8,000	8,400	\$196,896		\$196,896
301	STOR,MAG AG ABC	1	400	400	400	\$9,376		\$9,376
304	Vehicle Maintenance	1	2,000	2,000	2,475	\$58,014		\$58,014
302	STOR,MAG AG ABC	1	600	600	600	\$14,064		\$14,064
303	Hazardous Storage	1	180	180	180	\$4,219		\$4,219
305	Vehicle Maintenance	1	1,767	1,767	1,900	\$44,536		\$44,536
306	Vehicle Maintenance	1	8,522	8,522	9,450	\$221,508		\$221,508
312	BSE Warehouse	1	19,656	19,656	20,400	\$478,176		\$478,176
316	Res Forces Ops Tng	3	22,131	7,377	7,425	\$174,042		\$174,042
318	HAZMAT Storage	1	96	96	90	\$2,110		\$2,110
319	Hazardous Storage BSE	1	1,200	1,200	1,200	\$28,128		\$28,128
320	Warehouse Sup & Equip	1	18,544	18,544	18,000	\$421,920		\$421,920
322	VEH Filling STN	1	174	174	180	\$4,219		\$4,219
323	Base Engineer Storage	1	3,600	3,600	4,200	\$98,448		\$98,448
324	Wash Rack	1	1,500	1,500	2,560	\$60,006		\$60,006
325	BE PAV GND FCTLY	2	12,269	6,135	12,000	\$281,280		\$281,280
326	HAZMAT Storage	1	136	136	144	\$3,375		\$3,375
327	BE Stor Shed	1	1,801	1,801	1,500	\$35,160		\$35,160
333	Base Civil Engineer Office	2	22,406	11,203	33,936	\$795,460		\$795,460
335	New Hazmat	1	2,957	2,957	3,500	\$82,040		\$82,040
337	HAZMAT Storage	1	135	135	144	\$3,375		\$3,375
338	Scrap Metal Storage	1	300	300	300	\$7,032		\$7,032
339	BCE Stor Fac	1	1,344	1,344	1,440	\$33,754		\$33,754

911th Airlift Wing

Air Force Reserve Command

Facility Number	Facility Name	Floor	GSF	Report Foot Print (SF)	Scaled Foot Print (SF)	Budget Bldg Demo (\$)	Budget ACM Abatement (\$)	Budget Demo (\$)
342	BE Storage Office Facility	1	3,620	3,620	3,600	\$84,384	\$2,561	\$86,945
401	Base Chapel	1	3,042	3,042	2,800	\$65,632	\$8,609	\$74,241
403	Financial Management	1	4,160	4,160	4,400	\$103,136		\$103,136
405	Communications Facility	2	6,240	3,120	7,000	\$164,080	\$20,018	\$184,098
408	Survival Equip. Shop	1	4,400	4,400	4,400	\$103,136	\$13,354	\$116,490
409	NDI Shop	1	2,699	2,699	2,700	\$63,288	\$9,649	\$72,937
411	SHP JET ENG I/MNT	1	11,805	11,805	12,240	\$286,906		\$286,906
412	Water Pump House	1	1,820	1,820	2,025	\$47,466		\$47,466
413	Foam Tank					\$0		\$0
416	Hangar Maint Dock FL	1	24,314	24,314	28,000	\$656,320		\$656,320
417	Hangar, Maint	1	24,314	24,314	23,800	\$557,872		\$557,872
418	Whse Sup & Equip BSE	2	49,253	24,627	42,000	\$984,480		\$984,480
419	Squadron Oper. Offices	2	23,889	11,945	19,800	\$464,112		\$464,112
420	AGE Maintenance Shop	1	4,500	4,500	5,600	\$131,264	\$9,720	\$140,984
421	Security Entry Bldg	1	60	60	60	\$1,406		\$1,406
5519	Oxygen Storage	1	2,605		288	\$6,751		\$6,751
5520	De-ice Fluid Storage Bldg	1				\$0		\$0
5522	Open Storage Canopy	1				\$0		\$0
5842	O/D RECTN Pavilion Picnic	1				\$0		\$0
5845	O/D Pavilion Lane Park	1				\$0		\$0
6496	Engine Test Stand	1				\$0		\$0
5842a	Dugout	1				\$0		\$0
5842b	Dugout	1				\$0		\$0
TOTALS			507,847	333,175	458,125	\$10,738,450	\$215,610	\$10,954,060

Additional factors, criteria, and/or assumptions related to the preparation of the "Opinion of Probable Cost" include, but are not necessarily limited to the following:

- o All buildings are to be completely demolished, no selective demolished will be required
- o No specific salvage requirements have been included or considered.
- o Demolition costs are based on an abbreviated site visit, no review of as-built documentation or entry to the buildings.
- o All buildings foundation was assumed to be only 4 feet deep and standard construction
- o Total surface area for restoration was assumed to be 90 acres.
- o Baker was told the roads and underground utilities, under the roads, were not to be demolished.
- o All demolition is anticipated to performed during normal daylight work hours with ample access to job site. No allowance has been included for multiple shifts and/or accelerated schedule.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Install and sample 12 soil borings via direct push boring procedure	12	ton	\$2,100	\$25,200
	Contaminated Soil Excavation, Transportation and Disposal, Backfilling and Grading	280	ton	\$900	\$252,000
TOTAL					\$277,200

1. Soil analyses would include total PCBs only.
2. Soil removal would include excavating to 3.0 ft below the pad over one half the pad area (1,800 sq. ft.)
3. Soil would be disposed of as a PCB waste; 250 parts per million of PCBs. Disposal price assumes limited analyses needed to characterize waste.
4. It is assumed no other work would be needed in the road east than that listed here.

Assumptions and Cost Basis

Existing PCB Storage Facility
Building 342



MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Former Civil Engineering Landfill (LF-03)



MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
 Moon Township, PA

Assumptions

Assumes conclusions and recommendations of the Final Landfill Closure Assessment Report (Montgomery Watson, June 1997) are appropriate and adequate.
 Assumes annual landfill maintenance for 30 years, including mowing, lawn care, landscaping and stormwater management.
 Assumes 10 years LTM for 6 groundwater wells, with annual reporting, LTM project management, and 30% Reserve/Contingency.
 Assumes indoor air survey for 4 buildings on the landfill.
 Assumes closure of 3 USTs near Bldg. 322. Assumes 10 tons of contaminated soil per tank require excavation, transport and disposal.
 Soil would be disposed of as a Pennsylvania regulated Residual Waste.
 The cost for soil excavation, transportation and disposal includes mobilization/demobilization, use of erosion protection and control measures, collecting and analyzing confirmatory soil samples, back filling and grading of the area, engineering fees, construction management, report preparation and project management.
 Some sub unit costs from Means Site Work 2004, some are engineering estimates based on similar projects/work.
 Assumes 20% scope contingencies and 15% bid contingencies.
 Assumes 15% Project Management costs for each task (excluding landfill O&M).
 Assumes 20% of remedy total direct capital cost for Remedial Design/Engineering Support.
 Assumes 20% of remedy total direct capital cost for Construction Oversight and Startup.

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	Landfill O&M				149,850
	Total L.F. O&M				
	UST Closure				\$129,519
	Total, Direct Capital Costs				
	Indoor Air Survey				\$56,700
	Total, Direct Capital Costs				
	Groundwater Monitoring, semi-annual for 10 years				\$21,450
	Total, Monitoring Costs, 1 year				\$192,676
	Present Value, 10 years, Monitoring at 2%				\$528,745
	TOTAL				



MICHAEL BAKER JR., INC.
CONSULTING ENGINEERS
Moon Township, PA

Assumptions and Cost Basis

1. Soil removal would include 0.5 ft thick layer removed from the area identified as the Former PCB location in Figure 1-2, Remedial Action Completion Report, Site ST-06 Former POL Area (MWH, 2002) as part of the Customer Concept Document, Wing Headquarters Facility (US Army Corps of Engineers, undated).

2. Soil would be disposed of as a Pennsylvania regulated Residual Waste.

3. The unit cost for soil excavation, transportation and disposal includes mobilization/demobilization, use of erosion protection and control measures, gathering and analyzing preliminary soil samples, back filling and grading of the area just construction ready, engineering fees, construction management, report preparation and project management.

Some sub unit costs from Means Site Work Book, some are engineering estimates based on similar project/work.

4. It is assumed no other work would be included in the total cost than that listed here.

5. The scope of work is based on the PA DCEP issuing a "release of liability" for this area in response to the Final Report.

ITEM NO.	ITEM	QTY.	UNIT	PRICE	ITEM PRICE
	Continued Soil Excavation, Transportation and Disposal	2,160	cu yd	\$198	\$427,680
	Subsurface Pipe Removal and Disposal	1	ft	\$9,000	\$9,000
TOTAL					
					\$436,680

ITEM NO.	ITEM	QTY.	UNIT	UNIT PRICE	ITEM PRICE
	MRPS	1	1 %	\$50,000	\$50,000
	Work Plans	6	ea	\$2,000	\$12,000
	Soil Borings	1	ea	\$20,000	\$20,000
	Groundwater wells	70	ea	\$250	\$17,500
	Well samples	1	ea	\$5,000	\$5,000
	Groundwater samples	1	ea	\$30,000	\$30,000
	RI Report	1	1 %	\$25,000	\$25,000
	1 % Report	1	1 %	\$25,000	\$25,000
	Subtotal				195,750
	scope and bid contingencies				66,413
	Total MRPS				262,163
	Direct (liquid fees, permits)				
	Total Direct (liquid fees)				\$201,679
	Professional Services				
	Total Professional Services				\$130,924
	Groundwater Monitoring, semi-annual for 10 years				
	Total, Monitoring (costs, 1 year)				\$28,562
	Present Value, 10 years Monitoring at 2%				\$26,561
	TOTAL				\$873,068

15% total contingency (20% scope and 10% bid contingencies)

Assume 15% of total MRPS

Assumptions

Assumes cleanup required for groundwater plume to meet Remedial Standard <5 mg/L

Assumes 30,000 gallons contained groundwater; 24,000 ft³ x 5 ft thick plume (Montgomery Watson, May 1998).

Assumes Reductive leaching via HRC-1. This remedy coded based on Montgomery Watson conclusions that plume is stable and contained within facility property.

Assumes Revised Feasibility Study results indicate in-situ treatment using HRC-X is an appropriate treatment option.

Assumes RTR consists of Work Plan development, 6 soil borings, 4 groundwater monitoring wells, soil and groundwater sampling, an RI report and a Remedial Feasibility Study.

Assumes 20% scope contingencies and 15% bid contingencies.

Assumes 15% Project Management costs for each task.

Assumes 20% of remedy total direct capital cost for Remedial Design/Engineering Support.

Assumes 20% of remedy total direct capital cost for Construction (Overight and Startup).

Assumes \$20,000 for Legal/Permitting.

Assumes remedy costs to include Pre-Injection Site Investigation (including analytical, mobilization, direct push injection of 6,000+ lbs of HRC-X, and HRC Permitting).

Assumes 10 years (1736) for 13 groundwater wells, with annual reporting, 1736 project management, and 30% Reserve/Contingency.

Michael Baker Jr., P.C.
CONSULTING ENGINEERS



Moon Township, PA

DCN: 11588

TOTAL COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10)

Data As Of 5/19/2005 11:13:50 AM, Report Created 8/1/2005 4:22:23 PM

Department : Navy
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\DON0084 FINAL 050519 1113.CBR
 Option Pkg Name: DON0084
 Std Fctrs File : C:\Documents and Settings\dguise\My Documents\braccobra\BRAC2005.SFF

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidance	Total Net Costs
NAS WILLOW GROVE	0	-15,404,000	-15,404,000
DIX	0	0	0
McGuire AFB	65,757,172	0	65,757,172
MCRC JOHNSTOWN	0	0	0
CO MCAS CHERRY PT	0	0	0
Eglin AFB	0	0	0
Totals:	65,757,172	-15,404,000	50,353,172

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10) - Page 2

Data As Of 5/19/2005 11:13:50 AM, Report Created 8/1/2005 4:22:23 PM

Department : Navy
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\DON0084 FINAL 050519 1113.CBR
 Option Pkg Name: DON0084
 Std Fctrs File : C:\Documents and Settings\dguise\My Documents\braccobra\BRAC2005.SFF

MilCon for Base: NAS WILLOW GROVE, PA (n00158)

All values in 2005 Constant Dollars (\$K)

FAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
Total Construction Cost:						0
- Construction Cost Avoid:						15,404
Total Net Milcon Cost:						-15,404

* All **DON 11588** costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10) - Page 3

Data As Of 5/19/2005 11:13:50 AM, Report Created 8/1/2005 4:22:23 PM

Department : Navy
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\DON0084 FINAL 050519 1113.CBR
 Option Pkg Name: DON0084
 Std Fctrs File : C:\Documents and Settings\dguise\My Documents\braccobra\BRAC2005.SFF

MilCon for Base: McGuire AFB, NJ (ptfl)

All values in 2005 Constant Dollars (\$K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1161	Compass Calibration Pad, Surfaced	SY	1,010	133	0	Default	0	133
1321	Communications Facility	EA	1	58	0	Default	0	58
1712	Applied Instruction Building	SF	13,080	3,209	0	Default	0	3,209
1714	Reserve Component Training Facility	SF	3,000	579	0	Default	0	579
1721	Flight Simulator Facility	SF	543	140	0	Default	0	140
2111	Aircraft Maintenance Hangar	SF	29,000	7,974	0	Default	0	7,974
2115	Aircraft Maintenance Hangar, Depot	SF	500	137	0	Default	0	137
2118	Aircraft Engine Test Facility	EA	1	2,642	0	Default	0	2,642
2181	Installation Support Vehicle Maintenance	SF	39,667	8,049	0	Default	0	8,049
2182	Installation Support Equipment Maintenanc	SF	3,212	529	0	Default	0	529
4421	Covered Storage Building, Installation	SF	1,000	107	0	Default	0	107
8521	Vehicle Parking, Surfaced	SY	10,000	639	0	Default	0	639
8526	Miscellaneous Paved Area	SY	952	60	0	Default	0	60
8721	Fence and Wall	LF	10,000	473	0	Default	0	473
8928	Loading Ramp/Platform	EA	1	14	0	Default	0	14
7210	Enlisted Unaccompanied Personnel Housing	SF	121,200	25,448	0	Default	0	25,448
8521	Vehicle Parking, Surfaced	SY	22,344	1,429	0	Default	0	1,429
7371	Nursery and Child Care Facility	SF	10,000	2,326	0	Default	0	2,326
7210	Enlisted Unaccompanied Personnel Housing	SF	7,100	1,491	0	Default	0	1,491
2111	Aircraft Maintenance Hangar	SF	14,400	3,960	0	Default	0	3,960
1131	Aircraft Apron, Surfaced	SY	18,487	2,436	0	Default	0	2,436
7210	Enlisted Unaccompanied Personnel Housing	SF	18,358	3,854	0	Default	0	3,854
8521	Vehicle Parking, Surfaced	SY	1,092	70	0	Default	0	70

Total Construction Cost: 65,757
 - Construction Cost Avoid: 0

Total Net Milcon Cost: 65,757

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

DCN: 11588

DCN: 11588

Department : Navy
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\DON0084 FINAL 050519
 3.CBR
 Scenario Pkg Name: DON0084
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\BRAC2005.SFF

Values in 2005 Constant Dollars

Location Name	Total MilCon*	Milcon Cost Avoidance	Total Net Costs
WILLOW GROVE	0	-15,404,000	-15,404,000
Guire AFB	65,757,172	0	65,757,172
MCAS JOHNSTOWN	0	0	0
MCAS CHERRY PT	0	0	0
Guire AFB	0	0	0
Totals:	65,757,172	-15,404,000	50,353,172

All MilCon Costs include Design, Site Preparation, Contingency Planning, and IOH Costs where applicable.

DCN: 11588

Department : Navy
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\DON0084 FINAL 050519
 3.CBR
 Scenario Pkg Name: DON0084
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\BRAC2005.SFF

Location for Base: NAS WILLOW GROVE, PA (n00158)

Values in 2005 Constant Dollars (\$K)

Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cos
-----	-----	-----	-----	-----	-----

Total Construction Cost:

- Construction Cost Avoid:

404

Total Net Milcon Cost:

,404

All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

DCN: 11588

Department : Navy
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\DON0084 FINAL 050519
 3.CBR
 Scenario Pkg Name: DON0084
 Scenario File : C:\Documents and Settings\dguise\My Documents\braccobra\BRAC2005.SFF

Location for Base: McGuire AFB, NJ (ptfl)

Values in 2005 Constant Dollars (\$K)

Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Reh Cos
1 Compass Calibration Pad, Surfaced	SY	1,010	133	0	Default	
1 Communications Facility	EA	1	58	0	Default	
2 Applied Instruction Building	SF	13,080	3,209	0	Default	
4 Reserve Component Training Facility	SF	3,000	579	0	Default	
1 Flight Simulator Facility	SF	543	140	0	Default	
1 Aircraft Maintenance Hangar	SF	29,000	7,974	0	Default	
5 Aircraft Maintenance Hangar, Depot	SF	500	137	0	Default	
8 Aircraft Engine Test Facility	EA	1	2,642	0	Default	
1 Installation Support Vehicle Maintenance	SF	39,667	8,049	0	Default	
2 Installation Support Equipment Maintenance	SF	3,212	529	0	Default	
1 Covered Storage Building, Installation	SF	1,000	107	0	Default	
1 Vehicle Parking, Surfaced	SY	10,000	639	0	Default	
6 Miscellaneous Paved Area	SY	952	60	0	Default	
1 Fence and Wall	LF	10,000	473	0	Default	
8 Loading Ramp/Platform	EA	1	14	0	Default	
0 Enlisted Unaccompanied Personnel Housing	SF	121,200	25,448	0	Default	
1 Vehicle Parking, Surfaced	SY	22,344	1,429	0	Default	
1 Nursery and Child Care Facility	SF	10,000	2,326	0	Default	
0 Enlisted Unaccompanied Personnel Housing	SF	7,100	1,491	0	Default	
1 Aircraft Maintenance Hangar	SF	14,400	3,960	0	Default	
1 Aircraft Apron, Surfaced	SY	18,487	2,436	0	Default	
0 Enlisted Unaccompanied Personnel Housing	SF	18,358	3,854	0	Default	
1 Vehicle Parking, Surfaced	SY	1,092	70	0	Default	

Total Construction Cost:

- Construction Cost Avoid:

757

DCN: 11588

Total Net Milcon Cost:

All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

111th Fighter Wing

Pennsylvania Air National Guard
Willow Grove Air Reserve Station



Mission: The mission of the 111th Fighter Wing (FW) is to provide and maintain operationally ready, highly trained, well-equipped military personnel who provide combat-ready A-10 aircraft and support elements in response to wartime and peacetime tasking under federal or state authority.

The 111th Fighter Wing is indispensable in the Global War on Terrorism (GWOT). It is prepared to support Air Force war contingency requirements and can support the Homeland Defense and Homeland Security missions as well as a variety of peacetime missions as required. The 103rd Fighter Squadron is the operational combat arm of the 111th. Their primary mission is to provide combat-ready forces able to conduct day and night Close Air Support (CAS) for our joint and coalition ground forces. Other roles include, Airborne Forward Air Control (AFAC), Combat Search and Rescue (CSAR), and Air Interdiction (AI).



Assigned Aircraft: The 111th FW flies the A-10 Thunderbolt II, affectionately known as the Warthog. Fifteen A-10s are currently assigned to the 111th FW.

Gaining Command: Air Combat Command.

Unit Location: The 111th FW is based at the Willow Grove Air Reserve Station, Willow Grove (Horsham Township), Pennsylvania. It moved to its current location in March 1963. With its proximity to Philadelphia and major Northeast United States population centers, Willow Grove offers an ideal location for the 111th to recruit and retain a highly diverse group of men and women whose service is essential to mission accomplishment. The 111th estimates that 90% of its personnel travel fewer than 50 miles to serve in the unit.

Strength: Over 1,000 Air National Guard personnel proudly serve in the 111th Fighter Wing. Unit strength is currently 98.3% as shown in the table:

	Authorized	Assigned
National Guard Technicians	205	200
Active Guard Reserve	70	69
Total Full-Time Force	275	267
Traditional Guard Members	744	734
Total Full-Time and Part-Time	1019	1001

Combat Experience: The aircrews, maintenance, and other personnel of the 111th are some of the Air Force's most experienced combat-ready forces. They offer three times the experience at one-third the cost of an active duty unit. Since September 11, 2001, A-10 aircraft and personnel from the 111th Fighter Wing have deployed to Iraq, Kuwait, Afghanistan and numerous other locations around the globe. Over 75% of the wing's personnel have deployed overseas since 9/11/2001. The wing has deployed to Southwest Asia 5 times in the last 10 years.

Economic Impact: The 111th FW has an annual economic impact of \$57 million, with most of the benefits being concentrated in the Willow Grove/Horsham Township communities. The 111th FW is a major contributor to the positive economic benefits generated by the military presence at Willow Grove.

DOD BRAC Recommendation: The Department of Defense has recommended that the 111th Fighter Wing be deactivated as part of the proposal to realign Willow Grove. The Pennsylvania Department of Military and Veterans Affairs believes this recommendation to be fundamentally flawed in that:

- The DOD BRAC recommendation failed to adequately assess the combat readiness and military value of the 111th FW. Willow Grove consists of two separate entities, Willow Grove Naval Air Station Joint Reserve Base and the Air Reserve Station. The true military value of the 111th is potentially masked, as it appears the data has been incorrectly evaluated. The potential to expand joint opportunities is lost with the current recommendation to cease flying operations and turn the base into an "enclave" of undefined size for predominate use by the Army Reserve.
- The DOD BRAC recommendation failed to consider alternatives for maintaining flying operations at Willow Grove, to include operation of the airport by the Air National Guard, the Air Force Reserve or the local community. The airfield is a vital strategic asset in support of the GWOT and Homeland Defense.
- The Department of Defense did not consider how the 111th FW and Pennsylvania's 28th Infantry Division and its new Stryker Brigade have and will conduct joint air and ground operations and operational training. With the Stryker Brigade headquarters located in close proximity to Willow Grove, the ability to station, train, and deploy this unique capability already exists.
- The Department of Defense did not consult with the Governor of Pennsylvania or the Adjutant General in recommending deactivation of this important flying unit.

History: The 111th Fighter Wing history began with the establishment of the 103rd Observation Squadron in June 1924. The 103rd was founded and eventually commanded by Major Biddle, who had flown in WWI as part of the famous Lafayette Escadrilles (a volunteer group of American pilots flying French aircraft before our country's entry into WWI).

Published by the Pennsylvania Department of Military and Veterans Affairs. For more information about the 111th Fighter Wing, go to www.dmva.state.pa.us and www.pawill.ang.mil.

This new National Guard squadron was based on the sod fields of Philadelphia Airport as a unit in the 28th Division, Pennsylvania Army National Guard. The 103rd has operated continually since its federal recognition in 1924. Today it is known as the 103rd Fighter Squadron, which is the flying element of the 111th Fighter Wing.

Pennsylvania Air National Guard



111th
Fighter
Wing

Home of Philly's "Fightin' 103rd"

BRAC Commission – 2005

Colonel Gregory Marston
Wing Commander

A-19 drawing courtesy of A7NAY88 - Graphic Design by Flight G. Michelle Johnston

 **111th FIGHTER WING** 

BRAC Recommendations
Assessment of Data
Our Unit, Our People


Kuwait 1995





BRAC RECOMMENDATIONS



**Recommendation for Closure and Realignment
Naval Air Station Joint Reserve Base Willow Grove, PA**

Recommendation: Close Naval Air Station Joint Reserve Base Willow Grove, PA. Relocate all Navy and Marine Corps squadrons, their aircraft and necessary personnel, equipment and support to McGuire Air Force Base, Cookstown, NJ.

Deactivate the 111th Fighter Wing

Establish an enclave for the Army Reserve units remaining on or relocating to Willow Grove and the Air National Guard 270th Engineering Installation Squadron.

The BRAC recommendation failed to adequately assess the combat readiness and military value of the Willow Grove Air Reserve Station (ARS) which includes the 111th Fighter Wing

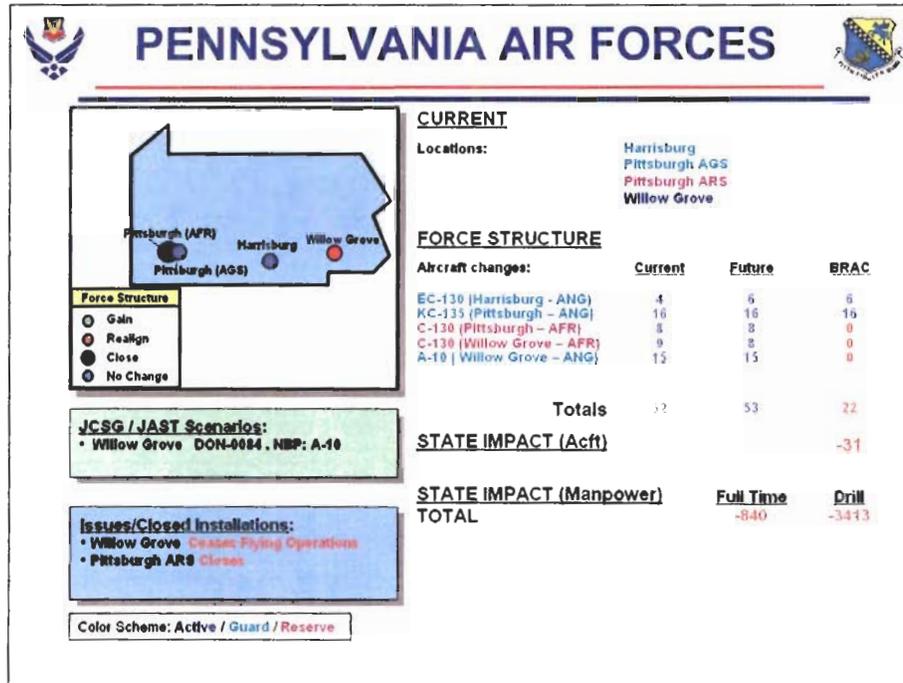
It appears that when the decision was made to close the Navy Air Station – no further analysis of the ANG & AFRES units here were made

Willow Grove has two parts:

- NAS Joint Reserve Base
- Air Reserve Station (111th FW & 913th AW)

ARS (& 111th FW) BRAC data was either masked or incorrectly evaluated

- No Military Value Rating for the 111th FW
- All other 5 ANG A-10 Wings have a Military value Rating



Shows aircraft losses for AFRES and ANG in the state of Pennsylvania



ASSESSMENT



1. **The BRAC recommendation failed to adequately assess the *military value* and combat readiness of Willow Grove Air Reserve Station (ARS) assets**
 - 913th Airlift Wing / 111th Fighter Wing

2. **The BRAC recommendation did not consider the value of the *joint operational capabilities and opportunities* that already exist at Willow Grove**

3. **The BRAC recommendation failed to consider *alternatives* for maintaining flying operations on a strategically located joint operating airfield**
 - Willow Grove is strategically located to assist homeland defense operations
 - Willow Grove has the capacity to expand using current acreage

The BRAC recommendation failed to adequately assess the combat readiness and military value of the Willow Grove Air Reserve Station (ARS) which includes the 111th Fighter Wing

It appears that when the decision was made to close the Navy Air Station – no further analysis of the ANG & AFRES units here were made

Willow Grove has two parts:

- NAS Joint Reserve Base
- Air Reserve Station (111th FW & 913th AW)

ARS (& 111th FW) BRAC data was either masked or incorrectly evaluated

- No Military Value Rating for the 111th FW*
- All other 5 ANG A-10 Wings have a Military value Rating

 **ASSESSMENT – MILITARY VALUE** 

- **Using established criteria, the true value of Willow Grove ARS appears to be masked**
 - ❖ The DoD appears to favor joint basing in order to conduct joint training, so why recommend a joint base for closure?
- **Inconsistent and unobtainable data make a valid assessment of military value impossible**



AFGHANISTAN 2002

The DoD used the criteria below in order to assign military value:

- The current and future mission capabilities and the impact on operational readiness of the total force of the DoD, including the impact on joint warfighting, training, and readiness
- The availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations
- The ability to accommodate contingency, mobilization, surge, and FTF requirements at both existing and potential receiving locations to support operations and training
- The cost of operations and the manpower implications

<u>Base</u>	<u>Value</u>	<u>Notes</u>
Selfridge (MI)	62	18 Aircraft, Replaces Kellogg
Boise (ID)	66	18 Aircraft
Barnes (MA)	97	24 Aircraft
Bradley (CT)	98	9 Aircraft to Barnes, 6 retire
Kellogg (MI)	122	15 Aircraft to Selfridge
Martin State (MD)	140	18 Aircraft

RATING FOR WILLOW GROVE?
NO VALUE GIVEN, UNIT SLATED TO DEACTIVATE

With the data currently available:

We are definitely in the top 50% of the ANG A-10 units in numerical ratings

MCI Overall Rating within ANG A-10 Units – 3rd of 6 for Fighter rating, 4th of 6 for SOF/CSAR

Yet, We are being Deactivated

We believe our Military Value Rating will be high when it is released



A-10 MILITARY VALUES



Mission Compatibility Indices (MCI)

- **Metric used to evaluate installations supporting Air Force assets**

- **Overall score predicated on four broad categories each assigned a weight to sum to 100%**

Air Force metric used to evaluate installations supporting AF assets

Overall score predicated on 4 broad categories each assigned a weight to sum to 100%

- Current / Future Missions (46%)** = Availability of training range and airspace, ATC effects on operations, and weather effects on operations
- Conditions of Infrastructure (41.50%)** = Facility availability and condition, ability to load weapons on aircraft, and suitability of training ranges and airspace
- Contingency, Mobilization, Future Forces (10%)** = Ability to support large scale mobilization of troops and material as well as ability to expand to meet future demands
- Cost of Operations / Manpower (2.50%)** = Cost factors required to operate a base (i.e. utilities) and pay people to work at a given location (i.e. BAH)



A-10 MCI Comparison SOF/CSAR



BASE	OVERALL	CURRENT / FUTURE MISSION (46%)	CONDITION OF INFRASTRUCTURE (41.50%)	CONTINGENCY, MOBILIZATION, FUTURE FORCES (10%)	COST OF OPS / MANPOWER (2.5%)
WILLOW GROVE	37.71 (4)	38.79 (3)	42.45 (3)	12.57 (5)	39.74 (6)
MARTIN STATE	39.45 (3)	<u>48.22 (1)</u>	34.28 (6)	15.68 (4)	58.71 (2)
BRADLEY	35.4 (6)	35.73 (5)	40.29 (4)	11.56 (6)	43.06 (4)
BARNES	35.5 (5)	36.18 (4)	38.57 (5)	16.67 (3)	47.17 (3)
SELFRIDGE	<u>42.06 (1)</u>	44.13 (2)	42.66 (2)	30.02 (2)	42.51 (5)
BOISE	41.35 (2)	33.24 (6)	<u>46.55 (1)</u>	<u>47.75 (1)</u>	<u>78.4 (1)</u>



A-10 MCI Comparison Fighter



BASE	OVERALL	CURRENT / FUTURE MISSION (48%)	CONDITION OF INFRASTRUCTURE (41.50%)	CONTINGENCY, MOBILIZATION, FUTURE FORCES (10%)	COST OF OPS / MANPOWER (2.5%)
WILLOW GROVE	49.69 (3)	45.93 (3)	63.23 (2)	13.27 (6)	39.74 (6)
MARTIN STATE	<u>51.42 (1)</u>	<u>61.01 (1)</u>	48.71 (4)	16.83 (4)	58.71 (2)
BRADLEY	40.10 (6)	38.08 (5)	47.75 (6)	16.75 (5)	43.06 (4)
BARNES	42.02 (5)	38.75 (4)	48.16 (5)	30.19 (3)	47.17 (3)
SELFRIDGE	48.07 (4)	35.89 (6)	<u>63.74 (1)</u>	40.50 (2)	42.51 (5)
BOISE	50.86 (2)	46.69 (2)	56.24 (3)	<u>40.75 (1)</u>	<u>78.40(1)</u>



ASSESSMENT – MILITARY VALUE



- **As currently rated, Willow Grove is 4th in Overall A-10 MCI Value**
 - **A-10s currently included in the SOF / CSAR category**

- **Using the Fighter MCI Ratings normalizes the “Current / Future Mission” Category values with respect to Drop Zones / Landing Zones**

- **Regardless of MCI Ratings used, Willow Grove’s “Contingency, Mobilization, Future Forces” value seems to be erroneously low**

As currently rated, Willow Grove is 4th in Overall A-10 MCI Value

- DOD proposes keeping 4 ANG A-10 units open / closing 2 ANG A-10 units
- Willow Grove, rated in the top 4, is slated to deactivate
- Barnes, rated in the bottom 2, is slated to grow to 24 PAA

A-10s currently included in the SOF / CSAR category

- Review of evaluation criteria suggest this category is for helicopters and airlift (i.e. MH-53s and MC-130s)
- This category places a **high value on proximity/quality of Landing and Drop Zones skewing the A-10 MCI ratings**
 - **These Facilities rarely / never impact A-10 day-to-day training**
 - Assuming they were important, most DZs/LZs available to the different A-10 bases are not located in special-use airspace rendering them useless
 - Proximity criteria places a 50nm limit for DZs/LZs -- this is an inordinately short range for A-10s again suggesting this criteria is more representative of helicopter airframes
- **A higher fidelity A-10 evaluation would be to use the Fighter MCI Ratings**

Using the Fighter MCI Ratings normalizes the “Current / Future Mission” Category values with respect to DZs/LZs

- Results for this category would now more accurately reflect training range and airspace availability / suitability for the A-10 bases
- **Top 4 A-10 bases do not change using the Fighter MCI**
- **Disparity between top 4 and the bottom 2 A-10 bases grows reaffirming best and worst locations to base ANG A-10s**
- One of the bases consistently ranked in the Bottom 2 (Barnes) is slated to grow to the largest (24 PAA) ANG A-10 base

Regardless of MCI Ratings used, Willow Groves “Contingency, Mobilization, Future Forces” value is erroneously low

- Willow Grove’s rating in this area hurt by a low “Growth Potential”
- **Willow Grove has ~ 90 Acres of ramp space and 9 large hangars capable of housing multiple fighter-sized aircraft**
- Runways and taxiways can already handle C-17 / C-5-sized aircraft
- **Base already capable of accepting increased contingency / mobilization tasking without any additional facility construction required**



ASSESSMENT – JOINT CAPABILITIES



- Willow Grove is one of the best examples of joint service cooperation in the country
- The base structure is the same as combat locations overseas (Bagram, Afghanistan; Tallil, Iraq; Al Jaber, Kuwait)
- Why then is Willow Grove ‘de-evolving’ back to the single service base under the BRAC proposal?

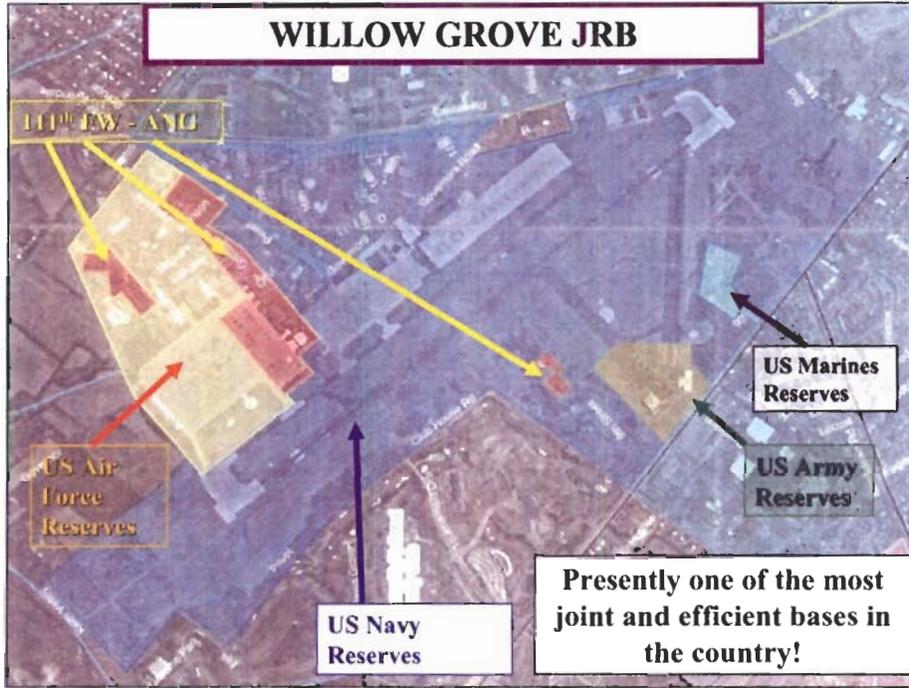
The 111th is well versed in joint operating concepts, as we train every day as we plan to fight!



WILLOW GROVE, PA



BAGRAM, AFGHANISTAN





JOINT CAPABILITIES



- **Our joint service operations at Willow Grove are real and ongoing**
 - Joint flight training operations
 - Joint facilities
 - Reduced manning for shared operations
 - Future joint construction projects
- **With the current recommendation that Willow Grove become an Army Reserve enclave, there is still an opportunity for joint operations**
- **Willow Grove ideally situated only minutes flight time from two major bombing ranges**
 - R-5002 in NJ, R-5802 in PA
- **111th FW co-chairs state's one-of-a-kind Joint Training Working Group generating over 24 unique Joint Training Opportunities per Year available in the Local Area (15 min from Willow Grove)**

Willow Grove ideally situated only minutes flight time from 2 major bombing ranges (R-5002 in NJ / R-5802 in PA)

- Ranges for our unit are closer than any of the six units

111FW co-chairs state's one-of-a-kind Joint Training Working Group generating over 24 unique Joint Training Opportunities per Year available in the Local Area (i.e. 15 min from Willow Grove)

- Executed Joint Training Exercises with 1-213 Air Defense Artillery Battalion (Stinger / Avenger Teams) on Warren Grove
- Routinely Train with SEAL Teams and Special Boat Units at Aberdeen Proving Grounds
- Executed Full-Scale JAATs with 28 ID Artillery Assets and HMLA 775 AH-1W Super Cobras at Ft Indiantown Gap and at Warren Grove
- Planning Full Scale Close Air Support Exercise Involving 28 ID's Lead Striker Brigade and Artillery Assets as well as 1-104 Attack Battalion Apaches at Ft Indiantown Gap
- Routinely Train with JTACs from multiple ASOS's at Ft Indiantown Gap and Warren Grove
- Frequently Train with ODA Personnel at Ft Indiantown Gap

 JOINT CAPABILITIES 					
A/OA-10 Flight Time to Training Ranges					
Willow Grove	Warren Grove = 19 min	Ft Indiantown Gap = 16 min	Ft Drum = 56 min	Duke MOA = 36 min	Pax River = 25 min
Barnes	Warren Grove = 33 min	Ft Indiantown Gap = 43 min	Ft Drum = 40 min	Yankee MOA = 25 min	Falcon MOA = 40 min
Boise	Saylor Creek = 15 min	Utah Test Range = 46 min	Owyhee MOA = 20 min		
Selfridge	Grayling = 35 min	Volk Field = 80 min	Steelhead MOA = 24 min	Hershey MOA = 30 min	
Martin State	Warren Grove = 20 min	Ft Indiantown Gap = 17 min	Ft Drum = 70 min	Duke MOA = 40 min	Pax River = 16 min

Compares Willow Grove with bases proposed under the BRAC plan

Two ranges within 16 minutes of Willow Grove

- Shorter Average Sortie Duration to accomplish same amount of training
- Huge cost savings compared with other A-10 units

MOA=Military Operating Area

- Airspace for aircraft maneuvering
- No bomb dropping capability



ASSESSMENT – ALTERNATIVES



- **The BRAC recommendation failed to consider alternatives for maintaining flying operations on a strategically located joint operating airfield**
 - Willow Grove is strategically located to assist homeland defense operations
 - Willow Grove has the capacity to expand using current acreage
 - Inefficient use of the Airfield, Industrial Complexes, and the People
 - Airfield is the economic engine for the community

- **Ideal location with the ability to accommodate contingency, mobilization, surge, and Future Total Force requirements**
 - Short flying times to Philadelphia, New York City, Baltimore, and Washington DC
 - Large and fertile recruiting ground for all branches of the military

- **Alternate plans for the 111th Fighter Wing were not considered**
 - Inconsistent plan recommended for the A-10 community
 - Three units at 18, one unit at 24

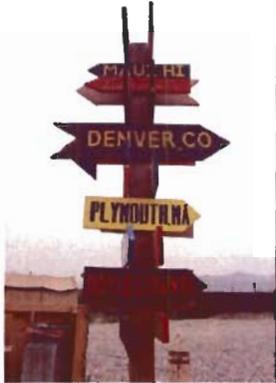
 **ASSESSMENT – ALTERNATIVES** 

Airfield Operations at Willow Grove provides numerous advantages

- **Willow Grove can accept additional Army Reserve units as has been recommended**
 - ❖ Enhances already joint mission
 - ❖ Airlift readily available
 - ❖ Joint air and ground training ranges nearby

- **The Philadelphia region provides a fertile recruiting Ground**
 - ❖ Unit manning for 2004:

BRADLEY	89.6%	5
BOISE	92.2%	4
MARTIN	97.0%	3
BARNES	88.1%	6
W K KELLOGG	101.9%	1
WILLOW GROVE	100.5%	2





ALTERNATIVES



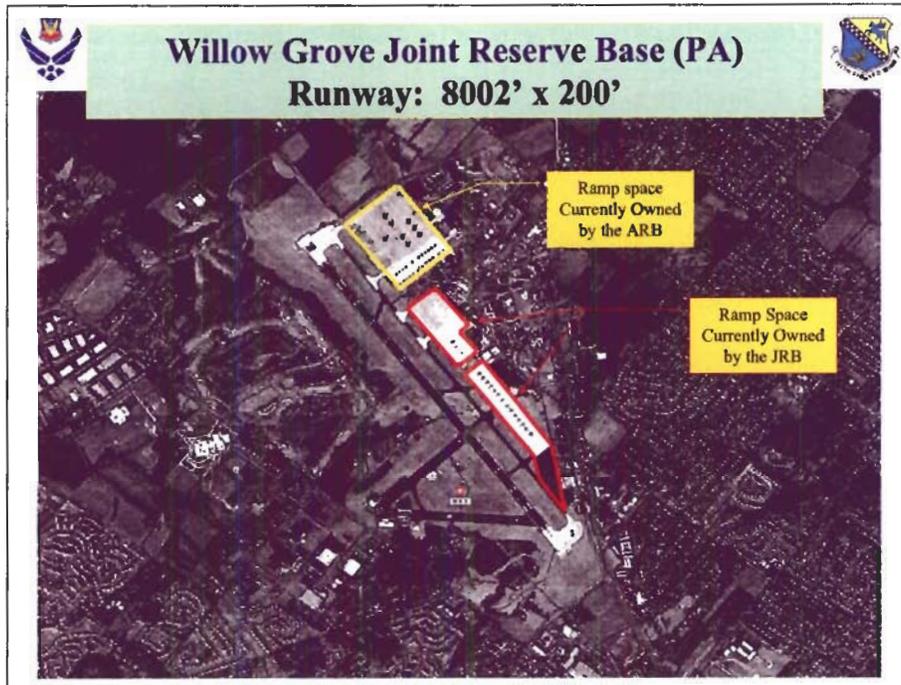
➤ Ramp / Parking Space

❖ Data represents Willow Grove ARS only, Navy ramp can support even more aircraft

- Willow Grove can park up to 50 A-10s on it's ramp with **No modifications required**
- Barnes possesses an ~ 700' x 500' ramp and would require a \$15 – 20 Million renovation to accept additional aircraft
- Boise possesses an ~ 1600' x 400' ramp
- Selfridge possesses an ~ 2500' x 700' ramp
- Martin State possesses an ~ 1400' x 500' ramp

➤ Hangar Facilities

- Willow Grove can hangar 18 A/OA-10s with No modifications required
- It is estimated that Barnes would require a \$15 – 20 Million renovation to accept additional aircraft





OUR VALUE TO THE WAR ON TERRORISM



- **Heavily Deployed to Southwest Asia**
- **Joint combat operations overseas**
- **Highly experienced unit that is cost effective**



 **OUR VALUE TO THE WAR ON TERRORISM** 

Five Major Deployments in 10 years

- 1995 – Kuwait
- 1999 – Kuwait
- 2001 – Kuwait
- 2002 – Afghanistan
- 2003 – Kuwait / Iraq



BAFHAM, AFGHANISTAN



A UNIT THAT LEADS



First ANG unit to deploy to Kuwait

- Operation SOUTHERN WATCH (1995)

First ANG unit to deploy to Afghanistan

- Operation ENDURING FREEDOM (2002)

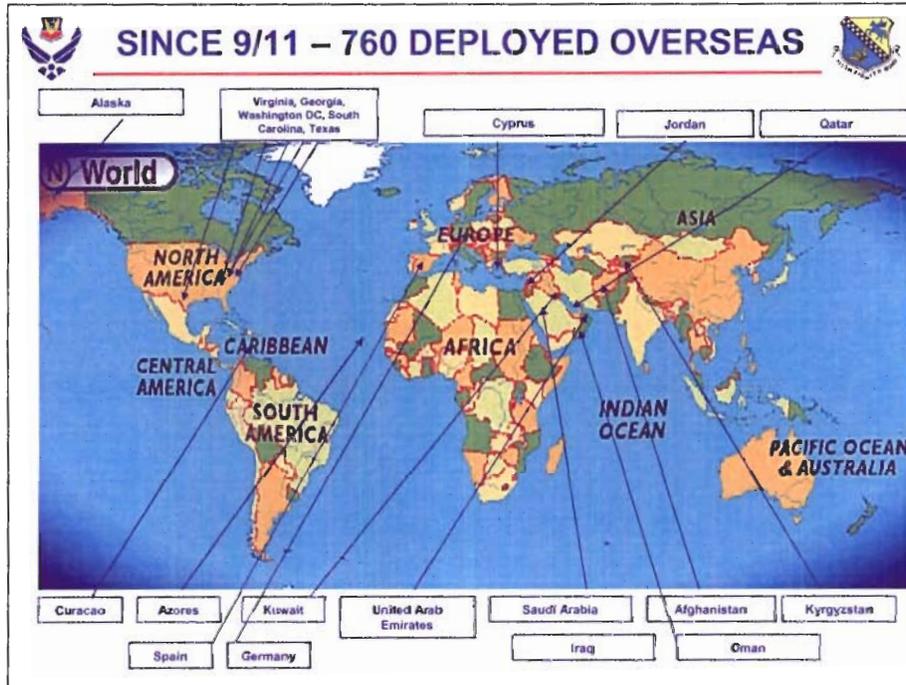
Only A-10 unit to deploy for both Operation ENDURING FREEDOM and IRAQI FREEDOM in 2003

- Turned from OEF to OIF in 6 weeks

Leader in A-10 Modernization Efforts

- Precision Engagement
- ROVER Pod





We have sent many of our personnel abroad since the 9/11 tragedy. We are happy to have brought *all of our people home safely*.

760 people represents 75% of the unit



ECONOMIC IMPACT & MANNING



MANNING

- 98.2% and climbing
- Consistently manned
 - 2nd out of the six A-10 Guard units
- Access to one of the largest and diverse recruiting pools in the country

ECONOMICS

Branch of Service	Service Total in Millions
Navy	\$224M
Marines	16
Air Force Reserve	79
Air National Guard	57
Army Reserves	2
Total	\$378M



UNIT ACCOMPLISHMENTS



- 2005 – Gallant Unit Citation**
- 2004 – Air Force Outstanding Unit Award with Valor**
- 2004 – ANG Distinguished Flying Unit Award**
- 2004 – Operational Readiness Award – NGAUS**
- 2003 – Adjutant General Keeper of the Flame Award**
 - **Total Community Involvement**
- 2003 – Dept of Defense Reserve Family Readiness Award**
 - **Family Support**
- 2002 – Air Force Outstanding Unit Award**





OUR UNIT, OUR PEOPLE

**The 111th Fighter Wing is
Philadelphia's "Hometown Air Force"**

**Operations in the birthplace of our
constitution for over 80 years!**

**Constant interaction with the city and
surrounding communities**

**Philadelphia presents a rich and diverse
recruiting area**



Almost all of our personnel live and work in the local area. We are good neighbors and work hard to support many local community activities. We pride ourselves on being

Philadelphia's Hometown Air Force.

 **OUR UNIT, OUR PEOPLE** 

Our People are deeply committed to our Mission

Volunteers for the War on Terrorism

We have been to the Tough Places & are Ready and Willing to go Back





FINAL POINTS



➤ **Willow Grove was not adequately evaluated**

- Willow Grove NAS JRB vs. Willow Grove ARS

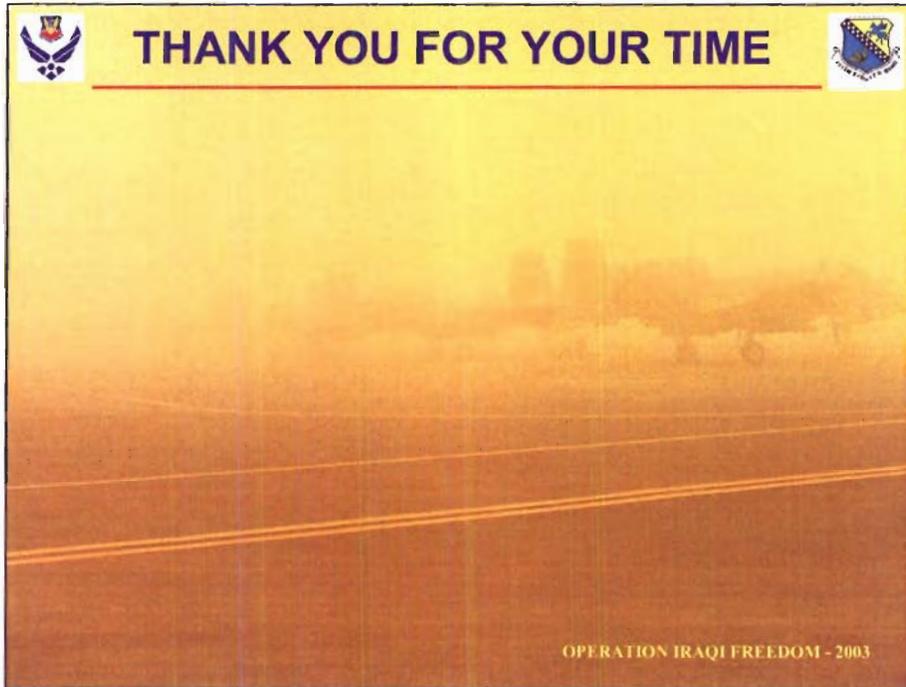
➤ **Willow Grove's military value, due to its joint nature, should add to the value of the base**

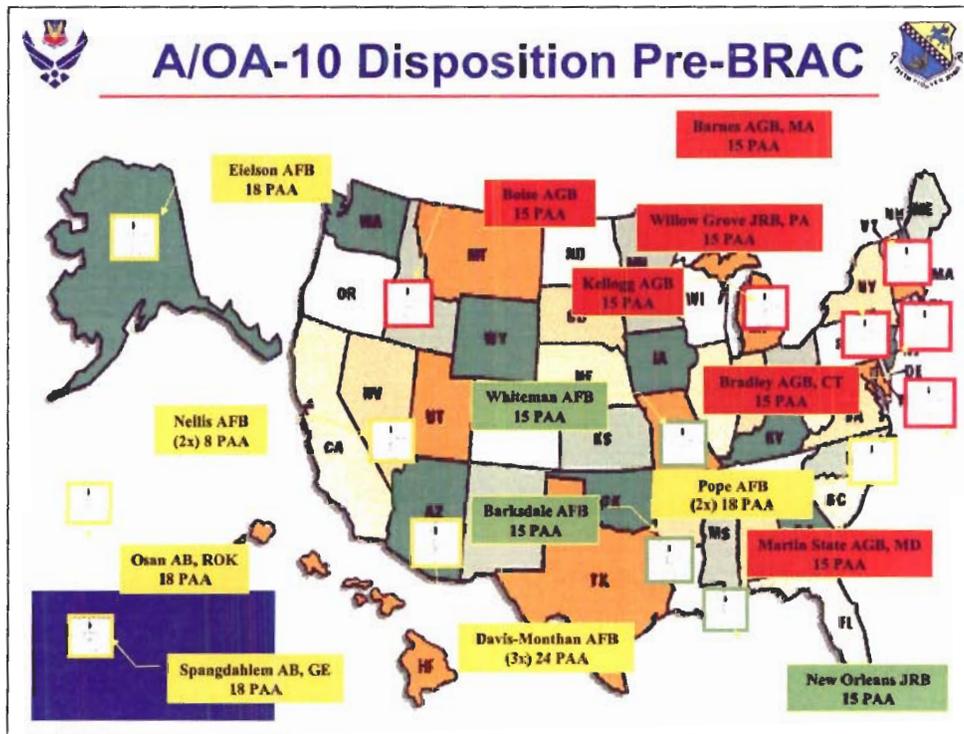
- The military value of Willow Grove and the 111th Fighter Wing is unknown

➤ **Willow Grove is a unique joint operation that is being marginalized**

- The airfield, facilities, equipment, A-10's, and the people are all available

Why disband an ANG unit that is efficient and highly experienced in the name of cost cutting?

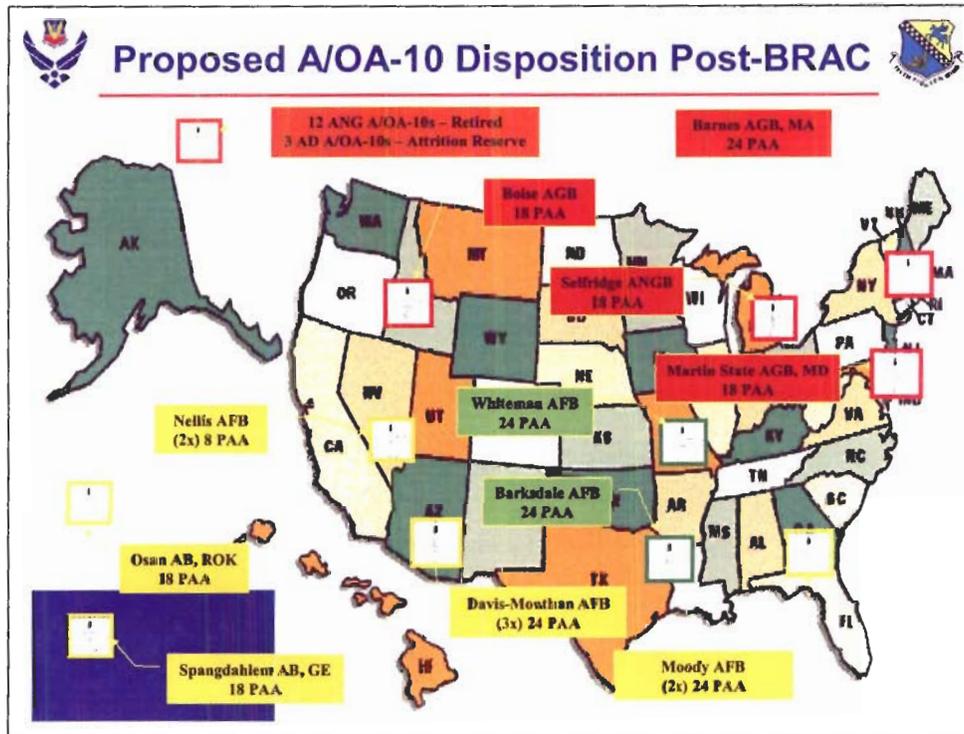




Active Duty (Yellow) – 178 Aircraft

Air Guard (Blue) – 90 Aircraft

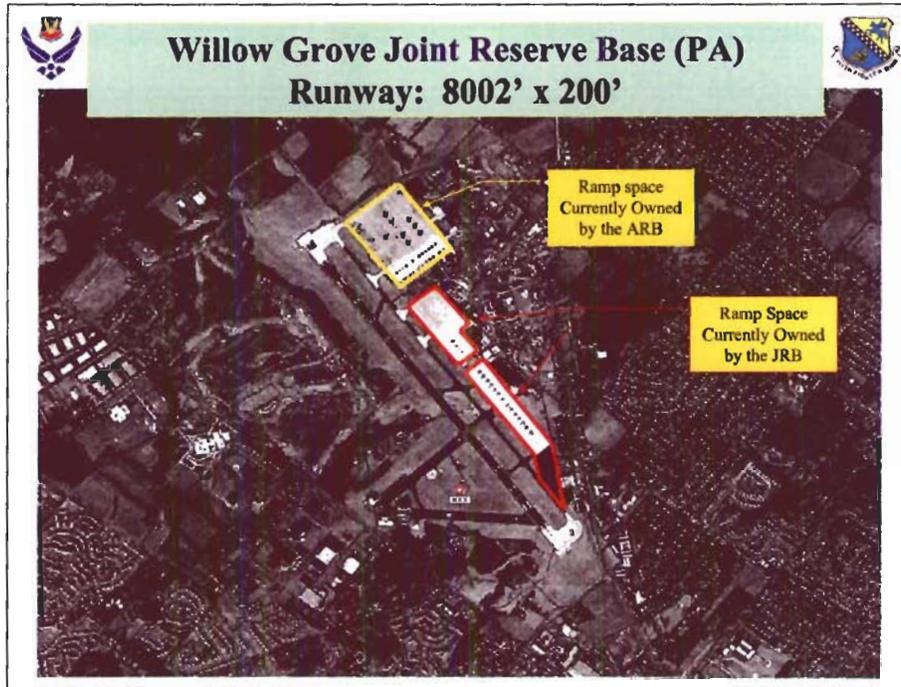
AF Reserve (Green) – 45 Aircraft

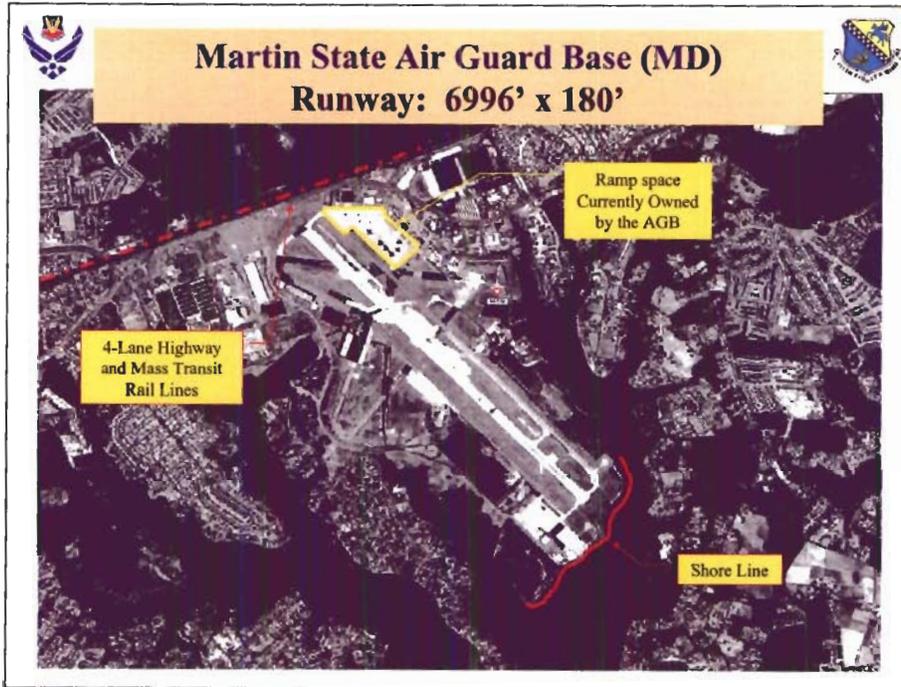


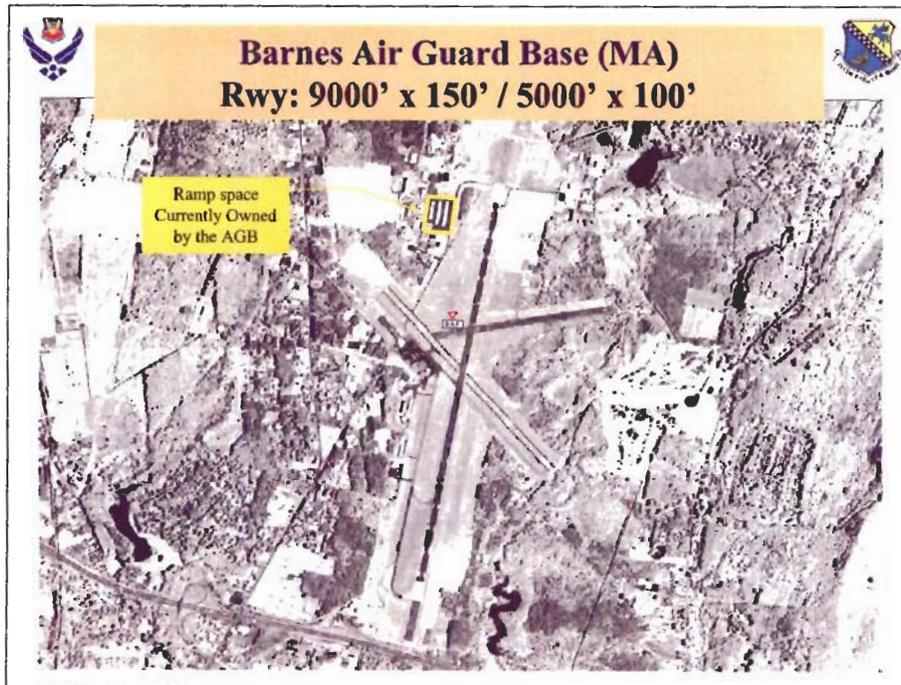
Active Duty (Yellow) – 172 Aircraft (-6)

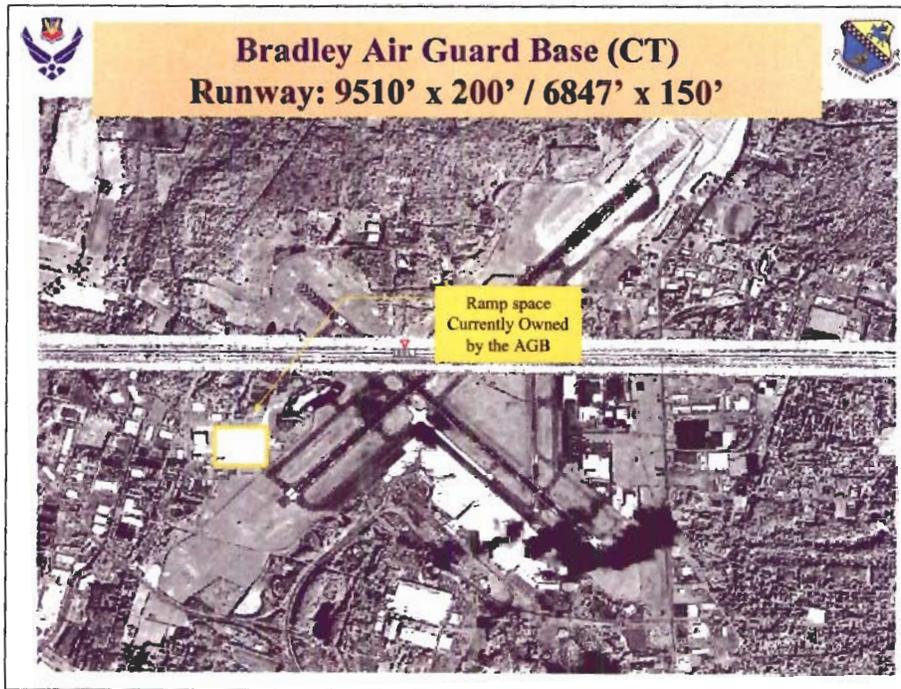
Air Guard (Blue) – 78 Aircraft (-12)

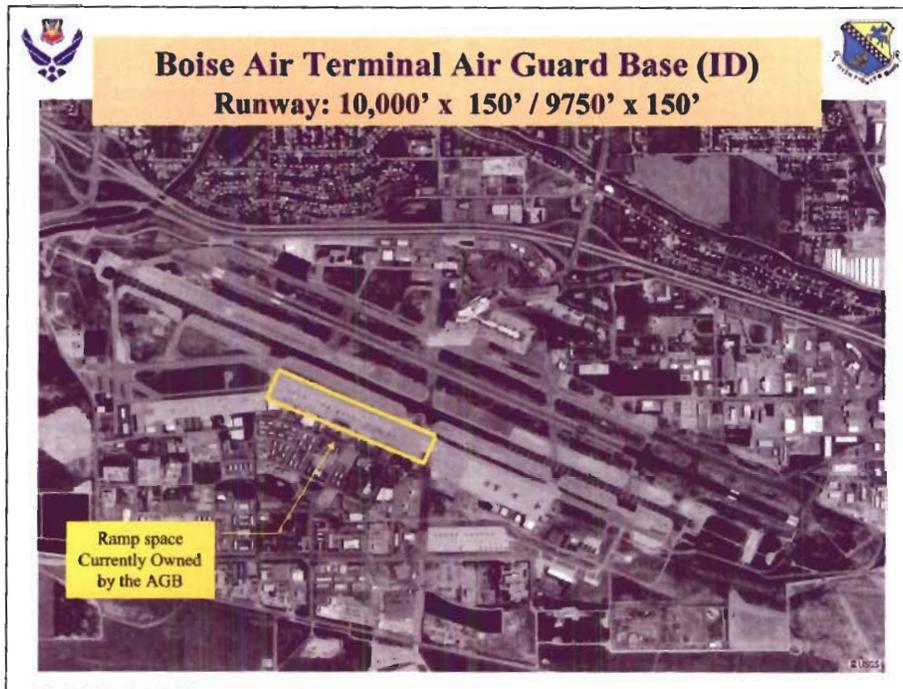
AF Reserve (Green) – 48 Aircraft (+3)













WILLOW GROVE AIR RESERVE STATION



913th Airlift Wing

Anytime ... Anywhere



913th AIRLIFT WING



Clarification of Data Inconsistencies

1. The 913th Airlift Wing has not been identified in any DoD documentation, or in the Federal Register (16 May 2005) as an entity formally recommended for realignment or closure.
2. The numbers of personnel identified in the 13 May 2005 state-by-state report reflect WGNAS losing 865 military and 362 civilian positions. These numbers do not correlate with numbers of personnel authorized for the 913th AW.
3. There is conflicting location data between AF reports and DoD reports of personnel moving from WGARS to Eglin AFB, FL.
4. **One of the military factors was jointness, and Willow Grove is a joint base consisting of two hosts- the Navy and Air Force Reserve. Was this recognized?**



**162 acres that reside
in proximity to:
Philadelphia - 25 miles
NYC - 95 miles
DC - 150 miles**

Willow Grove Air Reserve Station

(Host) 913th Airlift Wing, US Air Force Reserve

(Tenant) 111th Fighter Wing, PA Air Nat'l Guard



Team Willow Grove

Naval Air Station / Joint Reserve Base Willow Grove

US Naval Reserve Units

US Army Reserve Units

US Marine Reserve Units





913th AIRLIFT WING



The Reserve Triad

A Strong, Viable Reserve

Philadelphia Police Dept; FAA;

Glaxo-Smith-Kline; Merck;

PA Dept of Corrections; SEPTA;

Wolf Block; Duke Energy

Neshaminy School District

Lockheed; US Postal Svc;

Haverford College

Reservist



Family



Employer





DCN: 11588

913th AIRLIFT WING



Reserves- Increasing Operations Tempo

1953-1990
(38 YEARS)

11

operations



1991-2005
(15 YEARS)

60+

operations



913th AIRLIFT WING



Major Multi-National Operations Supported:

Provide Hope	Provide Comfort II	Provide Promise
Restore Hope	Restore Democracy	Southern Watch
Support Hope	Strong Resolve	Bright Star
Joint Forge	Joint Guardian	Provide Relief
Desert Shield/Storm	Enduring Freedom	Iraqi Freedom
Noble Eagle	Volant Ruby	Urgent Fury
Deep Freeze	Joint Endeavour	Deny Flight

Humanitarian Relief Support:

Hurricane Andrew

Midwest Floods

Air Force Operational Support:

Phoenix Banner

Coronet Oak

Palmetto Ghost

Homeland Defense



913th AIRLIFT WING



OUR MISSIONS

1. AIRDROP

Personnel & Equipment,
Total force support



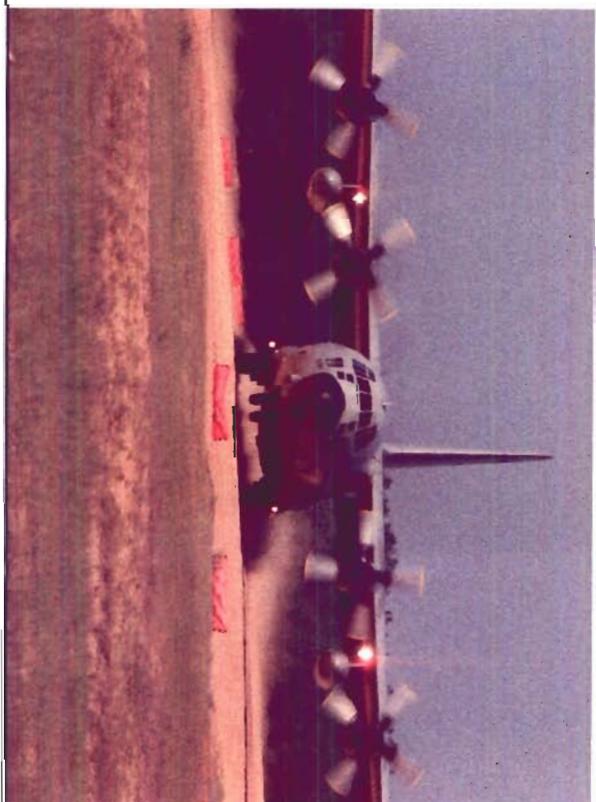
**COMBAT
PROVEN**

2. AIRLAND

**Normal/ Short Field
NVG Capable**



DCN: 11588





913th AIRLIFT WING



Intra-Theater Airlift



DCN: 11588

Assigned to

321/386 AEW

8,789 hrs flown

1,249 Missions

5,461 Tons

4,455 Sorties

65,594 Pax



DCN: 11588

913th AIRLIFT WING



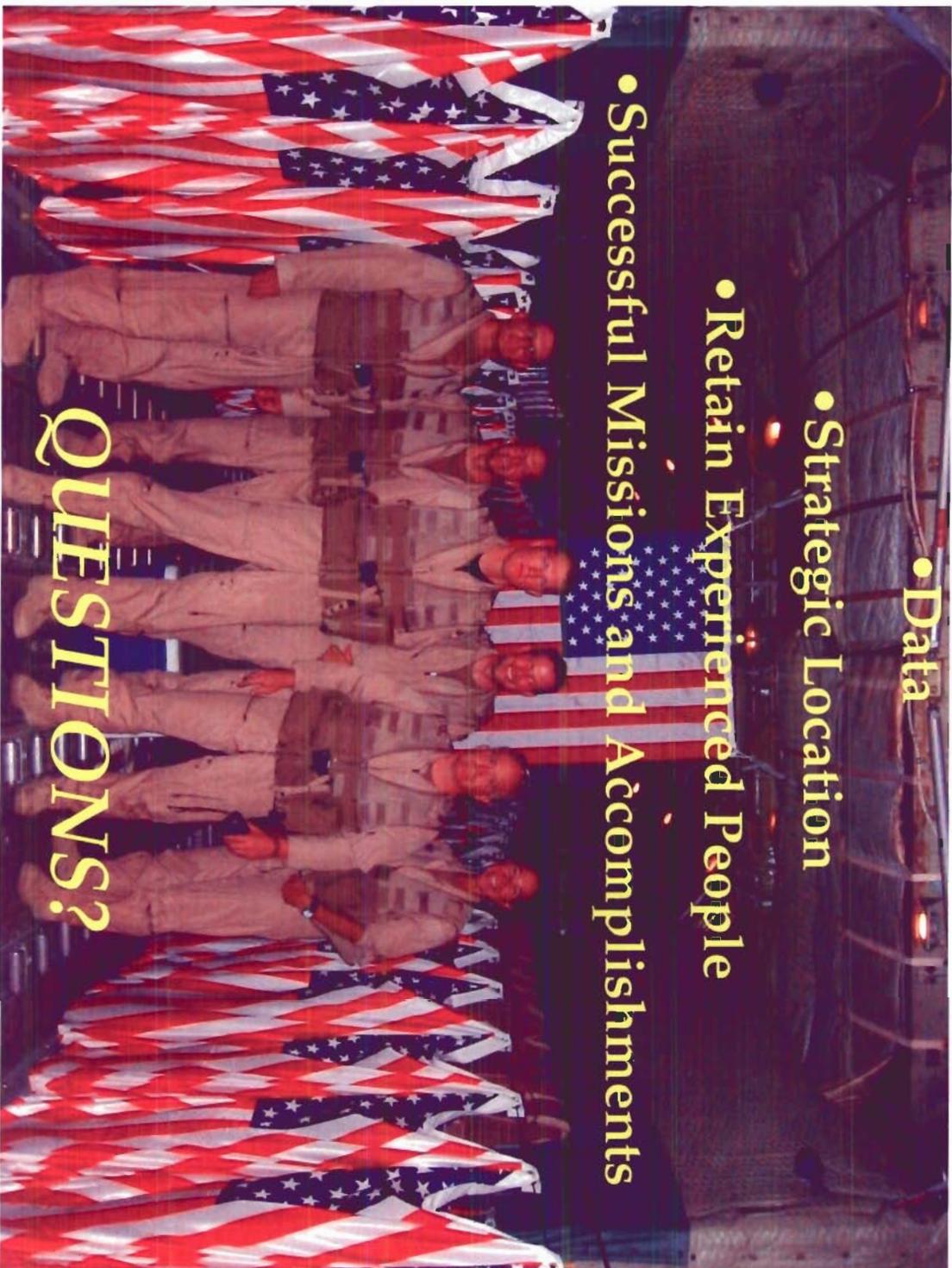
OPERATION IRAQI FREEDOM

*Maintenance Deployed 200 members to SWA - July 03
MC Rate exceeded same AND newer aircraft!*





913th AIRLIFT WING



- Data
- Strategic Location
- Retain Experienced People
- Successful Missions and Accomplishments

QUESTIONS?



United States Air Force Reserve

Biography

Public Affairs Office

913th Airlift Wing, Willow Grove Air Reserve Station, PA 19090-5203

Telephone: (215) 443-1062

COLONEL STEVEN J. CHAPMAN



Colonel Steven Chapman is the commander of the 913th Wing, Air Force Reserve Command, Willow Grove Air Reserve Station, Pennsylvania. The mission of the Wing is the tactical delivery of people, equipment, and supplies to the battlefield. As Commander of this C-130 Airlift Wing, Colonel Chapman is responsible for training and equipping more than 1100 reservists. Moreover, he is the civilian leader to about 340 civil service employees.

Colonel Chapman began his military career in May 1979 as an enlisted member of the U.S. Marine Corps Reserve. He was commissioned in the Air Force Reserve in July 1984 following completion of the Academy of Military Science.

EDUCATION:

- 1983 Bachelor of Science Degree in criminology, University of Minnesota, Duluth, Minnesota.
- 1994 Squadron Officers School by correspondence
- 1997 Air Command and Staff College by seminar
- 2002 National War College, Washington D.C., in residence

ASSIGNMENTS:

1. July 1984-August 1985, student, undergraduate pilot training, Reese Air Force Base, Texas.
2. August 1985-November 1986, student pilot, C-130 upgrade training, Little Rock Air Force Base, Arkansas.
3. November 1986-November 1988, C-130 pilot, 96th Tactical Airlift Squadron, Minneapolis-St. Paul International Airport Reserve Station, Minnesota.
4. November 1988-November 1993, squadron flight examiner pilot, 96th Tactical Airlift Squadron, Minneapolis-St. Paul International Airport Reserve Station, Minnesota.
5. November 1993-October 1994, Chief of Standardization Evaluation, 934th Operations Group, Minneapolis-St. Paul International Airport Air Reserve Station, Minnesota.
6. July 1995-September 2000, Operations Officer, 96th Airlift Squadron, Minneapolis-St. Paul International Airport Air Reserve Station, Minnesota.
7. September 2000-June 2001, Deputy Commander, 934th Operations Group, Minneapolis-St. Paul International Airport Air Reserve Station, Minnesota.
8. June 2001-June 2004, Commander, 910th Operations Group, Youngstown/Warren Regional Airport, Air Reserve Station, Ohio.
9. June 2004-Present, Commander, 913th Airlift Wing, Willow Grove Air Reserve Station, Willow Grove, Pennsylvania.



FACT SHEET

U.S. Air Force Fact Sheet

AIR FORCE RESERVE COMMAND

The Air Force Reserve Command, with headquarters at Robins Air Force Base, Ga., became the ninth major command of the Air Force on Feb. 17, 1997, as a result of Title XII - Reserve Forces Revitalization - in Public Law 104-201, the National Defense Authorization Act of Fiscal Year 1997. Before this act, the Air Force Reserve was a field operating agency of the Air Force established on April 14, 1948.



Mission

The Air Force Reserve Command supports the Air Force mission to defend the United States through control and exploitation of air and space by supporting Global Engagement. The AFRC plays an integral role in the day-to-day Air Force mission and is not a force held in reserve for possible war or contingency operations.

Resources

AFRC has 35 flying wings equipped with their own aircraft and nine associate units that share aircraft with an active-duty unit. Four space operations squadrons share satellite control mission with the active force. There also are more than 620 mission support units in the AFRC, equipped and trained to provide a wide range of services, including medical and aeromedical evacuation, aerial port, civil engineer, security force, intelligence, communications, mobility support, logistics and transportation operations among others.

The AFRC has 447 aircraft assigned to it. The inventory includes the latest, most capable models of the F-16 Fighting Falcon, O/A-10 Thunderbolt II, C-5 Galaxy, C-141 Starlifter, C-130 Hercules, MC-130 Combat Talon I, HC-130, WC-130, KC-135 Stratotanker, B-52 Stratofortress and HH-60 Pave Hawk helicopter. On any given day, 99 percent of these aircraft are mission ready and able to deploy within 72 hours. These aircraft and support personnel are gained by Air Combat Command, Air Mobility Command and Air Force Special Operations Command if mobilized. The aircraft and their crews are immediately deployable without need for additional training.

Organization

Office of the Air Force Reserve

The Office of Air Force Reserve, located in the Pentagon, Washington, D.C., is headed by the chief of Air Force Reserve, a Reserve lieutenant general, who is the principal adviser to the chief of staff of the Air Force for all Reserve matters. Consistent with Air Force policy, the chief of Air Force Reserve establishes Reserve policy and initiates plans and programs. In addition to being a senior member of the Air Staff, he is also commander of the Air Force Reserve Command.

Headquarters Air Force Reserve Command

Headquarters AFRC supervises the unit training program, provides logistics support, reviews unit training and ensures combat readiness. Within the headquarters element are directorates

Unit Training Program

More than 60,100 reservists are assigned to specific Reserve units. These are the people who are obligated to report for duty one weekend each month and two weeks of annual training a year. Most work many additional days. Reserve aircrews, for example, average more than 100 duty days a year, often flying in support of national objectives at home and around the world.

Air reserve technicians (ART) are a special group of reservists who work as civil service employees during the week in the same jobs they hold as reservists on drill weekends. ARTs are the full-time backbone of the unit training program, providing day-to-day leadership, administrative and logistical support, and operational continuity for their units. More than 9,500 reservists, more than 15 percent of the force, are ARTs.

IMA Training Program

The IMA training program is made up of approximately 13,144 individual mobilization augmentees. IMAs are assigned to active-duty units in specific wartime positions and train on an individual basis. Their mission is to augment active-duty manning by filling wartime surge requirements. IMAs were used extensively during operations Desert Storm and Iraqi Freedom and can be found in nearly every career field.

Reserve Associate Program

The AFRC Associate Program provides trained crews and maintenance personnel for active-duty owned aircraft and space operations. This unique program pairs a Reserve unit with an active-duty unit to share a single set of aircraft. The result is a more cost-effective way to meet increasing mission requirements. Associate aircrews fly C-5 Galaxies, C-141 Starlifters, C-17 Globemaster IIIs, KC-10 Extenders, KC-135 Stratotanker, T-1 Jayhawks, T-37 Tweets, T-38 Talons, F-16 Fighting Falcons, MC-130P Combat Shadows and MC-130 Talon I (Reserve Associate Unit), and E-3 Sentry Airborne Warning and Control System aircraft. Space Operations associate units operate Defense Meteorological, Defense Support Program and Global Positioning System satellites.

Real-World Missions

Air Force reservists are on duty today around the world carrying out the Air Force vision of global vigilance, reach and power. A proven and respected combat force, AFRC also is quick to lend a helping hand. Humanitarian relief missions may involve anything from repairing roads and schools in a small village in Central America, to airlifting badly needed supplies into a devastated area to rescuing the victims of nature's worst disasters.

At the request of local, state or federal agencies, AFRC conducts aerial spray missions using specially equipped C-130s. With the only fixed-wing capability in the Department of Defense, these missions range from spraying pesticides to control insects to spraying compounds used in the control of oil spills. Other specially equipped C-130s check the spread of forest fires by dropping fire retardant chemicals. Real-world missions also include weather reconnaissance, rescue, international missions in support of U.S. Southern Command and aeromedical evacuation.

The AFRC also takes an active role in the nation's counternarcotics effort. Reservists offer a cost-effective way to provide specialized training, airlift, analysis and other unique capabilities to local, state and federal law enforcement officials.

Point of Contact

Air Force Reserve Command, Office of Public Affairs, 255 Richard Ray Blvd., Robins AFB, GA 31098-1637; DSN 497-1751 or (478) 327-1751.

September 2004



FACT SHEET

United States Air Force Reserve

Office of Public Affairs

913th Airlift Wing, Willow Grove ARS, PA 19090-5203

215-443-1062

Willow Grove Air Reserve Station

Unit: 913th Airlift Wing, Willow Grove Air Reserve Station, Pennsylvania (unit-equipped)

Mission: The mission of the 913th Airlift Wing is to train and equip reservists to perform the combat mission of aerial resupply. The mission includes delivering people, equipment and supplies to the tactical battlefield using the C-130 Hercules cargo plane. The Wing also provides aero-medical transport. The 913th Airlift Wing supports joint service and multi-national airlift missions both in the United States and around the world.

Parent Unit: 22nd Air Force

Commander's Name: Colonel Steven J. Chapman

Subordinate Units: 913th Airlift Wing Headquarters, 913th Operations Group, 327th Airlift Squadron, 913th Operations Support Flight, 913th Maintenance Group, 913th Maintenance Squadron, 913th Aircraft Maintenance Squadron, 913th Maintenance Operations Flight, 913th Mission Support Group, 913th Mission Support Squadron, 913th Security Forces Squadron, 913th Logistics Readiness Squadron, 913th Services Flight, 913th Contracting Flight, 913th Civil Engineering Squadron, 31st Aerial Port Squadron, 913th Medical Squadron, 913th Communications Flight, 913th Military Personnel Flight, and 913th Readiness Flight. The 913th AW is also host to the 111th Fighter Wing and supplies support to the 92nd Aerial Port Squadron, Wyoming Valley, Pennsylvania (geographically separated unit.)

Gaining Command: Air Mobility Command (AMC)

Type of Aircraft Flown: C-130E Hercules

Major Operations/Exercises/Deployments: The 913th actively supports the joint service, Air Force and Air Force Reserve missions. The wing performs multiple joint service missions airlifting active duty and reserve personnel and equipment throughout the United States and the world. Members of the 913th Airlift Wing have been supporting Operation Noble Eagle/Operation Enduring Freedom since 9/11. In January 2004, the Air Force mobilized and deployed approximately 25 members of the 31st Aerial Port Squadron in support of Operation Enduring Freedom. They were mobilized for one year and most were released from active duty December 2004. In 2003, over 300 members of the wing were activated in February for Operation Nobel Eagle. Between July and December 2003, approximately 200 activated reservists deployed to the Persian Gulf for Operation Enduring Freedom. The wing provided US Central Command with tactical airlift in the region. In January 2002, the 327th AS conducted 76 Alpha and Bravo Alerts and the 913th MXS stood 22 alerts. During 2002, the Wing also participated in Coronet Oak (February – March 2002 and December 2002); Palmetto Ghost (April 2002) – a joint service mission; Maple Flag (June 2002) - international exercise conducted in Canada; and Operation Market Garden (September 2002) – dropped British paratroopers over Europe in a WWII commemoration. The 913th Security Forces Squadron was activated after 9/11 and many members served a second year on active duty. The 913th SFS has deployed over 100 members to seven stateside, European, and southwest Asian bases throughout the year in support of ONE/OEF. The 31st and 92nd Aerial Port Squadrons

15 Aug 2005

Inquiry Response

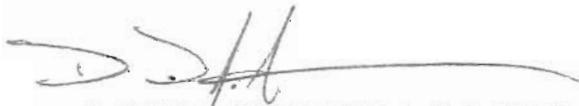
Re: BI-0238 (CT-0933)

Requester: Frank Cirillo, Director, Review & Analysis

Question: What happens to the 8 C-130's assigned to the 913th Airlift Wing at Willow Grove and what happens to the Wing itself as the Wing is not identified by name in the DoD recommendation (DoN -21)?

Answer: If the recommendation to close NAS Willow Grove is approved, the eight C-130E aircraft assigned to the 913th Airlift Wing at NAS Willow Grove will retire as part of the C-130 fleet consolidation. The 913th's Wing flag and associated expeditionary combat support personnel will move to Eglin AFB, Florida. Operations and Maintenance personnel originally assigned to the 913th will be used to bolster the crew ratio at other AFRC locations and support future emerging mission requirements.

Approved



DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division

NAS JRB Willow Grove

Final Document Submission
To the
Defense Base Closure
And Realignment Commission

17 August 2005

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TAB A	DRAFT Recommendations (Alternatives)
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TAB E	Supplemental Material on Homeland Security
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TAB G	Cost Savings
TAB H	Data Certification for Econsult

The purpose of this document submission is to supplement materials presented to the Commission at the July 5, 2005 visit to Willow Grove, at the July 7 regional hearing and at the August 1, 2005 meeting with BRAC staff. Materials submitted herewith and with prior submissions on behalf of Willow Grove are certified to contain data that is true and correct to the best of the providers' knowledge, information and belief.



***NAS JRB
Willow Grove***

TAB A

17 August 2005



DRAFT RECOMMENDATIONS FOR NAS JRB WILLOW GROVE

This draft assumes that the 2005 BRAC Commission Report will be in much the same format as 1995 Report. The alternatives are arrayed in order of preference. The submission of alternative wording does not diminish the conviction of the providers that the substantial deviations from the final criteria and the overall joint nature of NAS JRB Willow Grove fully justify the selection of Alternative One (Preferred Option).

ALTERNATIVE 1 (Preferred Option):

Commission Recommendation

The Commission finds that the Secretary of Defense deviated substantially from final criteria 1, 2 and 3. Therefore the Commission recommends the following: NAS JRB Willow Grove (and Willow Grove ARS) will remain open. The Commission finds this recommendation is consistent with the force structure plan and final criteria.

ALTERNATIVE 2

Commission Recommendation

The Commission finds that the Secretary of Defense deviated substantially from final criteria 1, 2 and 3. Therefore the Commission recommends the following: Realign NAS JRB Willow Grove by relocating VR-52/64 and associated facilities to McGuire AFB, Cookstown, NJ. Relocate the minimum amount of manpower and equipment to support intermediate maintenance workload and capacity for Tire and Wheel, non-destructive inspections and Aviation Life Support System equipment to McGuire AFB. Relocate intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Fabrication and Manufacturing and Support Equipment to Fleet Readiness Center East, Marine Corps Air Station, Cherry Point, NC. Maintain MAG-49 at Willow Grove, and realign Cambria Regional Airport, Johnstown, PA, by relocating Marine Light Attack Helicopter Squadron 775, Detachment A, to include all required personnel, equipment and support to Willow Grove. Retain all Army Reserve units presently stationed at Willow Grove and relocate other Army Reserve units to Willow Grove at a new Armed Forces Reserve Center with a new organizational maintenance facility. In consultation with the Pennsylvania Army National Guard, relocate units and subordinate headquarters of the Pennsylvania Army National Guard 56th Stryker Brigade to Willow Grove. Maintain military flying operations at Willow Grove under the aegis of the Willow Grove Air Reserve Station. Retain the Willow Grove Air Reserve Station and the 111th Fighter Wing and 913th Airlift Wing and associated units. The Commission finds this recommendation is consistent with the force structure plan and final criteria.

ALTERNATIVE 3

Commission Recommendation

The Commission finds that the Secretary of Defense deviated substantially from final criteria 1, 2 and 3. Therefore the Commission recommends the following: Realign NAS JRB Willow Grove by relocating VR-52/64 and MAG-49 and associated facilities to McGuire AFB, Cookstown, NJ. Relocate the minimum amount of manpower and equipment to support intermediate maintenance workload and capacity for Tire and Wheel, non-destructive inspections and Aviation Life Support System equipment to McGuire AFB. Relocate intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Fabrication and Manufacturing and Support Equipment to Fleet Readiness Center East, Marine Corps Air Station, Cherry Point, NC. Realign Cambria Regional Airport, Johnstown, PA, by relocating Marine Light Attack Helicopter Squadron 775, Detachment A, to include all required personnel, equipment and support to McGuire AFB. Retain all Army Reserve units presently stationed at Willow Grove and relocate other Army Reserve units to Willow Grove at a new Armed Forces Reserve Center with a new organizational maintenance facility. In consultation with the Pennsylvania Army National Guard, relocate units and subordinate headquarters of the Pennsylvania Army National Guard 56th Stryker Brigade to Willow Grove. Maintain military flying operations at Willow Grove under the aegis of the Willow Grove Air Reserve Station. Retain the Willow Grove Air Reserve Station and the 111th Fighter Wing and 913th Airlift Wing and associated units. The Commission finds this recommendation is consistent with the force structure plan and final criteria.

ALTERNATIVE 4

Commission Recommendation

The Commission finds that the Secretary of Defense deviated substantially from final criteria 1, 2 and 3. Therefore the Commission recommends the following: Realign NAS JRB Willow Grove by relocating VR-52/64 and MAG-49 and associated facilities to McGuire AFB, Cookstown, NJ. Relocate the minimum amount of manpower and equipment to support intermediate maintenance workload and capacity for Tire and Wheel, non-destructive inspections and Aviation Life Support System equipment to McGuire AFB. Relocate intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Fabrication and Manufacturing and Support Equipment to Fleet Readiness Center East, Marine Corps Air Station, Cherry Point, NC. Realign Cambria Regional Airport, Johnstown, PA, by relocating Marine Light Attack Helicopter Squadron 775, Detachment A, to include all required personnel, equipment and support to McGuire AFB. Retain all Army Reserve units presently stationed at Willow Grove and relocate other Army Reserve units to Willow Grove at a new Armed Forces Reserve Center with a new organizational maintenance facility. In consultation with the Pennsylvania Army National Guard, relocate units and subordinate headquarters of the Pennsylvania Army National Guard 56th Stryker Brigade to Willow Grove. Maintain military flying operations at Willow Grove under the aegis of the Willow Grove Air Reserve Station with future consideration of establishing a joint military/civilian airport at this site. Retain the Willow Grove Air Reserve Station and the 111th Fighter Wing and 913th Airlift Wing and associated units. The Commission finds this recommendation is consistent with the force structure plan and final criteria.

NAS JRB Willow Grove

TAB B

17 August 2005



Point Paper on Air National Guard Issues

Issue: The Adjutants General Association of the United States (AGAUS) and individual governors and adjutants general have strenuously objected to the Air Force recommendations with regard to Air National Guard units. In Pennsylvania, these objections have focused on the 111th Fighter Wing, Willow Grove Air Reserve Station, and has resulted in litigation in Pennsylvania (Rendell et al v. Rumsfeld, Civ. Act. No. 2:05-cv-3563) and elsewhere.

Background: The Air Force plan for the Air National Guard has impacts on 73 Air Guard units. But this huge loss of capacity accounts for only five percent of the BRAC-related savings estimated by the Air Force. Five states will lose all flying missions. Twenty-three locations become enclaves where flying units are disbanded and aircraft moved to other locations leaving small pockets of support personnel behind. Nearly 17,000 of the most experienced flying and maintenance people in the Air Force will face relocation decisions.

Hearing: At Defense Base Closure and Realignment Commission hearing on August 11, 2005 in Washington, some of the Commissioners expressed disappointment that the Adjutants General and the Air Force had not reached agreement on a plan for the future of the Air National Guard. In response to comments made at the hearing, the Adjutant General of Pennsylvania, Major General Jessica L. Wright, sent a letter to Chairman Principi, which is attached to this document.

Way-Ahead: We believe the BRAC Commission has a unique opportunity to make law put the process of transformation of the Air National Guard back on track and act as a positive influence to encourage the Air Force and Air National Guard to reach a solution through collaboration, consultation and cooperation. The Commission should seize this opportunity to fix the Air Force FTF problem. They can do this by voting down all of the DoD BRAC recommendations that apply to the ANG. And, then adding language, which will become law, requiring the new SECAF and the new CSAF to collaborate and consult with the ANG, the Governors, and affected members of Congress about Future Total Force transformation of the Air Force. The Commission should require frequent and regular progress reports to the House and Senate Armed Services Committees on established goals and intermediate milestones demonstrating progress. This kind of collaboration is possible, but by design, not easy. But, it is certainly feasible, as shown by the Army National Guard's approach to transformation of its units.



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF MILITARY AND VETERANS AFFAIRS
THE ADJUTANT GENERAL
BUILDING S-0-47
FORT INDIANTOWN GAP
ANNVILLE, PENNSYLVANIA 17003-5002

August 15, 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Chairman Principi:

At your August 11, 2005 hearing on Air National Guard issues, a number of matters were discussed that warrant comment. As the Adjutant General of the only state with an Air National Guard unit slated for "deactivation" under the DoD BRAC report, I believe it's important to reinforce some of the points made by the representatives of the Adjutants General Association and to refute some of the comments made by the Air Force representatives.

First off, I want to again thank you, your fellow Commissioners and your fine staff for your service in undertaking the daunting task of reviewing and making decisions on the DoD BRAC recommendations. I appreciate your efforts to obtain additional input on Air National Guard issues and to try to reach an outcome that will take account of state and federal concerns. I believe Generals Lempke, Valvala, Maguire and Haugen did an outstanding job of describing how the DoD and Air Force recommendations will damage the very military values that this BRAC round was supposed to support.

The reason for the "firestorm" of controversy that Admiral Gehman described is clear: It is not that the Air Force "messed with" the Guard; it is that the Air Force messed up the process, the analyses and the results. While giving lip service to maintaining the Air National Guard as full partner in the Total Force, they showed a lack of respect and understanding for the federalism that underlies the roles and missions of the National Guard.

In his briefing to your Commission and in answers to your questions, Major General Gary Heckman of AF/XP gave a carefully worded account of the Air Force's interaction with the National Guard Bureau and the Adjutants General on plans for Air National Guard units. General Heckman's remarks certainly illustrate the problem with the Air Force approach to, and understanding of, Guard-related issues. He said the Air Force briefed the TAGs on the "reasons for what we're doing along with the fundamental principles that founded our analysis." He said he interacted with the Air Directorate of the NGB more closely than he did with major commands. He even asserted that he went to the trouble to give the adjutants general, who are major (two-star) generals, the same briefings he gave four-star generals in the major commands and the Pentagon, as if this somehow met the requirements for coordination and cooperation with the Air Force's partners in the National Guard.

The Honorable Anthony J. Principi
August 15, 2005
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I was hoping that one of the Commissioners would have asked General Heckman what he told me and the other the adjutants general about plans for our specific ANG units, and when he told us. You know the answer: Nothing and never. Why didn't the Air Force do what the Army did and involve state officials in a cooperative dialogue about their plans?

Commissioner Newton asked the TAG panel why the BRAC Commission should give the Adjutants General more time to work with the Air Force on Future Total Force plans through the normal planning processes when they have already had two years and couldn't reach an agreement. It's true that the Air Force has been working on its BRAC plans for years, but the TAGs were not consulted or otherwise involved in BRAC-related decision-making by the Air Force at any time before May 13. This is not a case where the consultative process broke down; it's a case where the Air Force didn't even try. As Maj Gen Haugen from North Dakota observed at the hearing, the TAGs have an excellent record of working with the Air Force and accomplishing programmatic changes and unit movements through the regular planning and budgeting process. The reason to put this back on track is simple: It's the right way to deal with the kind of transformation proposed by the Air Force.

The Chief of the National Guard Bureau, LTG H. Steven Blum, called on the Commission to adopt the DoD recommendations as submitted and then let him fix them and address the states' concerns. General Blum is no doubt in a difficult situation: He recognizes the Air Force recommendations have to be changed, and he urges flexibility to do so. As Chief of the National Guard Bureau, he is under pressure to comply with the DoD positions. The way to accomplish the goals described by General Blum is for the Commission to reject the DoD recommendations for the ANG and put this process back on the right track involving future total force planning in a coordinated manner. This is the best way to give LTG Blum, the Air Force and the TAGs and governors, the chance to work together effectively.

Homeland defense and homeland security are issues of great importance to Pennsylvania, to our nation as a whole and to your Commission. The Air Force representatives said the enclaves of expeditionary combat support forces left at some ANG flying installations in the BRAC recommendations helped meet the governors' needs for homeland defense and homeland security. I would ask how they made this needs assessment and which governors and adjutants general were consulted. As General Valvala pointed out, the enclave concept came as complete surprise to the adjutants general when it was announced on May 13. The enclave concept seems ill-defined. The Air Force panel said it would leave security police, firefighters, medics, engineers and others behind in non-flying units to support the governors, but, as was pointed out, some of these functions, like firefighters, only exist at units with flying operations.

I note that the Air Force apparently concluded that southeastern Pennsylvania doesn't need the enclaved homeland security forces they see as supporting the needs of the governors since only the small 270th EIS is kept at this key strategic location in the Philadelphia suburbs. Needless to say, the Air Force never asked me or Governor Rendell what ANG forces we would like in this area to address these urgent needs. We would have told them that we need to

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Page 3

maintain military flying operations in this key location with a well-trained, ready and reliable National Guard force to respond to both state and federal contingencies.

Finally, Secretary Dominguez addressed General Blum's call for a flying unit in every state with the astonishing observation that there is a flying wing in every state and it's called the Civil Air Patrol. Secretary Dominguez went to some pains to insist he wasn't saying the CAP had the capabilities of the Air National Guard. But the fact that he would even draw this comparison shows just how far the Air Force is willing to go to try to justify their unsupportable recommendations for programmatic changes to ANG units.

The CAP, an auxiliary of the Air Force, is a great organization whose volunteers perform valuable service flying small, single-engine, low capacity aircraft in search and rescue, reconnaissance and similar low-intensity missions. Pennsylvania provides more financial support to the CAP than all but one or two other states, but the CAP does not function under state command and control, as does the National Guard. Its volunteers, nearly half of whom are youth, are neither trained nor equipped to respond to the kinds of contingencies we face. Finally, I should note that DoD will close a CAP operating location in Southeastern Pennsylvania if you approve the recommendation to close NAS JRB Willow Grove.

Thank you again for holding the hearing on August 11. I know that some of the Commissioners expressed disappointment or frustration that the Adjutants General and the Air Force had not come to a solution. It is grossly unfair to blame the TAGs and the states for this situation or to expect the TAGs to produce in a period of weeks a substitute for the plan the Air Force has developed, without consultation or coordination, over a period of years. The Air Force told you that, "in prior rounds of BRAC, National Guard leaders could not bring themselves to embrace the needed change," but that "this time, that courage is evident." In my view, real courage is evident in the adjutants general and governors who have stood up to DoD and sought to get this process back on the right track. I know that it will take courage and foresight for the Commission to vote down the DoD recommendations for the Air National Guard, and I urge you to do so.

Sincerely,


JESSICA L. WRIGHT
Major General, PAARNG
The Adjutant General

NAS JRB Willow Grove

TAB C

17 August 2005



Point Paper on Navy Analysis of NAS JRB Willow Grove

Issue: Navy Evaluation of N0084 (Close NAS JRB Willow Grove) was based on assumptions – not clear joint analysis. The decision was based on subjective military judgment rather than accurate military value. AFRES, ANG, Army Reserve, and other Federal Agencies were not considered by Navy.

1. NAS JRB Willow Grove appears to have been analyzed jointly only by the Joint Service Group – Education and Training (specialized Skill Training Subgroup). However, the group only compared Navy activity data – not the entire spectrum of the base which includes Army Reserve, AF Reserve, AF Guard, and USMC Reserve, along with other federal agencies.¹
 - a. In this subgroup – NAS JRB Willow Grove was the only Reserve Base considered.
2. According to DON deliberations, Intermediate Maintenance Activities, when NAS JRB Willow Grove was considered within Navy in the Maintenance area – Intermediate Aircraft Maintenance (AIMD) – Aircraft Components area;²
 - a. NAS JRB Willow Grove – did score a total of **15th** out of 184 examined by this group.
 - b. Navy was considered separately than the Willow Grove Air Force maintenance capabilities.
 - c. NAS Willow Grove and Willow Grove AFR scored higher than McGuire AFB in the AIMD areas
 - d. Of five Navy Reserve facilities scored – NAS Willow Grove scored higher than the other five facilities in all areas examined except one. And, in final scoring – NAS JRB Willow Grove scored higher than all but one Navy reserve facility.
3. It is difficult to find objective Homeland Defense and Support to Civil Authorities data; therefore it appears three critical assets were overlooked or not considered. With emerging NORTHCOM and DoD requirements, the strategic local of NAS JRB Willow Grove, it is hard to see how the importance of these Navy assets were overlooked. (Additionally, the AF Reserve and AF Guard assets were not considered).
 - a. USNR VR (transport) assets: Two highly manned, combat tested squadrons were not considered as assets for HLD & Support to Civil Authorities. Both units over 90% manned.
 - i. Master C-130 JRB facility. Since there are 3 transport units currently assigned to NAS JRB Willow Grove, and the base does have a superior IMD department (by Navy's own standard), then it does appear that a future – master C-130 base (Joint Base) should have been considered.

¹ JCG Section 4, Education & Training, Vol VI, page 9

² DoN Deliberative Documents, page 1-28

- b. USNR VP (patrol & reconnaissance) assets: This squadron was not considered for critical emerging and future capabilities for National Maritime Strategy, although the JRB Base and the squadron is the closest asset to the National Capitol Region for several HLD & Support to Civil Authorities missions. The unit is 100% manned.
 - c. USMCR Helicopter heavy lift. Along with the Marine Wing Support Services, the Marine Corp heavy lift capabilities would be critical during support to Civil Authorities in response to/or execution of Homeland Defense request by DoD for support to Civil Authorities
4. NAS JRB Willow Grove is an experienced surge, mobilization, and contingency operation asset for Reserve and Guard forces. McGuire AFB does not appear to have this Reserve and Guard mobilization experience.
 5. DoN has suggested disestablishing VP-66 (Patrol & Reconnaissance Squadron). VP-66 is fully manned, combat ready and fully tested in any operational mission. This disestablishment appears to be in concert with BRAC recommendations, which is force structure shaping vice excess capacity analysis. VP-66 is one third the cost of any active duty patrol squadron.
 6. NAS JRB Willow Grove is strategically located; less than 30 minutes flight time to National Capitol Region and closer to NY area. It has easy access to major recruiting markets. The 4,500 Guardsman and Reservist will most likely not move to new sites due to additional transportation requirements.
 7. The Navy has recognized NAS JRB Willow Grove by, among other things, awarding it a major safety award (see attached).

Certification:

This point paper contains data from DoD documents and other public sources. It is certified to a true and accurate representation of such data to the best of the knowledge, information and belief of the preparers.

NAS JRB Willow Grove Claims Top Reserve Safety Ashore Prize

Story Number: NNS030213-10

Release Date: 2/13/2003 2:05:00 PM

By Senior Chief Journalist (SW) Doug Hummel, Naval Air Station Joint Reserve Base Willow Grove Public Affairs

NAVAL AIR STATION JOINT RESERVE BASE WILLOW GROVE, Pa. (NNS) -- "Making sure that safety is in everybody's toolbox every day is the only way to ensure that the base's safety program is a success."

That's the feeling of Dennis Bing, who has been the base's occupational safety and health manager for the past 15 years.

"Safety is everyone's job" is the attitude station personnel adopted, and that was a big contributing factor to Naval Air Station Joint Reserve Base (NAS JRB) Willow Grove winning the Commander, Naval Reserve Forces Command FY2002 Activity Award for Achievement in Safety Ashore, according to Bing and Cmdr. James L. Bounds, the base's safety officer.

Stressing the use of the Navy's Operational Risk Management Process when looking at any and every safety issue was key to getting the entire station aboard with the safety program, said Bounds. That message was re-enforced during monthly meetings with the Enlisted Supervisors Safety Council, a group of frontline civilian and military supervisors who took the message back to their work centers and made it work.

"Everyone who works on this base should have their name on this award, because they are the ones who won this for the base," said Bounds. "The leadership of the air station got the ball rolling by really embracing the program, and they set the tone for all hands to follow."

Among the list of yearly safety accomplishments racked up by Willow Grove, the one Bounds is most proud of was the base's safety fair.

"That event put dealing with solutions to safety situations into the hands of the people who work here," said Bounds about the first-time event. "People from around the base put on their 'safety hats' and presented safety tips to their co-workers on topics that impact their safety at work and in day-to-day life."

Other highlights included: the lowest workman's compensation costs and mishap rates in the claimancy; a score of 78 on the Naval Inspector General Oversight Inspection, which is the fourth highest score to date in the Navy; inspections of 206 buildings and the base's housing facilities; developing a Weapons of Mass Destruction Rapid Action plan, serving as a model for the Reserve Force; and the establishment of the first Disaster Preparedness Organization within the Reserves.

"Everyone has to have a part in safety," said Bing. "We have to protect ourselves. It's not just up to the safety officer, the senior enlisted or the department's safety petty officer to protect everybody that works for them. You have to have an interest and an investment in safety to make sure you, your shipmate or your co-worker are working in a hazard-free work environment."

NAS JRB Willow Grove will now go forward to represent the Reserve shore commands and compete for the FY2002 Secretary of the Navy Activity Award for Achievement in Safety Ashore.

For related news, visit the Naval Air Station Joint Reserve Base Willow Grove, Pa. Navy NewsStand page at www.news.navy.mil/local/nasjrbdwg.

[E-mail this story to a friend](#) | [Send a comment about this story](#)

NAS JRB Willow Grove

TAB D

17 August 2005



Supplemental Point Paper Jointness

Statement of the Problem: Not only were there substantial evaluation errors related to the joint nature of NAS JRB Willow Grove, the DoD recommendations for this installation completely failed to recognize the joint opportunities that Willow Grove provides today and can provide in the future.

Purpose: The DoD recommendations for NAS JRB Willow Grove deviate substantially from this criterion in several significant ways. The point paper submitted on 1 August describes many aspects of the joint operations at Willow Grove and emphasizes the point that it has taken ten years to get where we are today. The purpose of this supplemental point paper is to describe one very recent example of a joint exercise involving elements from Willow Grove. This also reinforces the huge importance of proximity to training ranges.

Joint Basing: In his 3 August 2005, CSAF Sight Picture¹, General John P. Jumper, Chief of the Staff of the United States Air Force, observed:

Modern warfare is Joint warfare. In addition to saving scarce funds, this move to Joint Basing will allow us to build closer relationships and forge stronger ties between services. We will not only train as we fight, we will live as we fight.

General Jumper recognized, correctly, that “establishing joint bases will take time.” As noted above, it has taken ten years for Willow Grove to progress to the point it has reached today. It makes no sense to throw out these years of experience and success in building the joint relationships that form the foundation of a successful joint base.

Despite the fact that Willow Grove should already be considered a Joint Center of Excellence, the Department of the Navy, which made the effective recommendation to close Willow Grove, did not evaluate NAS JRB Willow Grove jointly and assign a joint military value. In fact, a joint analysis for NAS JRB Willow Grove as a total force structure is not provided and can not be found. Taking this point a step further, it is clear that the Willow Grove installation was, if anything, penalized for being joint in the military value evaluations of the separate services. No joint process procedures can be found that assigns joint military value to a facility. This is a serious and substantial deviation from the final selection criteria.

Joint Training: On 3 August 2005, the elements of the Pennsylvania National Guard and other components exercised a significant joint training exercise at Fort Indiantown Gap. This illustrates the potential for joint training as well as the importance of the proximity to training locations:

Paxton Lightning Live Fire Joint Close Air Support Exercise

- Recently the Pennsylvania National Guard planned, rehearsed and executed a one-day joint live fire exercise (LFX) that included ground and air elements from the Pennsylvania Army and Air National Guards.

¹ http://www.af.mil/media/viewpoints/csaf_joint_basing.html. A copy of the text of the CSAF Sight Picture is attached.

- The primary participants were:
 - 2-112 Infantry Battalion (PAARNG) assigned to the Stryker Brigade (SBCT)
 - 103 Fighter Squadron, 111th FW, from NAS JRB Willow Grove.
- Active duty SBCTs 1,2, &3 have all identified the importance of joint air/ground integration. Previous Pa National Guard LFX's identified joint planning and execution as essential.
- The objective was to develop the most realistic joint training exercise with available resources executing all tasks trained throughout the training period.
 - The Operation Iraqi Freedom scenario was set to simulate Anti Iraqi Forces (AIF) arrayed against Coalition Forces.
 - The operation was to conduct patrols to destroy encountered AIF, gain actionable intelligence and reduce asymmetrical threat to forward operating base. Conduct roadblocks and convoy to deny AIF infiltration and counter Improvised Explosive Device (IED) operations. Conduct company size raid to deny AIF the ability to mass and/or exfiltrate.
- A key component was to plan, integrate, clear, manage, and assess employment of all lethal and non-lethal fires to include combat maneuver operations, direct and indirect fires (artillery/mortar), close air support (CAS), non-lethal CAS Show of Force, Information Operations (Commando Solo) and civil military operations.
- In summary this exercise served to greatly enhance joint maneuver warfare through the elimination of "stove-pipe" training.
 - Every level of command had to be integrated and focused on the decisive operation. It gets both air and army leaders out of their comfort zone and make them more agile and adaptive.
 - A summary of personnel, sorties, and munitions involved follows and demonstrates this training under the control of the Pa National Guard is only possible with the higher than normal 111FW A-10 sorties generated to cover the full scope of the exercise.

TOTAL AIR NATIONAL GUARD AIRMEN (all PaANG except where noted)

103FS	40 (Aircrew, Maintenance, Intel)
193SOS	20 (Aircrew, Maintenance, Intel)
193 DET1	10 (ALO, JTAC, ROMAD personnel <Battlefield Airmen> from Pa, NY, Ga* ANGs)
140 Wx Flt	3 (weather support to joint exercise)
* GaANG	JTAC preparation for deployment in support of OIF

TOTAL SORTIES: 13 (6 MSNS of 2 x A-10, 1 MSN of EC-130 Commando Solo)
 A-10 missions
 First 3 missions (6 sorties) performed Counter Mortar / Armed Recce /C4ISR function ISO force movement
 Expended 24 BDUs (practice bombs) and 200 rds 30mm
 Last 3 missions (6 sorties) were preplanned Close Air Support missions in support of assault operations
 Expended 24 BDUs, 800 rds 30 MM, 14 2.75 rockets
 EC 130J one psychological operation and counter IED mission
 Fort Indiantown Gap Range personnel fired 6 Smokey SAMS:
 5 as RPGs and 1 as an SA-7

TOTAL ARMY NATIONAL GUARD SOLDIERS

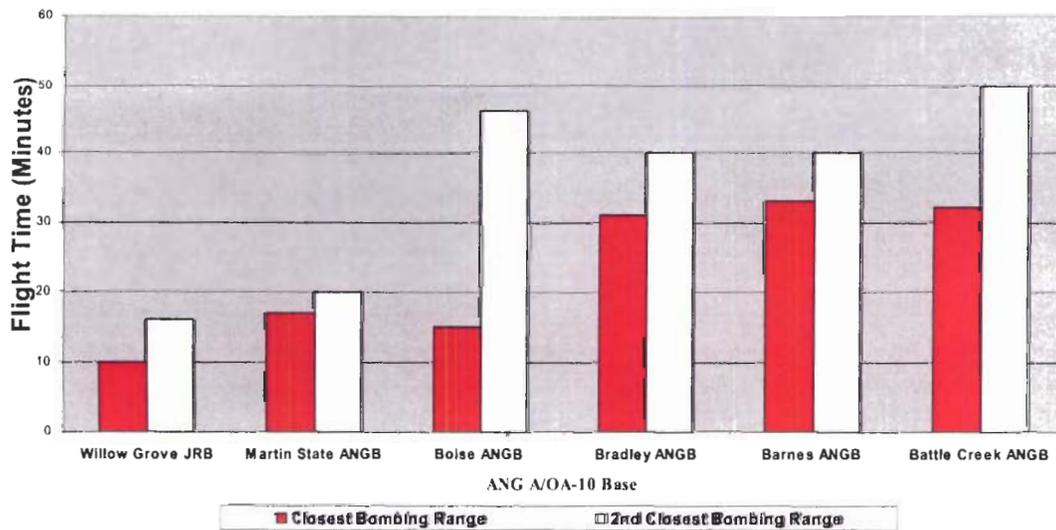
Bravo company 2-112 INF	92 (Infantry unit conducting raid on insurgent position)
Alpha Company 2-112 INF	74 (Infantry unit conducting security/blocking action)
1-108 FA	70 (Artillery Fire support)
BN HQS	112 (operational control including AF Air Liaison and Weather)
OPFOR	26 (opposing force to include demonstrators)

MUNITIONS EXPENDED

- 2-112 IN
 - 9280 rds 5.56 ball, 800 rds 7.72 ball, 20 rds, 20 rds 81mm mortar including WP marking rd
- 1-108 FA
 - 24 rounds 155mm artillery

Proximity to Joint Training Opportunities: One of the Air Force BRAC principles states that squadrons should be located within operationally efficient proximity to DoD-scheduled airspace, ranges, MOAs and low level routes. NAS JRB Willow Grove and Willow Grove ARS offer all these advantages. It is located in close proximity to the air to ground range at Fort Indiantown Gap where the 111th Fighter Wing routinely and regularly participates in joint training with the Army units it supports. In his testimony before the BRAC Commission on 11 August 2005, Major General Gary Heckman, AF-XP, said that "the location of the training mission was a huge consideration because most of the time that is what squadrons are doing particularly in the fighter world."² NAS JRB is located in close proximity to training ranges and this "huge consideration" was not given proper weight.

Willow Grove is Located in Closer Proximity to Training Ranges than other Bases:



² Uncertified Transcript, Hearing of Defense Base Closure and Realignment Commission, 1 p.m., 11 August 2005, pages 66-67.

Conclusion: It's abundantly clear that the Air Force and the Navy each did its own separate evaluation without accurately evaluating or assigning proper military value to the total joint base. The services and several Joint Cross Service Groups (JCSG) justify BRAC recommendations by creating or enhancing Joint Centers of Excellence (JCE) – however, there are no definitions or glossary references to what JCE is. Assumptions are made regarding joint military services, that they would understand and accept that DoD knows what a JCE is and would not merely collocate forces, personnel, and units under the guise of creating or enhancing JCE. In this case (NAS JRB Willow Grove including Willow Grove Air Reserve Station), has clear joint operations, maintenance, training, and synergies which were deconstructed at an existing accepted joint facility to merely co-locate functions at non-joint facilities. Thus, current and future operational readiness of the total force for joint warfighting, training, and readiness is seriously degraded by the action to close NAS JRB Willow Grove (which includes Willow Grove ARS), a serious and substantial deviation from the BRAC Criterion.



CHIEF's Sight Picture

3 August 2005

2005 Base Realignment and Closure (BRAC) -- Joint Basing

The Department of Defense recently released the largest BRAC proposal in our history, including the recommendation to close ten Air Force installations and realign 62 more. These changes maximize our warfighting capabilities, realign our infrastructure within the future defense strategy, eliminate excess physical capacity, and capitalize on opportunities for joint operations. They also include a concept called "joint basing" where two or more adjacent or nearby DoD installations are run by a designated service -- be it Army, Navy, or Air Force. By consolidating installation support services at conjoined or nearby bases under one Military Department, the Department of Defense hopes to save \$2.3B over 20 years.

Under this BRAC recommendation, the Air Force will become the lead installation support provider at six locations (Charleston AFB/Naval Weapons Station Charleston, Joint Base McGuire-Fort Dix, Joint Base Andrews-Naval Air Facility Washington, Joint Base Elmendorf-Fort Richardson, Lackland AFB / Randolph AFB / Fort Sam Houston, and Langley AFB / Fort Eustis.) The Air Force will be the supported service at one Army (Joint Base Lewis-McChord) and three Navy locations (Joint Base Pearl Harbor-Hickam, Navy Guam/Andersen AFB, and Joint Base Anacostia-Bolling-Naval Research Laboratory.)

Modern warfare is Joint warfare. In addition to saving scarce funds, this move to Joint Basing will allow us to build closer relationships and forge stronger ties between services. We will not only train as we fight, we will live as we fight.

The Air Force has a long and successful history of working toward common goals in a joint environment without compromising Air Force principles and the well being of our people -- joint basing will be no different. Our guiding precepts as we move forward with joint basing are:

- Maintain uncompromised warfighting capability, including expeditionary combat support forces
- Preserve our installations as fighting positions and training platforms for our expeditionary force
- Airmen will command Airmen -- our unity of command at home station will remain intact
- Airmen open and operate airfields -- airfields will be operated and maintained by Airmen
- Provide quality services at the best value

Establishing joint bases will take time. We are working with the Army and Navy to ensure that we

DCN: 11588

act smartly and are mindful of the lessons learned from past joint basing initiatives. The Office of the Secretary of Defense expects to establish the basic implementation policy by the end of this summer, with work on common standards and metrics continuing in the following months. Together, we will undertake pilot projects to explore how to best establish mutually acceptable joint basing agreements. However, until these projects are complete and BRAC is signed into law, it is premature to enter into any additional cooperative or inter-service joint basing agreements.

Joint basing will neither lower our standards nor compromise our warfighting capabilities. Combining capabilities and eliminating unnecessary duplication and redundancy will save scarce funds and result in more efficient installations from which we, and our sister services, will more effectively project combat power for our Nation.



NAS JRB Willow Grove

T A B L E

17 August 2005



Supplemental Point Paper

Home Land Defense and Homeland Security Issues

Statement of the Problem: DoD recommended closing NAS JRB Willow Grove despite the fact that it is a key defense asset in a strategic location in close proximity to Philadelphia, the Northeast Corridor, and the National Capitol Region. Its usefulness as a staging area for homeland defense and homeland security missions depends on the continued viability of flight operations at this site. Abandoning this asset in the face of homeland defense and homeland security threats and in light of the newly issued DoD Strategy for Homeland Defense and Civil Support¹ makes no sense. The DoD recommendation violates final section criterion # 2. In addition to the issues described in our previous submissions (July 7 and August 1), we submit the following

Issue:

Support for CERFP. Nationwide, there are twelve 120 member regional response teams (NGCERFP) to help civil authorities deal with CBRNE incidents. The Pa CERFP is one of two in FEMA Region III, the other in the West Virginia National Guard.

This Pennsylvania CERFP team will be heavily dependent on the Air Guard for victim extraction and medical services. The plan for our team is to have Air Guard firefighters a primary extraction personnel since it fits their training and the Air Guard portable field hospital as primary medical service, again matching up to their go to war equipment and skill sets. We recently sent our first contingent of firefighters for special training for this team with the intent to train cadres at all three wings. Deactivation of the 111FW eliminates 30 firefighters to support this mission and 1/3 of our statewide capability. Willow Grove is in a key strategic location, so it is probable that the impacts of this loss in Southeastern Pennsylvania will be even greater.

The DoD's recommendation to make major cuts in the Air National Guard nationwide and in Pennsylvania does not support the expanded roles and missions of the National Guard in the homeland security arena. The 120-member regional response units known as National Guard CBRNE Enhanced Response Force Package (NGCERFP) are heavily dependent on Air Guard Medical and Civil Engineers (firefighters). The deactivation of the 111FW is completely inconsistent with many of the precepts of DoD's own recently issued "Strategy for Homeland Defense and Civil Support.

Glossary:

CBRNE: Chemical, Biological, Radiological, Nuclear and Explosives

CERFP: CBRNE Enhanced Response Force Package

¹ Strategy for Homeland Defense and Civil Support – DoD – June, 2005

NAS JRB Willow Grove

TAB F

17 August 2005



Point Paper ENCROACHMENT ISSUES AT NAS JRB WILLOW GROVE

Background: Staff of the Defense Base Closure and Realignment Commission asked representatives of the Willow Grove community about encroachments at NAS JRB Willow Grove. As used in this context, “encroachment” refers to neighboring development that might affect present and future air operations. The encroachment issue is a shorthand reference to maintaining Air Installation Compatible Use Zones or Zoning at installations with flying operations.

As stated in our testimony at the Pennsylvania Regional Hearing before the BRAC Commission, “there are no significant encroachment issues at Willow Grove,”¹ particularly considering its location in a densely populated suburban area. The existing encroachment questions at the east end of the installation are manageable. The west end of the field is relatively free from encroachment, and offers opportunities for DoD and the affected local jurisdictions to undertake an effective partnership to safeguard the field’s operating flexibility and future availability.

The overall assessment of the encroachment situation was confirmed by a similar statement made by the NAS JRB Willow Grove Commanding Officer during the BRAC Commission Chairman’s visit to the base on July 5, 2005 to the effect that the base has “relatively minor encroachment issues.” He also said “we have basically an average encroachment situation. . . . We have more issues than some bases that are relatively remote but fewer issues than others that are closer to large metropolitan areas.”²

Joint Land Use Study. A Joint Land Use Study (JLUS) for the NAS JRB Willow Grove Area was completed in December 2001.³ That study was based on data from two DoD Air Installation Compatible Use Zone studies (AICUZ), one from 1977, and a second one completed in 1999 and issued in April 2001. The general conclusion of the JLUS is that, except for an area to the Southeast of the base, most of the balance of surrounding area has “... compatible land uses with density and intensity of use that compliment the NAS.”⁴ In the area to the Southeast, the JLUS recommendation is that zoning regulations be adopted that correct any non-conforming land uses once that non-conforming use ceases in order to achieve long-term compatibility without unduly harming current landowners.⁵

A deeper insight into the intentions of the community can be gleaned from a more detailed reading of the JLUS. It was noted in comparing the two AICUZ studies that aircraft operations had decreased by over 65% between 1977 and 1999⁶, resulting in a more than tenfold decrease in noise impact in both affected area and population⁷. Additionally there has been a further reduction in operations that have occurred since

¹ Uncertified hearing Transcript, pg 81 second paragraph - testimony of Ret. Gen. William Lynch, of the Pennsylvania BRAC Regional Hearing held July 7, 2005 at the Cannon Office Building, Washington, DC

² Statement of Captain Harry Meyers to BRAC Commission Chairman during July 5 presentation on base.

³ Horsham Township Joint Land Use Study issued December, 2001

⁴ Ibid. Pg 4, paragraph 1, last sentence.

⁵ Ibid. Pg 4, paragraph 2

⁶ Ibid Pg 3, paragraph 6

⁷ Ibid. Pg 22, Table 3

the JLUS was concluded (from 32,000 landings and take-offs in 2001, to approximately 27,000 in 2004).

The Advisory Board for the JLUS concluded that the safety and noise restrictions should be left at the boundaries established by the 1977 AICUZ:

The Advisory Board is aware that DoD has conducted several rounds of base closures in the past few years, which have resulted in the reassignment of military missions and units to other bases. The bases to which missions and units were transferred were selected, in part, because they had the physical capacity to accommodate the additional missions and units. With the potential for further rounds of base closure and consolidation, the Advisory Board recognizes that the physical capacity exists for NAS/JRB to accommodate a mission as large as that which existed when the 1977 AICUZ was prepared. Accordingly, the Advisory Board conducted this JLUS with the view that the mission of NAS/JRB could potentially return to the 1977 or greater level. The Advisory Board believes that the interests of the community and NAS/JRB will be best served by JLUS Report recommendations that, if implemented, will preclude non-compatible development not just in the current actual AICUZ impact area, but in the potential impact area as well. The Advisory Board is concerned that without strong constraints on future non-compatible development, the chances could be considerable increased that NAS/JRB will become a candidate for closure.⁸

The conclusions of the JLUS have not yet been implemented by the Horsham Township Council, although current zoning regulations in effect are loosely based on the 1977 AICUZ results, and all of the actions to remove and/or top trees which were in the airfield safety/Clear Zone areas have been accomplished. We have been assured that Horsham Township Council stands ready to implement the zoning change recommendations as outlined in the JLUS once the current BRAC Closure recommendation is resolved. The community and the local governing body are in agreement to take the necessary actions to minimize encroachment issues at the Willow Grove base, and to enhance its ability to support current and possible future missions.

Conclusion: Encroachments are not a significant problem at NAS JRB Willow Grove and the few encroachment issues in no way justify closure of the installation or curtailment of air operations there. Willow Grove is in a key strategic location, in a rich recruiting and retention environment. One of the consequences of being located in proximity to the homes of so many people who see the installation as a resource of regional and national importance is that there will be more potential encroachment issues. As the JLUS demonstrates, any such issues at Willow Grove are manageable.

⁸ Ibid. Pg 27, paragraph 1

NAS JRB Willow Grove

TAB G

17 August 2005



**Updated Point Paper
Costs and Savings Resulting from Closing NAS JRB Willow Grove**

- The DoD’s own COBRA analysis for Willow Grove shows one-time closing costs of \$126 million.
 - Most of these costs (\$66 million) are for new military construction at McGuire AFB to accommodate Navy units moving there.
 - Copies of the military construction (MCI) pages from the COBRA analysis are attached.
 - \$44 million are moving costs
- The DoD estimated costs for military construction at McGuire are too low because they failed to take into account retention of the KC-135s there.
- Planned military construction costs at Willow Grove over the next five years are about \$15 million (for a new commissary, etc.) and DoD claims a credit for avoiding these costs.
- We believe Willow Grove could maintain flying operations with no additional military construction costs.
 - Repairs to runway are already programmed and will start soon.
- DoD claims the \$126 million in costs for closing Willow Grove are offset by net savings in personnel, overhead and other costs.
 - \$178 million of the claimed cost savings are personnel
 - **BUT** as the GAO observed, about 50% these supposed personnel cost savings are illusory because the personnel don’t go away – they are moved. Military end strength remains constant.
- The Navy took cost saving credit for 52 more personnel than was consistent with the Navy’s own strength figures. Even the Navy’s COBRA analysis shows these errors.
- We ran a quick COBRA analysis using conservative assumptions and correcting the Navy errors. The results are:

Scenario	Payback Period (Years)	Costs/Savings (\$K) : negative numbers are savings				
		20 - Year NPV	1-Time	Personnel (2006 □ 2011)	Total (2006 □ 2011)	Annual Total Recurring
DON 0084	2	-710,503	126,256	-177,725	-134,726	-60,645
Add Back 52 and delete 40% of 468 remaining eliminations	4	-327,347	118,257	-62,464	-15,456	-32,604

- This analysis shows that recurring savings are cut about in half by a more realistic analysis, and the payback period in years is about doubled.
- What’s more, no one, not the Navy and not the Air Force, ever analyzed costs for closing the entire installation and deactivating the 111th Fighter Wing and 913th Airlift Wing.
 - Training costs for new pilots are about \$2 million each.
 - Training cost for aircraft maintainers and other aircrew members are similarly quite high and rising.

POINT PAPER
ON
111TH FIGHTER WING OPERATIONAL READINESS INSPECTION

Purpose: This paper will discuss the unsatisfactory rating the 111th Fighter Wing (FW) received during its combined Operational Readiness Inspection (ORI) that took place from 2-12 May 2005. Because the unit was rated unsatisfactory for maintenance, it received an overall unsatisfactory even though the unit performed very strongly in other areas evaluated in the inspection. This report will cover the particulars of this inspection and explain the process of an Air Combat Command (ACC) ORI. Additionally, this paper will show that the unsatisfactory result is an anomaly in the long and distinguished history of this unit, and it will describe the measures the unit is taking to correct the deficiencies identified in this ORI.

Relationship to BRAC Process: The ORI for which the 111th FW received an unsatisfactory rating in maintenance was completed just one day before the release of the DoD BRAC report, which recommended deactivation of the 111th FW as part of the closure of NAS JRB Willow Grove. Obviously, the Navy and the Air Force made their recommendations with regard to Willow Grove long before these ORI results were known. The maintenance rating of the 111th in a single ORI should, of course, have had no impact on installation and facility reviews related to the 2005 BRAC round. Any suggestion that the 111th FW deserves to be deactivated because of its maintenance rating in this single ORI is based on a fundamental misapprehension of the inspection process and the military value of this unit.

Air Combat Command (ACC) Inspections: Operational Readiness Inspections (ORIs) generally consist of two distinct phases. Phase I (PH I) evaluates the unit's ability to transition from peacetime readiness to a wartime posture. PH I consists of Initial Response. Phase II (PH II) evaluates a unit's ability to perform wartime or contingency missions. PH II consists of Employment, Mission Support, and Ability to Survive and Operate (ATSO).¹

The ACC Inspector General uses the five-tier rating system for evaluating all areas, sub-areas, items, sub-items, and elements. Inspectors assign ratings based on performance and use objective criteria whenever possible. Furthermore, inspectors will apply Common Core Readiness Criteria (CCRC) to each of the applicable major graded areas and sub areas IAW AFI 90-201, paragraph 2.2.4.²

Operational Readiness Inspection, 2-12 May 2005: Under the authority of Air Force Policy Directive 90-2, as implemented by Air Force Instruction (AFI) 90-201, the Inspector General, Headquarters ACC, conducted an ORI at Willow Grove Air Reserve Station (ARS), 2-12 May 2005. The purpose of the inspection was, "To evaluate initial response, employment, mission support, and ability to survive and operate for the 111th FW in accordance with AFI 90-201, ACC Supplement 1, Addendum A."³

¹ AFI 90-201, ACC Supplement, Addendum A, page 5.

² Ibid, page 6.

³ Ibid.

Although the unit performed admirably in many areas⁴ and earned many favorable comments, the unit was rated unsatisfactory overall as a result of **maintenance practices and procedures**.

Maintenance Inspection Details: The ACC/IG report was reviewed at the unit and headquarters levels. While most maintenance processes and procedures were adequate (and in many cases above average), deficiencies identified during the ORI were a result of failures to follow established maintenance procedures. Some problems can be attributed to the “fog of war” during the ORI and an attempt to get the mission done. Issues identified during aircraft acceptance were with the J Hooks and jack plugs, which is a fleet wide issue and the result of long standing accepted A-10 configuration practices, and failure of the Depot to update technical order data. Tool accountability issues occurred during shift change and can be attributed to poor ORI planning.⁵ The IG identified a supposed munitions problem with providing bad carts. This issue was the result of a locally established procedure to mark carts nearing their life cycle with an “H” to alert munitions to carefully review the number of scribes. This “H” was interpreted by the IG to mean the cart was no longer serviceable. This local procedure to scribe the carts with an “H” should have been addressed by QA as an unauthorized procedure but never was. The problems with our weapons loading can all be traced to one load crew. Procedures have been thoroughly reviewed and found to be adequate. The problem was with the one crew that consistently failed to perform as trained. They have been decertified and load crews reconfigured. No QA problems were identified in this area. The problems with launch/recovery operations were not in any one specific area. Many of the issues identified by the IG were subjective and could have gone either way.

Corrective Action: The 111th FW has addressed and complied with all ACC/IG and ANG/LG write-ups and recommendations. The command reviewed all leadership positions within the Maintenance Group and made changes where appropriate. The Maintenance Commander in place for the ORI has been replaced. Numerous key leadership positions, some of which were assigned duties outside of aircraft maintenance, have been changed. The Production Supervisor, who missed the ORI because his wife was terminally ill, is now back on the job. The Chief of Quality Assurance was relieved of additional duties in order to fully concentrate his efforts in the QA section. The unit is completely reviewing all Compliance and Standardization Requirements Lists (C&SRL's) to ensure compliance with all accepted standards. The unit has requested assistance from ANG and ACC in Weapons, QA and flightline maintenance. Reviews to date have been very favorable with one inspector commenting that he is very impressed with the programs and procedures in place. The unit has requested additional help from ANG to provide assistance to conduct acceptance reviews of aircraft and provide an Exercise Evaluation Team (EET) for their upcoming ORE in November 2005.

The Way Ahead: The 111th has taken an aggressive approach to correct deficiencies identified during the inspection. Below is the unit “roadmap” to prepare for the follow inspection scheduled for April 2006:

⁴ The inspection involved ratings of 165 separate areas. The 111th Fighter Wing received **19 Outstandings, 56 Excellents, 64 Satisfactory scores, 22 Marginals and 4 Unsatisfactory** scores in this inspection. The overall rating of unsatisfactory was assigned because of the importance given to the small handful (4) of areas with unsatisfactory ratings. From the perspective of the unit and its higher headquarters, the number of marginal and unsatisfactory ratings was unacceptably high warranting the prompt and decisive response as described in this paper.

⁵ Tool accountability had been an item addressed by Quality Assurance (QA) in numerous discrepancy reports, and it should have been corrected before the inspection.

- June 2005
 - **ANG Readiness Center Standardization Team** (5 person)
 - Their assessment was that we have a safe maintenance operation, *but* that we need definite work in QA, weapons loading, munitions and the CTK (tool kits) program.
 - **'COMBAT SHIELD'** (5 person) Electronic warning assessment program evaluation of Electronic Countermeasures (ECM) equipment.
 - Equipment, training and operations by active duty team from Eglin AFB. Their assessment was very positive and comment was "Best Seen to Date".
- July 2005
 - **Begin Compliance & Standardization Requirements List(C&SRL) process**
 - Began a 10-week long maintenance self-inspection.
 - Purchase CTK kits, organize and scribe kits (2 months).
- August 2005
 - C&SRL process continues
 - Normal Fort Drum summer deployment
 - Unit Training assembly (UTA) 27-28 Aug / Saturday and Sunday flying
- September 2005
 - Unit Training Assembly (UTA) 17-18 Sep, Saturday fly; Sunday ground training
 - **Maintenance Evaluation** 26-29 September. Six outside inspectors (non-ANG A-10 units) to inspect & accept aircraft and watch flight launches.
 - US Marine Joint Training Exercise - MAG 49 at Warren Grove
- October 2005
 - UTA 15-16 Oct, Saturday ground training, Sunday ground training and Family Day
 - **Willow Grove Runway Closure** 3 Oct – 3 Nov, no flying at Willow Grove during this period
 - **Deployment, Davis-Monthan AFB**; 1-30 Oct, short-notice TDY due to runway closure
- November 2005
 - **Operational Readiness Evaluation (ORE), 17-20 Nov**
 - Full simulation of anticipated ORI for April 2006
 - Friday - inspection/acceptance; Saturday and Sunday flying
 - Request for 20-40 total experts from ANGRC & ACC
- December 2005
 - UTA 10-11 Dec, Saturday PM & Night Fly, Sunday – ground training and Christmas Party
- January 2006
 - Jan UTA, Saturday fly; Sunday ground training
- February 2006
 - **ORE**, Saturday and Sunday flying
 - Exercise Evaluation Team (EET) from outside the ANG A-10 community
- March 2006
 - UTA, Saturday and Sunday flying
- April 2006 Saturday flying; Sunday ground training
 - **ORI**, 27 Apr - 2

111th FW Inspection History: The 111th FW has had a tremendous amount of success in recent inspections. “An inspection provides a snapshot of a unit’s immediate ability to conduct operations in the manner tasked.”⁶ Below is a table that contains results from those inspections:

111th FW RECENT INSPECTIONS

<i>INSPECTION TYPE</i>	<i>DATE</i>	<i>RATING</i>
Navy Explosive Safety Inspection Joint Inspection	Sep 04	Pass [pass/fail]
EPA no-notice	Jul 04	In Compliance
HSI	Oct 03	Satisfactory
ESHOCAMP	May 03	Outstanding
Standardization and Evaluation	Oct 02	Outstanding
Navy Explosive Safety Inspection (Joint Inspection)	Aug 02	Pass [pass/fail]
ECAMP	May 02	In Compliance
DDESB Explosive Safety survey	Oct 00	In Compliance
ECAMP	May 00	In Compliance
Standardization and Evaluation	May 98	Excellent
ORI Phase II	Oct 97	Excellent
ORI Phase I	Jul 95	Outstanding

Unit Mission: The mission of the 111th Fighter Wing (FW) is to provide and maintain operationally ready, highly trained, well-equipped military personnel who provide combat-ready A-10 aircraft and support elements in response to wartime and peacetime tasking under federal or state authority. The 111th Fighter Wing is indispensable in the Global War on Terrorism (GWOT) as the unit is prepared to support Air Force war contingency requirements and can support the Homeland Defense and Homeland Security missions as well as a variety of peacetime missions as required. The 103rd Fighter Squadron is the operational combat arm of the 111th. Their primary mission is to provide combat-ready forces able to conduct day and night Close Air Support (CAS) for our joint and coalition ground forces. Other flying missions include, Airborne Forward Air Control (AFAC), Combat Search and Rescue (CSAR), Air Interdiction (AI), and Time Sensitive Targeting (TST). In addition, the 111th is staffed with well-trained and well-equipped personnel who could respond to state emergencies. These include firefighters, security police, civil engineer, medical squadron, and other support personnel.

Recent Unit History: The 111th FW has been a key player in recent years, particularly since the devastating terrorist attacks of 11 September 2001. With the demands increasing on active units, the Air National Guard (ANG) has been tasked to step forward and support the active force. The 111th FW has certainly performed exceptionally well during this time of war. The 111th FW has performed combat operations in operations IRAQI FREEDOM, ENDURING FREEDOM, SOUTHERN WATCH, and NOBLE EAGLE since 1995. This unit is the only organization in the ANG to voluntarily forward deploy for both the Afghanistan and Iraq wars, conducting combat operations in two deployments, in just a five-month period. Despite the fact that unit

⁶ ACC Final Operational Readiness Inspection report, 111th Fighter Wing, Willow Grove ARS, PA, page 5.

personnel were located on austere bases that were subject to hostile fire, the 111th met all mission requirements.

During operation IRAQI FREEDOM, the unit had a mission capable rate of 95 percent. This is far above the standard 80 percent that is the goal during normal operations. This is even more impressive when considering the harsh conditions the equipment and personnel had to endure. During operation ENDURING FREEDOM, the 111th was the lead unit for a short notice, out-of-cycle Air Expeditionary Force (AEF) deployment to Bagram Air Base, Afghanistan. During this period, the unit flew 100 percent of their tasked missions while operating in "blackout" conditions at an airfield frequently enduring rocket attacks.

Since 1995, the unit performed three separate deployments in support of operation SOUTHERN WATCH. Like the deployment to Afghanistan, the 111th was the first ANG unit to deploy to Kuwait in the summer of 1995. Follow on deployments occurred in 1999 and in 2001. The wing provided more months of support to SOUTHERN WATCH **than any other ANG unit** during this period. These highly successful deployments earned the 111th Fighter Wing three outstanding unit awards.

The 111th also supported operation NOBLE EAGLE with many personnel personally requested to support the Pentagon and ANG Crisis Action Teams (CAT). Members of the unit's Security Forces Squadron, Medical Group, Logistics Group, Civil Engineering Squadron, Logistics Readiness Squadron, and other areas served in an outstanding manner in order to support requirements.

Conclusion: The 111th is an exceptional unit with a maintenance function that stumbled during the May 2005 Operational Readiness Inspection. The unit was and is combat ready. The unit is now focused on core maintenance competencies. The unit has requested assistance from ANG and ACC to provide personnel to review our processes, identify problems, recommend changes, and most importantly validate our ability to get the job done. The Quality Assurance program has been reinvigorated to ensure the process is done formally and that all personnel are accountable for their actions.

During the week ending on Friday, May 13, 2005, this unit faced adversity as a result of the untimely death of a Senior Non-Commissioned Officer, Unsatisfactory ORI result and proposed deactivation through BRAC. The 111th Fighter Wing has recovered to face the challenge to bring about positive results. A lesser unit without the committed team effort of all the 111FW airmen may have failed to quickly reestablish its combat ready status going on to support recent home station and deployed operations to include live joint close air support.